

## Sherri Marineau

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**From:** Derrick Tokos  
**Sent:** Tuesday, October 17, 2017 9:50 AM  
**To:** Sherri Marineau  
**Subject:** FW: A "Memo" related to our Parking Meeting on Wednesday  
**Attachments:** Webster-TorpFinal.docx

Please post this email and attachment to the City's website for tomorrow's meeting.

Derrick

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**From:** cris torp [mailto:cris1@charter.net]  
**Sent:** Monday, October 16, 2017 2:19 PM  
**To:** Janet Webster <janet.webster@charter.net>; Laura Anderson <laura@localocean.net>; Gary Ripka <gripka@charter.net>; 'sharon@actionnet.net' <sharon@actionnet.net>; 'Linda Niegebauer' <lindaraen@charter.net>; 'Kathy Cleary' <kathyc1123@gmail.com>; 'Jody George' <jodyymar@yahoo.com>; Bill Bain <bill@yaquina.com>; 'Frank Geltner' <frank@newportnet.com>; 'Tom McNamara' <tom@oceanpulsesurf.com>; 'Bill Branigan' <phantom41@gmail.com>; 'jlackey@portofnewport.com' <jlackey@portofnewport.com>; 'abretz@portofnewport.com' <abretz@portofnewport.com>; 'cbruce@co.lincoln.or.us' <cbruce@co.lincoln.or.us>; Spencer Nebel <S.Nebel@NewportOregon.gov>; Tim Gross <T.Gross@NewportOregon.gov>; 'Brian Davis' <brian@lancasterengineering.com>; Sherri Marineau <S.Marineau@NewportOregon.gov>; Derrick Tokos <D.Tokos@NewportOregon.gov>; Sandra Roumagoux <dvr.snr@charter.net>  
**Subject:** A "Memo" related to our Parking Meeting on Wednesday

Hello Everyone,

For the past two weeks or better, Janet Webster and I have been trying to develop a "position paper" regarding our concerns, some findings and proposed recommendations regarding some of the parking issues facing the City of Newport. The attached has been sent back and forth between us--with individual comments being bandied about--in our effort to present a unified, coherent presentation. However, we have *not* discussed how to "defend" the paper, as, we have our own thoughts about things and do not share total agreement on some of that which is presented. We apologize for its rather late arrival into the discussion planned for this Wednesday, October 18.

To summarize: Both Janet and I have reached the conclusion that the City has a "congestion" problem and not necessarily a "parking" one. We both agree that, on the whole, much of the solution involves better parking enforcement, some re-designing/re-assigning, creating several new--and as yet to be inventoried--spots as well as some potential/trial metering in many of the public lots throughout each district. We both agree that metering in one district may place that district at some--psychological and/or financial--disadvantage. We also share the belief that there ought to be a future iteration of the "special districts" (not necessarily in their current design or mandate) so that future parking and/or congestion matters have a format within which to be heard, discussed and resolutions put forward. [There

is also a short Addendum which focuses principally on the bay front and several unique issues found therein.]

cris torp

## Comments on The Parking Challenge and the City's Considerations

Submitted by

Cris Torp and Janet Webster

Members of the Bay Front Parking District

October, 2017

### INTRODUCTION

The following synthesis of ideas, thoughts, recommendations and perspectives is offered as a “starting point” for further discussions surrounding some complex issues faced by the City of Newport and its three Parking Districts: City Center, Nye Beach and the Bay Front. Each of these districts has its own history as well as unique sets of economic demands and drivers. Reaching a comprehensive, city-wide solution to what has been viewed as a “parking problem” is not, as we on the three Parking District committees have seen, an easy task. Any solution for one district, will simply NOT work in the other two; some city-wide “compromise” might work, but none has yet been proffered.

Our perspective, skewed by our location on the Bay Front and our personal behaviors (one who walks a lot and the other who prefers driving) is intended to offer the following ideas and observations in an attempt to reach an acceptable compromise for the parking issues facing the City. We are both convinced of the necessity to develop a realistic approach. The following has evolved through several, incidental meetings with one another, insight from others on the Bay Front Parking District Committee as well as interactions with various 'stake holders' from each of the parking districts. The authors have held no formal or informal meetings, and in that spirit, the following does not include "official" viewpoints or options, nor does it establish “priorities”. We simply want to share what we consider important concerns and approaches with all three parking districts and city staff for discussion and evaluation.

