



PARKING ADVISORY COMMITTEE AGENDA
Wednesday, August 17, 2022 - 6:00 PM
City Hall

All public meetings of the City of Newport will be held in the City Council Chambers of the Newport City Hall, 169 SW Coast Highway, Newport. The meeting location is accessible to persons with disabilities. A request for an interpreter, or for other accommodations, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder at 541.574.0613, or p.hawker@newportoregon.gov.

All meetings are live-streamed at <https://newportoregon.gov>, and broadcast on Charter Channel 190. Anyone wishing to provide written public comment should send the comment to publiccomment@newportoregon.gov. Public comment must be received four hours prior to a scheduled meeting. For example, if a meeting is to be held at 3:00 P.M., the deadline to submit written comment is 11:00 A.M. If a meeting is scheduled to occur before noon, the written comment must be submitted by 5:00 P.M. the previous day. To provide virtual public comment during a city meeting, a request must be made to the meeting staff at least 24 hours prior to the start of the meeting. This provision applies only to public comment and presenters outside the area and/or unable to physically attend an in person meeting.

The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting.

1. WELCOME AND INTRODUCTIONS

1.1 Memorandum. [Staff Memorandum](#)

2. ROLL CALL

3. APPROVAL OF MINUTES

- 3.1 July 20, 2022 Parking Advisory Committee Meeting.
[Draft Parking Advisory Comm Mtg Minutes 07-20-2022](#)

4. DISCUSSION ITEMS

- 4.1 Chairing the Committee.
- 4.2 Ripley's Experience with Air Garage - Dave Heater, General Manager.
- 4.3 Port of Newport Parking Management Strategies - Aaron Bretz, Director of Operations.
- 4.4 Parking Demand Strategies for the Bayfront - Derrick Tokos, Community Development Director.
- 4.5 Topics for Upcoming Meetings.

5. PUBLIC COMMENT

This is an opportunity for members of the audience to bring to the Work Group's attention any item not listed on the agenda. Comments will be limited to three (3) minutes per person with a maximum of 15 minutes for all items. Speakers may not yield their time to others.

6. ADJOURNMENT

HANDOUTS

Meeting Materials
[Newport Public Parking Policies](#)
[Bayfront Parking Management Map](#)

Memorandum

To: Parking Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director
Date: August 12, 2022
Re: Topics for August 17th Parking Advisory Committee Meeting

At last month's kick-off meeting, we discussed the Committee's roles and responsibilities and provided a broad overview of the City's parking policies. At this meeting, it would be helpful to close the loop on the question of who will Chair the meetings. On a standing committee, such as this, the Chair is typically a committee member. There is also usually a vice chair. Please consider whether or not you would be comfortable serving in one of these roles or if there are others in the group that would be a good fit.

The rest of the agenda items begin to drill down into parking management strategies along the Bayfront. Dave Heater, General Manager at Ripley's Believe It or Not, has agreed to attend the meeting to share their experience in using Air Garage for the private paid parking lot next to their facility. Here is a link to Air Garage's website with additional information: <https://www.airgarage.com>.

Aaron Bretz with the Port of Newport will then cover parking management strategies their organization is using along the Bayfront and in South Beach. The Port is in the process of rolling out a paid parking program in South Beach where they have partnered with ParkMobile. You can find more information about ParkMobile at <https://parkmobile.io>

Lastly, I am planning to walk through the demand management strategies the City Council put in place for the Bayfront following adoption of the Parking Study. As part of that, I would also like to review a map that was developed at the time illustrating proposed parking management strategies for different areas along the Bayfront. That effort was informed by stakeholder input and is a starting point for moving forward with implementation. Attached are copies of the demand management strategies and map.

I hope you have a wonderful weekend, and look forward to seeing all of you at the Parking Advisory Committee meeting scheduled for Wednesday at 6:00pm here at Newport City Hall.

Attachments

Newport Public Parking Policies
Bayfront Parking Management Map

***Draft* MINUTES**
Parking Advisory Committee
Meeting #1
Newport City Hall Council Chambers
July 20, 2022

Committee Members Present: Aaron Bretz, Bill Branigan, Nevin Beckes, Aracelly Guevara, and Robert Emond.

Committee Members Present by Video: Gary Ripka, Janell Goplen, and Doretta Smith.

