

**MINUTES**  
**City of Newport**  
**Parking Study Advisory Committee**  
**Meeting #5**  
**Newport City Hall Council Chambers**  
**Tuesday, October 18, 2017**

**Committee Members Present:** Aaron Bretz, Laura Anderson, Janet Webster, Linda Neigebeuer, Cynda Bruce, Frank Geltner, Wendy Engler, Cris Torp, Gary Ripka, Bill Branigan, Jeff Lackey, and Jody George.

**Committee Members Absent:** Kathy Cleary, Tom McNamara, William Bain, and Sharon Snow.

**City Staff Present:** Community Development Director (CDD), Derrick Tokos, and Executive Assistant, Sherri Marineau.

**Consultants Present:** Lancaster Engineering: Brian Davis.

**Call to Order.** At 3:07 p.m., Tokos opened the meeting and introductions were done. Webster noted a change in the August 15, 2017 minutes. There was a partial sentence that should end with “regarding lot and relative potential.” Tokos reviewed the agenda for the meeting.

**1. Review Updated Parking Management Plan.** Davis reviewed the plan highlights and updates with the AC. He noted the RV zone map would be implemented in the next version of the plan. Webster asked if the east end of Bay Blvd, near Port Dock 7, was for RVs and big trucks. Davis said there wasn’t any good parking for RVs on the Bayfront, except for Port Dock 7. Geltner noted that there was a RV parking sign on the Bayfront that didn’t make sense and should be addressed. Engler asked about the Canyon Way parking lot for RV parking. Torp said that there were spots in the Hurbert Street lot. He said cars parked there because there were no RVs and thought Canyon Way was the same. Ripka said that if there were meters on the Bayfront, the fisherman would use the Port Dock parking lot. Bretz said that the lot may have designs for storage. Ripka said RV parking would be less because of the storage.

Davis covered the street lighting in Nye Beach and the Bayfront. He noted that most of the recommendations were left alone. As far as temporary parking, there was no consensus to remove the code provisions regarding parking in unpaved areas.

Davis said that Don Davis Park was a full time park and could be used on a temporary basis. Webster asked about Dolpin Street. Tokos said the recommendation wasn’t specific to a property, but standards needed to be put in place for areas for temporary parking. Torp suggested looking into the semi-impervious product the County uses. Webster asked if the group was signing off on a recommendation. Tokos said it would be a step moving forward.

Davis discussed new parking on the Bayfront and the addition of structured storage near Port Docks 5 and 7. Ripka asked what the thinking was on this. Tokos explained the concept for on pier parking and funding. Ripka asked what the vertical storage was. Tokos said it was about a conversation he had with Don Man about what additional gear could be racked. Ripka said that any gear that could be racked was already racked. He suggested moving gear to the terminal to get more room. A discussion ensued regarding the process to move crab pots. Bretz asked if this would mean removing parking spaces for the fishermen or would it be in addition. Tokos said the Port’s agreement was with the property owner and would be an addition. Geltner asked how long the gear was idle. Ripka said around six months. Tokos suggested expanding from racking to a more efficient storage of gear. Ripka thought the two could be tied together to get funding. Davis asked if the AC was okay with the plan. Tokos said there were three appendices. Bretz said he would send them to Tokos. Anderson noted that it cost 18 cents per square foot, per day to store gear.

Davis reviewed the striping recommendation. He noted that at the moment there was barely any budget to do the striping and meters would help. Webster suggested striping be elastic. Davis said that typically they were 20 feet in length and striped for larger vehicles if more room was available between driveways. He said that the only place for striping, less than 22 feet, was on the Bayfront. Torp disagreed. He said he saw people taking up more space without striping. Davis asked the AC for a recommendation to stripe long stretches and some spots with flexibility. George

noted there are some spots that shouldn't be painted because they were empty lots. Branigan asked if Davis was recommending 22 feet. Yes. Torp asked if there should be an inventory in the language regarding what was available. Webster said it was better than a one size fits all. Tokos said there could be a comprehensive striping plan. Webster thought it should be reviewed every three years. She asked if methods of striping would be talked about. Tokos said the engagement of a striping plan would dictate this as technologies change.

Davis reviewed the parking and metering chart. He said he didn't see a loss of business because of meters. He covered parking versus congestion. Davis reviewed the Bayfront parking demand. He asked if it was correct. Webster thought it depended on the season. Ripka said it was close for the middle of the Bayfront. Davis said they needed to figure out the price point to park, and have the AC look at how to spend the revenues. Webster asked where employees fit into the parking issues. Davis said it was all the above and hoped to get employees on public transit loops and permitting. Ripka like the metering on the west end of the Bayfront to eliminate employee parking in front of businesses. Webster said that enforcement needed to be done. Anderson wanted to see how a transit proposal would work for employees. A discussion ensued regarding fisherman parking. Davis thought they should incentivize for fisherman. Webster thought there could be double permits; one for the Port and one for the City. Ripka thought there should be the same permit for both. Tokos suggested lot permits and Port properties permits. Davis said it sounded like the AC wanted one permit.