Neither of us has been a huge fan of the need for the Lancaster Parking Study. We believed, and still do, that “local knowledge and perspective” provide much better “bench marks” than does an expensive, outside, snap-shot examination of a panoramic “problem.” However, there is value in the “numbers” provided by the Lancaster team; those numbers have been helpful with regard to some of the enclosed thoughts.

If there is one encapsulating idea contained herein, it is that we believe that the City has a “congestion”—rather than parking—problem. On the Bay Front, it could be solved by clearly marked parking spaces, regular and visible signage as well as competent and regular enforcement of existing or potential parking rules. In City Center, the approach would be to review pedestrian crosswalks for better visibility and user education, consider flow-through on 9<sup>th</sup> Street (e.g. Pacific Communities Hospital zone versus the more northerly portion) and issues with access to and from Angle Street onto Hwy 101.) Nye Beach is the outlier with congestion being less of an issue than actual parking availability/inventory. As long as we continue to focus solely on parking, we may miss the opportunity to address the driving issues:

- How do our three commercial centers prosper if it's difficult for workers, customers and vendors to physically access them?
- How can we shape the development of these areas in the future?
- What is the true capacity of these areas given that there is a finite resource?

## **CONGESTION ISSUES**

### The Length of a Parking Space

--Diagonal parking along portions of the Bay Front perhaps creates congestion. If all spots along the Bay Front were parallel to Bay Blvd, traffic would be less congested. Unfortunately, this would reduce the number of parking spaces significantly. Even so, we suggest considering changing angled parking back to parallel parking along the section of Bay Blvd from Fall Street to Bay Street. We would lose spaces, but alleviate some of the congestion caused by the narrow roadway. (See Attachment 1.) Spaces could be gained if areas on Hatfield Drive and the east end of Bay Blvd were clearly marked.

--Over-sized vehicles are problematic throughout the districts. In a diagonal space, they typically do not fit. Many drivers of the ubiquitous, over-sized pick-up truck do not seem to understand the "if you don't fit; don't park" mandate. To be fair to those drivers, there is no such signage anywhere on the Bay Front or elsewhere in the city. Some diagonal spots are "tailed" with a short line paralleling the roadway, so the "suggestion" of length is provided. We suggest that all angled spaces in high use areas throughout the city be 'tailed' and appropriate signage added.

--There is, in fact, an Oregon State Statute that makes it illegal in Oregon to park against the flow of traffic, and, as such, such an act may be "common knowledge." Yet, people ***DO*** back into diagonal spaces to avoid sticking out into traffic, as well as to "grab that spot before anyone else!" As the "host" to these normally out-of-area visitors, it ought to be the City's responsibility to position "DO NOT BACK IN" signs at reasonably visible locations near all sections of diagonal parking.

--Some areas may benefit by a limitation to 'compact only.'

--Recreational vehicles of all sizes often park in ways that cause congestion. Better signage directing them to easy and convenient places to park is needed as well as warnings about congestion if they decide to transit the Bay Front.

### Inappropriate Use of City Right of Way:

--City Staff should pay stricter attention to any "favoritism" with regard to parking issues.

--Construction in the three districts can cause temporary congestion. The key is to keep it *temporary*. Dumpsters should not be allowed in the city right-of-way for extended periods.

--In a related issue, the city right-of-way should not be used for permanent or quasi-permanent storage of waste receptacles and palettes.

--Abandoned or otherwise unused driveways that prevent usage of on-street parking should be identified and remarked for parking.

### Hwy 101 Crosswalks

--The 'new' marked crosswalks are liked by some pedestrians, but disliked by many drivers. The Oregon Department of Transportation's publicly perceived "mission statement" is to "...move people and vehicles safely on all public byways and highways...." Given this, the placement of the crosswalks and the lack of signaling on all of them raise safety concerns. All of the new crosswalks should have lighted signals installed. In the future, planners should consider traffic ingress and egress, traffic flow in addition to pedestrian needs when locating crosswalks.

-- The Farmers' Market summer location in the South City Hall Parking Lot provides excellent publicity and good access. However, there are safety concerns with the use of the Hwy 101 crosswalk. Shoppers need to be more aware of traffic rather than assuming they are visible and indestructible because they are carrying a shopping basket. As popularity increases, the City should consider the long-term viability of the Farmers' Market using this city asset.