Committee Members Absent: Ian Clayman.

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

1. **Call to Order & Roll Call.** Meeting started at 6:08 p.m.
2. **Welcome and Introductions.** Tokos welcomed the committee members and introductions were done.
3. **Committee Roles & Responsibilities.** Branigan asked if there was a City Council member on the Committee. Tokos noted they hadn't set it up with one but they could potentially have a Council member be a liaison in the future. Tokos noted there were two open vacancies as well on the committee.

Tokos started his review of the slide show covering the make-up of the committee, powers and duties. He then reviewed the history of parking management in Newport describing how from 1983 to 2009 it was a payment in lieu program, from 2009 to 2019 it was a parking district era, and from 2020 to present it was a demand management era.

Tokos reviewed the parking management strategies informed by the 2018 Parking Study covering the study scope of work. He then covered the Nye Beach map of public lots and public on-street parking spaces, and the Bayfront and City Center maps of the same parking spaces.

Tokos reviewed the initial outreach that had been done and the field survey metrics that were done. He then reviewed the 85th percentile which was functionally full for parking if they hit the 85 percent of parking and makes it a candidate for "metering" as a tool to improve parking turnover.

Tokos covered the field survey products used and the occupancy for the Bayfront being over 85 percent especially in the summer. He then reviewed the turnover for the Bayfront; the occupancy for Nye Beach; the Nye Beach turnover; and the occupancy and turnover for the City Center.

Tokos reviewed the maintenance of parking assets talking about the annual maintenance expenses and how they are funded. He then discussed the maintenance short fall. He then covered the recommended transit option to enhance the loop to Nye Beach and the Bayfront, and the discussions that were had with Lincoln County Transit.

Tokos discussed the recommendations that came from the study to improve wayfinding. This included a package for improving the branding of city-owned parking lots and facilities by adding street lighting, adjusting signage to encourage RV parking in the Hurbert Street lot, and improving the visibility of the peripheral lots in the areas for the beach. Tokos reviewed the recommendation for the

demand management covering the pursuit of metered zones, supporting metering, conducting outreach with the Nye Beach community, and investigating opportunities to enhance supply of public and private parking.

Tokos reviewed the recommendation for parking maintenance covering the revenues from parking meters, permits or other fees being dedicated to public parking; establishing a program for routine maintenance; considering the adjustment of funding of city center parking maintenance once urban renewal improvements were completed; fees from businesses and uses where metering wasn't implemented; and evaluating parking management practices at city hall campus.

Tokos covered the recommendations for alternative modes of transportation including promoting alternative modes of transportation; supporting efforts to establish rapid transit loop; coordinating with area employers and opportunity to expand carpool or vanpool options; and continuing to expand the bicycle and pedestrian network to improve connectivity and user options.

Tokos reviewed the recommendation for code revisions that included providing a clear administrative framework for implementing metering, permitting or other regulator task; adding code provisions to allow pervious pavement and other comparative alternatives; allowing temporary parking un undeveloped properties during extreme demand periods; and eliminating minimum off-street parking requirements for new development and redevelopment in metered and permit zones.

Tokos discussed the reasons why they wanted metering along with the Bayfront meter and permit plan map. He then reviewed the permit parking proposal, and the meter revenues and expenses. Tokos noted the City Council was in favor of metering not being a year round thing, and having it be more driven on peak period and then dropped down during the off peak period.

Tokos covered the capital project needs and their costs; the outreach that had been done as part of the study in 2018; and the additional observations.

Malloy reviewed how parking enforcement had been done by the Police Department over the years. He explained how parking citations in Newport were lower than what you would find in bigger cities. Malloy explained this had been changed with the approval of the City Council and the judge. This changed how it was funded. They went with the theory that if we had full time parking and more aggressive efforts at parking fine collections, that they would balance out. This failed because there were no consequences. Malloy explained they could put a boot on cars but this was also difficult. They had had a full time parking enforcement. There was quite a few citations written, but the collections efforts weren't very good because they didn't have the ability to collect on them. They attempted to have a contracted parking bureau with an outside source that would handle all of Newport's parking needs. They wrote the citations, handled the collections, and put forth a lot more aggressive effort. The city collected about 25 percent than what we had before but we still were not collecting the amount of revenue that should have been collected.