**2. Newport Transit Option.** Tokos reviewed the transit option and diagrams. He said it could be adjusted. The loops would be done in 15 minute frequencies but there wasn't a recommendation on timing of when it would start. There was a question on if it was needed for the Embarcadero. Torp thought it was the only logical place to turn around. He asked Bruce if there was a need for it to be every 15 minutes. Bruce said she didn't see it needing to be every 15 minutes. Tokos said it was designed for a tourist route and for employees. Anderson asked what the fee would be. It was \$1 per ride. Webster asked if a couple of the routes in the morning and evening could be for employees, and the rest for tourists. Torp suggested hotels tell their clients to take the shuttle at 10am and 2pm to give a sense of urgency. He thought that businesses and the City should be involved in the information piece about bus stops. Bruce said if the routes went from Nye Beach and the Bayfront, they would pull larger buses out of the mix because they shouldn't be on narrow streets. Anderson said that the timeframe for employee shifts were needed and thought that rider passes for employees should be explored. She thought it could be tracked through a smart system. Bruce thought the City and Lincoln County could somehow subsidize a program where businesses could come up with passes for employees to ride at no cost with the businesses covering part of the expense. She was open to brainstorming on the idea to make it work. Tokos asked Bruce to email hours of operation out to the AC to get thoughts back on how to do this. Webster asked if the prices were seasonal. Yes. A discussion ensued regarding what seasonal would be.

Torp thought that parking along the Bayfront should be realigned from angle striping to help with congestion on the west end of the Bayfront. He said that 10 angles spaces equaled 7 parallel. This would mean a loss of 30 spaces. Tokos said a striping committee would work on this. Niegabauer said if it would mean losing 30 parking spaces and adding transit options, it could be a wash. She thought changing angled parking should be considered. Tokos said we could try out transit and metering first to see how it worked. Engler asked if there would be better shuttle signs with schedules. Bruce said yes.

Tokos covered the concepts moving forward. The first part was a phased roll out and demand management (metering) in priority areas. The second part was the parking permit program. He said that the AC would need to discuss how to find a rate for the permits and who/how they will be distributed. Tokos said they would be around \$60 per year. The AC thought that was low and thought it should be per month. Davis said the price was from Portland. Niegabauer thought that if they were getting a permit, they should pay at a premium. Webster asked if the Portland program was for residential. Davis said in Portland, it was for businesses. Residential was \$300 per month. The AC would look at the costs and determine permit fees. Webster asked what vacation rentals were considered. Tokos said residential because there were in existing residences.

Tokos covered the next concepts moving forward. Step three was to lift off-street parking requirements in each district. Step four was to create a standing AC. Ripka thought parking districts should be expanded. Tokos said there was more time before the decision could be made. It was scheduled for June and a six month extension could be done. Geltner noted to keep in mind that the Wayfinding Committee created a new map and it will be replaced each year.

Tokos explained the next concept was to update enforcement contracts. Webster asked for a report on enforcement for the AC. Tokos explained the next concept would be public outreach. Anderson asked if there were changes to City ordinances for parking districts. Tokos explained that they would do away with the economic improvement district because that was what they were designed under. Going forward, parking districts would be formed. The metering and permits would be under separate rules. Ripka asked what the revenue would be. Davis estimated \$500,000 to \$600,000 a year, but this would vary dependent on how meters are set up. Torp asked why there weren't any meters in the city center. Davis said these were not areas with 85% more occupancy. There are only a few there and they wouldn't do well. Webster asked if upfront costs would come down a lot if meters were scaled back. Davis said it would come down linearly. Most of the cost would be from equipment costs. He noted that they were looking at a phased rollout first. Geltner asked if there were restriction for the city center for parking meters and if ODOT played a role in not doing them there. Davis said no, it was just from demand.

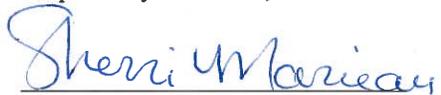
Tokos asked Davis when he could bring full capitalization to the AC. Davis said in 2-3 weeks. The AC requested one week to provide feedback on metering. Tokos said that permits would be a discussion at the next meeting.

Davis showed an updated Nye Beach metering plan to the AC. He asked the AC for comments on if east Bay Blvd should be metered only or something else. Torp didn't think that meters would help in the city center. He was concerned about economic battle with neighboring cities to the north. He suggested putting kiosks in lots at first, then if accepted, put in meters in a few years. Tokos asked the AC for their input on appropriate areas for metering. Geltner thought that tourists wouldn't choose another city to come to because of meters. He asked how the AC could come to consensus. Tokos said Davis would be doing a capitalization on how to do this. He felt it made the most sense to do full implementation and then by observations on a scaled approach based on feedback. Then they would have a conversation based on this. Geltner asked what details would be given on the options for meter s. Davis said he would be giving information on the basic options.

Tokos said that the next meeting would be in another 4-5 weeks. Geltner asked if they thought anyone would complain that there were not meters in the city center. Tokos didn't think there would be any. Bruce said that the County had not driven the proposed transit route and it was their best guess on timing. Tokos said the AC would talk more about transit routes and permit fees at the next meeting.

Having no further business, the meeting adjourned at 5:25 p.m.

Respectfully submitted,



Sherri Marineau  
Executive Assistant