#### Left Turns off of Hwy 101

--Vehicles turning left off of Hwy 101 across two lanes of traffic cause congestion throughout City Center. This in turn disrupts business in that area and increases the possibility of accidents. Unless there is an appropriate traffic signal or a designated turn/refuge lane, ALL "cross traffic" turns should be disallowed within the Downtown City corridor; that is, specifically, from South of the Armory to Hwy 20. ODOT has had some success with this in their work with the City of Lincoln City; no reason a similar solution could not work in Newport.

--The City of Newport should take its "Partnership" with ODOT more seriously and not kowtow to the "bigger, more important" agency; ODOT only has as much clout as they are permitted.

#### Transportation Other Than Cars and Trucks

--Little attention has been given to the safe passage of bicycles through any of these three districts. In Nye Beach, the designated bike route to avoid Hwy 101 goes down Coast Street. While traffic is probably slow enough in this area to accommodate mixed use of the narrow roadway, it's a safety issue. Hwy 101 through City Center is scary. We are not convinced that removal of on-street parking and the marking of a bike lane would help. On the Bay Front, bikes battle it out with cars and trucks. There isn't room for a bike lane so developing greater awareness is probably the only approach.

--The City Loop Bus route covers all three districts, but does not seem to be used as an alternative to finding a parking space. Employees on the Bay Front may be a target audience for public transportation if the service was regular and convenient.

### **PARKING ISSUES**

#### Parking Spaces

--We need to use all currently available parking. City staff should be directed to, again, inventory ALL presently identified parking spots within each parking district to ensure the accuracy of their own figures. Some of this data possibly may be pulled from the Lancaster Study and its space counts.

--City Staff should also inventory "potential" parking spots; especially along major ingress and egress streets to each parking district.

--Once identified, all viable parking spaces should be appropriately striped and marked. Outdated markings should be removed such as the stretch of Yellow-lined/No Parking areas, specifically along Hatfield Drive.

--Designated Taxi zones can be removed.

#### Time limits

--Tour buses do not need to occupy a "loading zone" for two or three hours. Buses should be encouraged to move and come back at a designated hour.

--The "flow" numbers presented in the Lancaster Study provide at least one useful piece of datum: overall, and in each of the three districts, it appears, a "Three Hour Turn-around" seems

to be the norm. The majority of parking spots along the Bay Front currently allow a consistent “Four Hours” while Nye Beach has “Three Hours”. We do not recommend any changes at this time.

#### Meters and Permits

--We suspect that parking meters simply “will not fly” for many—most—users of each of the distinct districts. While a potential source of income for the City, meters are likely to create more ill-will than revenue.

--Selective street metering may work if it can be shown to be cost effective. Some think that metering of Bay Blvd from Hatfield Drive to the Coast Guard Station is viable; others argue strongly against that idea. This would primarily have an impact on visitors to that area. Workers would adapt to parking further away. There are those among us who believe that street-side parking meters in only one district will seem an undue hardship to that particular area.

--Residents and tourist alike *may* accept metering or kiosks at Public Lots, although many locals will just avoid the areas rather than pay to park. These lots include 9<sup>th</sup> and Hurbert, Angle and 101, Canyon Way, Abbey Street at Bay Blvd, Fall St at Bay Blvd, the Performing Arts Center, the Visual Arts Center, and the Nye Beach Turnaround.

--Bay Front business owners may be supportive of permit-only parking at the Fall St at Bay Blvd lot. This is a small lot that most tourists do not realize is public.

--There is a perceived—if not actual—need for continued dialogue about a potential "Permitting Process." Newport derives substantial income from its fishing industry. PAID parking for the area's commercial fishers is problematic.

#### **ENFORCEMENT ISSUES**

--The Security/Parking Enforcement Agreement between the City and TCB should be made publicly available. What we, the public, might “think” is covered in that contract, might, in fact, not be covered at all. What we, the public, think “ought” to be covered, might just need to be added to that contract. For example, is the contract with TCB limited to “parking rule enforcement,” or does it encompass something vaguely described as “patrol services”? There should be an annual performance review that includes input from the Parking Districts.