Malloy reported they were funded to have parking enforcement starting in April. Tokos explained the expectation was that if they got to a point where they rolled out the metering on the Bayfront they could ramp up the parking enforcement. The revenues generated by the parking program would be used in some part for the enforcement. Malloy had concerns about only having one person for enforcement. It was hard to go to and from the Bayfront and Nye Beach, and he didn't know yet how much effort it would take to do it. They guesstimated this would be a full time person. Ripka questioned if the enforcement was going to be ramped up. Malloy noted they updated the policies and procedures and found out that the monthly report on vehicles to be booted were by local people and

they didn't find this to be fair. Emond asked if the boot rule was a state rule. Malloy explained it was a city rule. It could be changed and they had a variety of parking tools.

Goplen thought it seemed like the meter expense was high. She asked if they were planning on putting physical meters, or just a sign with a QR code with an app. Tokos noted the technology was constantly changing. The thought was to do kiosks before, but now people were using QR codes. Tokos explained they would want to explore this more to fine tune the implementation. They also wanted to make sure there were funds to spruce up the Bayfront for metering so they didn't get a pothole parking lot. There were a number of parking assets that needed attention. Goplen thought that if they saved money by not having physical meters, maybe they could hire people to actually implement the meters. Malloy thought this was a good point and was curious on the enforcement side to know what the Police Department would see with the QR codes instead of a paper ticket. Tokos thought they could work through this. Goplen thought the more they got the businesses involved in asking people if they paid for their meters it would help people to want to pay the fees. Tokos noted that most of the code parking scenarios were basically logging in license information and the Police Department would get something in a digital format. Bretz offered to give some information on what the Port was doing where they took a picture of the vehicle for the enforcement officer to view.

Tokos noted that they wanted to just address metering in the Bayfront first then do Nye Beach later on. For the meter permit program, they were going to have to work on an RFP where they put it out for competitive proposals. The City would be contacting different vendors for products and technologies to bring back to the group to see what made more sense so they could get proposals. They would also be working through the code changes that needed to happen in order to pair it with the lifting of off street parking requirements. Malloy noted that a lot of the discussions was about how they handled the workers and the fishermen who took up parking for work on the Bayfront. He felt this needed to be ironed out and resolved. Goplen noted that there were situations in the parking lot on Canyon Way where she had done carpools there for staff. Since there were more campers there now they didn't want to do this. Goplen thought they needed to do something different there because of the transient RVs. Malloy noted there was a lot of changes in Oregon law that prohibited the city from prohibiting RVs from parking. The City was working on a camping ordinance that would go to a public hearing with the City Council and then be adopted. Tokos noted these rules would help move people along.

Ripka noted that he had a lot of conversations with Pacific Seafoods. They were in favor of moving the employees up to the parking lot. Goplen thought a shuttle would work well for this. Ripka noted the homeless problem hadn't been an issue with the old Parking Committee and it was more of a problem now, when talking to the fish plant managers, to get them to buy into shuttling for staff. Smith reminded that a lot had changed since 2016 and the pressure on the parking lots was different now. Ripka noted they didn't have the homeless problem then. The problems happened more so in the last 6 months to a year.

Emond pointed out that they discussed the cost of building a parking structure and how it would cost so much. He wanted to know if they had the numbers on what the parking lots would bring in for revenues so they could compare. Tokos thought they had done this and he would have to go back to Emond on it. Goplen thought there would be some businesses that would pay a monthly fee to tap into a parking structure. Edmond thought this might be a solution for the Bayfront and the employees. Bretz thought that the memo with the historical items included was where they had looked at the potential revenues and what the ball park the costs were. Tokos noted this memo was for the parking structure on Abbey Street that hadn't worked out. Branigan noted the issues for the structure at that time was the height limitations and the geology they had to tend with. Tokos noted the property owned by Greg Morrow was considered for parking but it hadn't been resolved yet because of environment

issues and how it couldn't be utilized for commercial type of occupancy or removal. Bretz noted they also needed to find someone who wanted to work with the city to invest in a parking structures. Guevara noted the Lincoln City shuttle for the casino picked up employees in Newport and other locations to bring them to work. She thought the fishing industry should consider this. Tokos noted part of the implementation of the meter permit program forced a conversation in that regard because as it was now there was no incentive to do this type of arrangement. Malloy noted that Pacific Seafoods was very receptive on doing shuttles for their employees. There was a cost for a shuttle and a question on how often they should run the routes. Tokos pointed out that shuttles for tourists were different for employees.

Goplen thought that it would be a good thing if meters were allowed to have a 15 minute in and out without having to pay for them it. Beckes was in favor of the QR code and liked connecting people with what they were paying for. Showing them how they were helping with improvements could work for buy in. Goplen thought when they set up the software they should say the first 15 minutes of parking was free. Bretz thought loading zones could be used for short-term parking providing there was enforcement. Tokos noted there was more demand for vendor sales and outdoor eating areas. They tried to accommodate this but noted another dynamic they needed to consider was how it would constrain some of the parking supply. Branigan pointed out the older community didn't know how to use QR codes. Goplen noted that they could have a sign that gave those people information on where to go, such as the library or other location, to pay the fees. Tokos noted if the person couldn't navigate this they could go to a kiosk to pay. Beckes thought a sign was less costly and faster than going through all these assessments. He thought they should start getting the easier things done first to start generating revenues.

4. **Review City Parking Policies.** No discussion was heard.
5. **Future Meeting Schedule.** Tokos noted at the next meeting they would bring in the different tech to look at it on the meter permit concept, then work through the process. They would have city code work to do and a permit program to work through. Branigan asked if they were planning to roll out metering next year. Tokos reported the target was to have it ready around April 2023, but there were a number of issues that still needed to be sorted.

Smith asked what the purpose of the committee was. Where they implementing what the City Council already decided or was there room to make suggestions to change the plan. Tokos reported the Council was interested in having people on this Committee who were good with implementing the recommendation that were made. Tokos explained the Committee could make recommendations, and reminded them that the metering was already set for implementation but there were things that could be adjusted. Bretz noted as a past member he had no motivation to entertain a rehashing of the entire thing again. The general consensus of the previous committee was that it was time to do something about the demand on the Bayfront. Smith asked why there were talking about parking lots when they were looking at metering. Tokos explained that when they were looking at large capital expenses like parking, they needed some form of dedicated funding to make this happen. There was a basic framework that was discussed and agreed upon that was worked into the plan. Tokos noted there were a lot of pieces that could be touched on and refined. There were also a lot of decisions that needed to be revisited and made. Tokos reminded that there would be improvements in the City Center that they needed to be made as well. Ripka noted that the process to get to this point was painful. It took a tremendous amount of input from a lot of different opinions. Ripka noted it took years to get to this point and thought it was still going to be a heavy lift to implement this as well. Tokos noted everybody had opinions on parking and getting to a full consensus was impossible. It took a lot of engagement, listening and molding to get to this point, and it would be the same for this committee. Bretz pointed out that trying to keep up with the changes was going to be difficult.

Guevara noted there was a discussion on improvements to infrastructure and asked if the link to the Light House to Light House development to promote bicycles would be tied into this. Tokos reported in 2015 they worked with the community and other taxing entities to put in place an Urban Renewal District. He explained how the funds were being used and how it tied into the TSP work.

Tokos asked if the Committee wanted to have a standing meeting once a month starting at 6 p.m. Ripka and Bretz wanted the meetings held during the day. Some Committee members couldn't participate during the day. The Committee was in general agreement to hold the standing meetings on either Tuesdays or Wednesdays starting at 6 p.m. Tokos would look to schedule the meetings on the third Wednesdays of each month for 1.5 to 2 hours. Ripka asked that the Committee be given Zoom participation options as well. He also asked for a reminder a couple of days ahead of the meetings so the Committee didn't forget about them. Tokos would do this.

6. **Public Comment.** None were heard.

7. **Adjournment.** Having no further business, the meeting adjourned at 7:46 p.m.

Respectfully submitted,

Sherri Marineau
Executive Assistant

PUBLIC PARKING FACILITIES

In 2016, the City of Newport commissioned the preparation of a Parking Management Plan to identify strategies to maximize available parking supply in the Bay Front, Nye Beach, and City Center areas of Newport to support a vibrant working waterfront, tourist and general retail oriented commercial businesses, and mixed use neighborhoods. Each of these areas within the City is densely developed with much of the parking demand being met with on-street spaces and public parking lots.