--There are many, anecdotal, comments about the current state of Parking Enforcement; specifically, the lack thereof. Examples of these: “...my employees would keep an eye out for the Parking Guy..., so that an employee car might be moved prior to ticketing...;” “...that car parks there every day, all day long, and hasn't even been ticketed once...;” from a Newport City Policeman issuing a parking ticket: “... those guys [TCB?] are never around...” Since TCB's “arrival on the scene” regularity, visibility and enforcement have NOT been an issue; sadly, it's been a joke. “Patrolling” ought to be done on foot; merely making a drive-by pass in particular districts does not qualify. Ironically, the part-time/seasonal enforcement officer a few years back was reliable, personable and efficient.

--The lack of enforcement is evident to those who work and live in the parking districts. The only violation to get consistently ticketed is parking against the flow of traffic and this appears to be done by City Police rather than the contractor.

--The City, either through the Police Department or its contracted parking enforcement, should closely scrutinize the existing use and abuse of all “temporary” zones and other concessions

and practices that have evolved over time in disregard to the rules. This is a particular problem on some stretches of along Bay Blvd. The enforcers and the violators should show “just cause” to the stakeholders of this district as to why such infractions remain “unpunished offences” and beyond remedy.

### **FINAL THOUGHTS**

In accordance with the City of Newport Charter, and with specific regard to the City’s ability to “create” the three current, "special" Parking Districts, the existing Districts are scheduled to cease operations at the end of Fiscal Year 2017-18. The current districts were formed specifically to deal with the end of the City’s “Payment in Lieu of Parking” program. Early in our combined existence, that program was replaced by a yearly “business fee” added on to a business’ yearly City License. This varies by district. On the Bay Front, it was assessed by an old measure for the business license – the number of employees. For some, this fee surpasses that of the yearly license itself. If we continue with the annual assessment, the fee policy should be reviewed.

If the Special Parking Districts are allowed to end, there will be no forum for discussion, oversight or any platform for recommendations to the City with regard to the parking, traffic congestion and overall Transportation issues within this community, and in particular the critical three commercial areas. More thought needs to be applied to the future of the districts and how to address the issues outlined earlier and repeated here:

- How do our three commercial centers prosper if it’s difficult for workers, customers and vendors to physically access them?
- How can we shape how these areas develop in the future?
- What is the true capacity of these areas given that there is a finite resource?

If City Staff desires to end the Parking Districts and form a single ***Parking*** Committee, we believe this will flounder as the current districts have. Lack of staff interest and direction have made our volunteer involvement challenging. We suggest considering the establishment of a new, more comprehensive committee charged with “getting people around and about safely” in Newport. Such a committee could be a merger of the Way-Finding Committee, Parking Districts and even the Bike and Pedestrian Committee. This new comprehensive committee should be a citizen-volunteer group, but it must be staffed and supported by the City of Newport. It should have regular, established meeting dates, adhere to public meeting laws and be chief among the arbiters of any and all “transportation” issues facing the City.

## ATTACHMENT I

### A "Bayfront-Specific" ADDENDUM to Webster-Torp: Some Observations and Recommendations

On the 8<sup>th</sup> of October, Cris Torp spent some time along various stretches of Bay Blvd and some of its approaches "measuring" several, representative Parking Spots (both Diagonal and Parallel) as well as taking some "snap shots" of the width of East- and West-bound travel lanes. All of this was predicated on Torp's desire to have on record these measurements as well as to direct/focus his thinking towards a potential "solution" to the current parking/congestion issues along Bay Blvd. Given the basic conclusion and/or Point of View of the Webster-Torp document, Torp felt it wise to put forward some concrete suggestions based on some tangible measurements. The 'longer' measurements were taken from Odometer readings on Torp's vehicle (he's the one who prefers to drive); the 'shorter' ones were taken "by hand" with a 25' tape measure.

#### LONG Measurements:

--Fogarty Street to "bump" at newly re-aligned intersection at foot of John Moore: Approximately .10 Miles; or, about 520'.

--The "upper stretch" of SW Hatfield: also about .10 Miles. BOTH sides of Hatfield are presently NOT striped for parking purposes. Approximately 1040' 'total' length.