Historically, persons developing commercial property in these areas have been allowed to pay a fee to the City in lieu of providing new off-street parking spaces to address the impacts attributed to their projects. That program proved outdated, and beginning in 2009 business owners petitioned the City to establish Economic Improvement or "Parking Districts" to fund parking system improvements through a business license surcharge. While the Parking Districts have been easier for the City to administer than a "payment in lieu" program, and have allowed for greater involvement from area business owners, neither approach provides a clear, long term strategy for how public parking assets should be managed nor have they generated sufficient funding to make meaningful improvements to the parking system.

Characteristics of each of the study areas is summarized as follows:

Bay Front: A working waterfront with a mix of tourist oriented retail, restaurants, fish processing facilities (e.g. Pacific Seafood), and infrastructure to support the City's commercial fishing fleet. The Port of Newport is a major property owner and a boardwalk and fishing piers provide public access to the bay. The area is terrain constrained, with steep slopes rising up from commercial sites situated along Bay Boulevard.

City Center: A "main street" style cluster of commercial buildings oriented along US 101 between the intersection of US 101 and US 20 and the Yaquina Bay Bridge. Many of the City's public buildings are within this district, including the Lincoln County Courthouse, Newport City Hall, 60+ Center, Recreation & Aquatic Center, and the Samaritan Pacific Hospital.

Nye Beach: A mixed-use neighborhood with direct beach access anchored by Performing Arts and Visual Art Centers. Commercial development is concentrated along Beach Drive and Coast Street, both of which include streetscape enhancements that encourage a dense pedestrian friendly atmosphere. This area includes a mix of retail, dining, lodging, professional services, galleries, single family homes, condominiums, long term and short term rentals.

The Parking Management Plan, prepared Lancaster StreetLab, dated March 9, 2018, includes an inventory and assessment of the condition of public parking assets in these commercial areas; detailed field survey data illustrating the utilization and turnover rates of parking spaces during peak and off-peak periods; a list of capital improvements needed to maintain and improve available parking, including possible upgrades to transit service; and financing strategies to fund needed improvements.

Development of the Parking Management Plan, summarized in this Public Facilities Element of the Newport Comprehensive Plan, was informed by public input from outreach events and the project advisory committee. That committee consisted of individuals representing tourist-oriented retail businesses, commercial fishing interests, seafood processors, residents, and affected government entities. Once the Parking Management Plan was complete, additional outreach was conducted with stakeholders in the community and the project advisory committee, over a period of several months, further refined many of the Plan's concepts and maps resulting in a the final set of recommendations contained in this document.

Existing Public Parking Assets

To inform the preparation of the Parking Management Plan, city staff and the consultant inventoried the public parking assets in the Bay Front, Nye Beach, and City Center areas. Additionally, city staff conducted a field survey to assess the pavement condition of the public parking lots. Much of the work was performed in the spring/summer of 2016. Results were presented to the project advisory committee at its November 2016 meeting, and are summarized in Tables 1 through 3 below.

Table 1: Parking Lots

Facility	Size (SF)	District	# Spaces	Condition
Abbey Street Lot	21,200	Bayfront	53 standard 2 ADA accessible	Poor
Abbey Street (right-of-way)	5,800	Bayfront	10 standard 2 ADA accessible	Good
Case Street (right-of-way)	3,600	Bayfront	6 standard 1 ADA accessible	Good
Canyon Way Lot	23,000	Bayfront	33 standard	Fair
Fall & Bay Street	8,600	Bayfront	13 standard 1 ADA accessible	Poor
Fall & 13 th Street	11,800	Bayfront	22 standard	Fair
Hurbert (right-of-way)	13,400	Bayfront	28 standard	
Lee Street	11,000	Bayfront	19 standard	Good
Hatfield Lift Station	2,000	Bayfront	5 standard	Poor
13 th Street (right-of-way)	3,200	Bayfront	7 standard	Poor
Angle Street Lot	30,000	City Center	53 standard 4 Recreational vehicle 3 ADA accessible	Good
City Hall Campus	57,900	City Center	107 standard 9 ADA accessible	Good
9 th and Hurbert	29,700	City Center	39 standard 5 Recreational vehicle 2 ADA accessible 2 EV charging stations	Fair
US 101 & Hurbert	9,200	City Center	18 standard 2 ADA accessible	Fair
Don & Ann Davis Park	9,800	Nye Beach	25 standard 2 ADA accessible	Good
Performing Arts Center	74,800	Nye Beach	143 standard 8 ADA accessible	Good
Jump-off Joe	6,100	Nye Beach	10 standard	Good
Nye Beach Turnaround	40,400	Nye Beach	45 standard 3 ADA accessible	Poor
Visual Arts Center	12,900	Nye Beach	21 standard 2 ADA accessible	Poor

Table 2: Striped On-Street Spaces

District	Streets	Striping (LF)	# Spaces
Bayfront	Bay Street, Bay Blvd, Canyon Way, Fall Street, Hatfield Drive, Lee Street, Naterlin Drive	5,280	386
City Center	Alder Street, Angle Street, Fall Street, Hurbert Street, Lee Street, US 101, 7 th Street, and 9 th Street	4,830	293
Nye Beach	Coast Street, Olive, and 3 rd Street	2,570	249

Pavement Condition Assessment

A simplified Good-Fair-Poor asphalt pavement rating system was used to gauge the condition of the surface parking areas, with the resulting information being used to estimate funds needed to maintain the lots in good condition.

A Good condition rating was defined as a lot that appeared stable, with minor cracking that is generally hairline and hard to detect. Minor patching and deformation may have been evident.

A Fair condition rating was given to parking surfaces that appeared to be generally stable with minor areas of structural weakness evident. Cracking in these areas was easier to detect. Patching areas may have existed, but were not excessive and deformation may have been more pronounced.

A Poor condition rating was provided for parking areas with visible areas of instability, marked evidence of structural deficiency, large crack patterns (alligatoring), heavy or numerous patches, and/or deformation that was very noticeable.

The following is a brief description of factors that show the degree to which wearing surfaces are worn:

Fatigue Cracking: Sometimes called alligator cracking due to the interconnected cracks which resemble an alligator's skin, fatigue cracking is caused by load-related deterioration resulting from a weakened base course or subgrade, too little pavement thickness, overloading, or a combination of these factors.

Deformation: A distortion in asphalt pavement that is often attributed to instability of an asphalt mix or weakness of the base or subgrade layers. This type of distress may include rutting, shoving, depressions, swelling and patch failures.

Edge Cracking: Edge cracks are longitudinal cracks which develop within one or two feet of the outer edge of pavement. They form because of a lack of support at the pavement edge; which in this case would be poorly managed drainage that is undermining the road surface

Raveling: Raveling is the wearing away of the asphalt cement from the aggregate particles. This can occur as a result of normal wear over time and it can be exacerbated by such conditions as oil dripping from vehicles.

Structural weakness: When pavement conditions wear to the point that there is substantial fatigue cracking, deformation, and/or patching, it can no longer be preserved with a slurry seal and will need to be reconstructed.

The pavement condition assessment was for the travel surface only and did not factor in striping, signing, drainage, railing, sidewalk or other repairs that may be needed.

Fatigue Cracking – Abbey Street Lot (2016)



Maintenance Schedule

The pavement condition assessment informed the development of a maintenance schedule to identify the level of funding the City should reserve annually to maintain the travel surfaces of the public parking lots (Table 3). Lots that are in good condition can be maintained with a chip seal or slurry seal every 5-10 years, and this is typically done up to three times before the surface is reconstructed. Those in fair condition will need to be rebuilt sooner, and those in poor condition are not candidates for a seal coat, as such treatment is unlikely to extend the useful life of the pavement surface.

Annual estimates were further prepared to account for striping and other ancillary repairs that may be needed, such as drainage, sidewalk, or curb replacement. Placeholders were also provided for administration of a permit parking program and metering, should those elements be implemented. The annual maintenance needs were then broken out by commercial area (Table 4).

Table 3: Parking Lot Surface Maintenance Needs.