#### SHORT Measurements:

Torp measured selected, "representative" parking spots to the WEST of 818 SW Bay Blvd; he found the following:

--PARALLEL parking spots typically measured 92" from the curb to the outside of the defining line, and 244" from the furthest of each 'forward' and 'rear' parking limiter lines. Resulting square footage: Slightly over 155sqft.

--DIAGONAL parking spots at this location measured 255" from curb to "outside" the tail, a Curb-width of 160", and 112" "actual" Width (measured at 90Degrees between the lines). Resultant square footage: Approximately 200.

Also measured were several "travel lane" widths at a number of random—but also, representative—locations; both East and West of Fall Street. These measurements were made with a tape measure; more accurate measurements can—and should—be taken with specifically designed equipment, such as a Measuring Wheel. Still, these "snap shots" provide some interesting data.

#### TRAVEL LANE WIDTHS:

--At "Sail Inn: East-bound width, 11' 4"; West-bound 10'

--At Barge In/Anchor Pier: East-bound 15'; West-bound 12' (Both sides of the street have parallel parking only.)

--At Rogue Brew Pub: East-Bound 11'; West-bound 10'

--At Apollo's Nightclub: East-bound 11'; West-bound 10'

#### Interim FINDING:

A comparison of these 'travel lane widths', two to the East of Fall Street and two Westward of that same location, suggests that wherever there is a combination of "diagonal" spots and "parallel" spots there is a significant "constriction" of travel. This seems to be the case even disregarding "special design" elements made to provide wider/safer roadways. Along the commercial piers and adjacent Boardwalk, traffic is as constricted as it appears to be on the West end of the bay front. The most severe traffic constriction occurs, however, predominately at the West end of Bay Blvd and its heavy commercial—fish



processing—activities. Torp also believes that a significant “visual”—and/or “psychological”—constriction exists West of Fall Street due to the large and imposing facades of commercial fish-processing plants; such constriction does not appear adjacent to the more visually-pleasing view-shed of the Port Docks and fishing fleet.

#### A Tentative CONCLUSION:

Part of Torp’s examination of the present, West-end parking issues involved a close look at both the existing and potential lay-outs of that end of Bay Blvd. Currently there is slightly above 1000’ of “publicly owned” Rights-of-way, west-bound, West of Fall Street. This length currently provides enough room for approximately 90 Diagonal Parking spots along the west-bound side, and approximately 30 Parallel spots along the east-bound portion. It should be noted that well over half of the east-bound side of SW Bay Blvd is marked/used for “loading”.

Between Apollo’s Nightclub and Bay Street there are 10 Diagonal spots; directly across the street, along the east-bound lane (“back” to the corner of Bay Street), there are 7—Parallel—spots. One can quickly—if not quite correctly—make the observation that TEN diagonal spots “more efficiently” utilize the same space as do SEVEN parallel spots; and, if all diagonal spots were replaced by parallel spots, there would be about a 30% reduction of parking spaces along this stretch of Bay Blvd. This approach may be seen to counter the logic of dealing with the Parking Issue by “removing” many existing spots. There are, however, some “additions” to the number of parking spots in the Bay Front district, if several were to be added along Bay Blvd, east of Fogarty, as well as several more along both, upper, sides of SW Hatfield. It is the belief of this writer that these three “additions” would result in upwards of 65 spots. So, while it may appear that an initial LOSS of 30 spots would be prohibitive, the GAIN of 65 seems to clearly off-set—and go well beyond—that loss.

Further, such a “de-constriction” of traffic along the West end of Bay Blvd is likely to result in a safer, more pedestrian—and vehicle—friendly environment.

#### RECOMMENDATIONS:

- City of Newport consider “re-aligning” and/or “re-configuring” ALL of the West-bound Diagonal parking spots from Fall Street to Bay Street and replace them with Parallel Parking Spots.
- City of Newport identify and mark Parallel Parking Spots along the upper reaches of SW Hatfield.
- City of Newport identify and mark Parallel Parking along Bay Blvd (west-bound) from John Moore Road to Fogarty Street.
- City of Newport clarify its use of the triangular piece of property at Fogarty Stand Bay Blvd. There may be room for several off-street parking spots there.
- City of Newport give close scrutiny to the existing uses, mis-uses or abuses of all “temporary” zones, and other concessions/practices, specifically along Bay Blvd.