Parking Lot	District	Size (sf)	Spaces	Condition	1-5 Years	5-10 Years	10-15 Years	15-20 Years
Angle Street Lot	City Center	30,000	65	Good		Seal \$60,000		Seal \$79,500
City Hall	City Center	57,900	112	Good		Seal \$115,800		Seal \$153,435
Don Davis Park	Nye Beach	9,800	25	Good		Seal \$19,600		Seal \$25,970
Performing Arts Center	Nye Beach	74,800	151	Good		Seal \$149,600		Seal \$198,220
Jump-Off Joe	Nye Beach	6,100	10	Good		Seal \$12,200		Seal \$16,165
Lee Street	Bay Front	11,000	19	Good		Seal \$22,000		Seal \$29,150
Abbey (ROW)	Bay Front	5,800	10	Good		Seal \$11,600		Seal \$15,370
Case (ROW)	Bay Front	3,600	6	Good		Seal \$7,200		Seal \$9,540
9 th & Hurbert	City Center	29,700	48	Fair	Seal \$51,678		Rebuild \$198,099	
US 101 & Hurbert	City Center	9,200	20	Fair	Seal \$16,008		Rebuild \$61,364	
Fall & 13 th	Bay Front	11,800	22	Fair	Seal \$20,532		Rebuild \$78,706	
Hurbert (ROW)	Bay Front	13,400	28	Fair	Seal \$23,316		Rebuild \$89,378	
Canyon Way	Bay Front	23,000	33	Fair	Seal \$40,020		Rebuild \$153,410	
Nye Beach Turnaround	Nye Beach	40,000	45	Poor	Rebuild \$203,616		Seal \$92,920	
Visual Arts Center	Nye Beach	12,900	21	Poor	Rebuild \$65,016		Seal \$29,670	
Fall & Bay	Bay Front	8,600	13	Poor	Rebuild \$43,344		Seal \$19,780	
Abbey Lot	Bay Front	21,200	53	Poor	Rebuild \$106,848		Seal \$48,760	
13 th (ROW)	Bay Front	3,200	7	Poor	Rebuild \$16,128		Seal \$7,360	
Hatfield Lift Station	Bay Front	2,000	5	Poor	Rebuild \$10,080		Seal \$4,600	
					Cost:	\$596,586	\$398,000	\$784,047
								\$527,350
								Total Cost: \$2,305,983
								Annual \$115,299

Table 4: Annual Maintenance Expenses

Parking District	Lot Resurfacing ¹	Ancillary Repairs ²	Striping	Permit Program ³ (if implemented)	Metering ³ (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

1. Costs from pavement condition assessment prepared as part of parking study. Resurfacing costs proportioned by district with the cost of the Nye Beach Turnaround project being backed out since it has been funded with other resources.

2. Ancillary costs include repairs to drainage system, sidewalks, walls and railing when lots are resurfaced. Assumes 25% of resurfacing cost.

3. Annual maintenance costs are as outlined in the Study (\$500/pay station and \$100/sign).

Outreach

Buy-in from business owners, residents, and other affected parties is essential to the success of a parking management plan. To this end, a series of public meetings were held at the outset of work on the Parking Management Plan, with the goal of obtaining public input on opportunities and constraints with regard to parking management.

Meetings were held from 6:00 to 8:00 pm during the second week of April, 2016. One meeting was held for each of the three Parking Districts. The City Center district meeting was held on Tuesday April 12th; the Nye Beach district meeting was held on Wednesday April 13th, and the Bayfront District Meeting was held on Thursday April 14th. All meetings were open to the public and advertised publicly in advance of the meeting.

Before each of the above meetings, a walking tour of the study area took place that included the consulting team and a small handful of local stakeholders and business owners. These were advertised to local business owners and other stakeholders who have been active within management of the existing parking districts. In tandem with the formal meetings in the evening, this process provided an opportunity for additional public input during which some issues and potential solutions were discussed and incorporated into the Parking Management Plan.

Once the study was completed an additional round of outreach was conducted during the summer of 2018 with Bayfront, Nye Beach, and City Center businesses; the Port of Newport and commercial fishing community; Bayfront processors; Chamber of Commerce, and Rotary. Members of the project advisory committee and city staff attended each meeting and provided an overview of the study's recommendations. Feedback obtained at these meetings was used by the advisory committee to fine tune the studies recommendations.

Parking Management Plan Methodology

In order to gain an understanding of parking demand within each of the respective parking management areas, a detailed study of parking demand and utilization was conducted. The primary study days were Saturday August 27, 2016 and Saturday December 10, 2016. These days were selected because they were expected to represent typical weekend days (i.e., no special events or other unusual factors) during the peak tourism season and the slowest period of the year for tourism, respectively. Additional observations were conducted on Thursday August 25, 2016 in order to study differences between weekday and weekend demand patterns. The results of this analysis heavily inform the management recommendations that follow, and were used to project potential revenues and maintenance needs.

The methodology employed for this analysis consisted of two steps: an inventory of parking supply, including the number and types of stalls, followed by peak and off-peak occupancy and demand observations. To complete the first step, an inventory of the supply of parking stalls was conducted, tracking the number and location of parking spaces along each block face as well as designated users, maximum time stays, and other pertinent information as applicable. Locations and capacities of parking lots were recorded, and for on-street spaces, whether or not a space was marked was recorded. The inventory was conducted utilizing a tablet PC. Data collected in this step was used to set up data collection tools in the form of spreadsheets, to be used during the following step.

Following the inventory step, parking demand data was collected. The study area consisted of routes containing approximately 30 to 35 block faces of on-street parking as well as any lots along the route. Four routes were in Nye Beach, three were the Bayfront, and one was within the City Center district. Route sizes and configurations were designed such that data collectors were able to walk and collect data over the entire route once per hour without needing to work excessively quickly. Each parking space within the study area was thus visited once per hour from 10:00 AM to 7:00 PM.

The data were collected on tablet PCs utilizing the route-optimized spreadsheets created during the inventory phase. During each hourly orbit of a given route, the first four digits of the license plate of each vehicle parked in a stall along the route were recorded, to allow for analysis of both occupancy and duration of stay.

Occupancy curves in Figures 1 to 3 below show overall parking occupancy throughout the study area for weekdays. In these figures, the time of day is shown on the horizontal axis and the percent of available parking that was observed to be occupied is shown on the vertical axis. Additionally, a line indicating an occupancy level of 85% is shown-this occupancy level is generally considered to be indicative of 'functionally full' parking. At parking occupancies at or near 85%, high instances of illegal parking, congestion attributed to vehicles cruising for parking, and other undesirable behaviors are often observed from frustrated drivers. Parking areas that are functionally full are candidates for "metering" as a tool to improve parking turnover.

Figure 1: City Center Parking Utilization

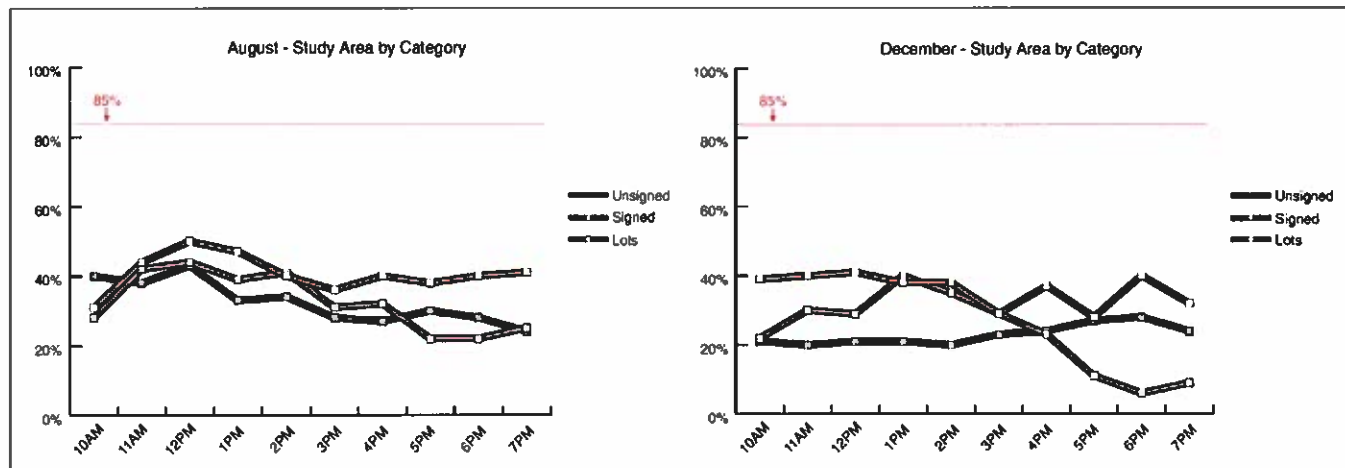


Figure 2: Nye Beach Parking Utilization

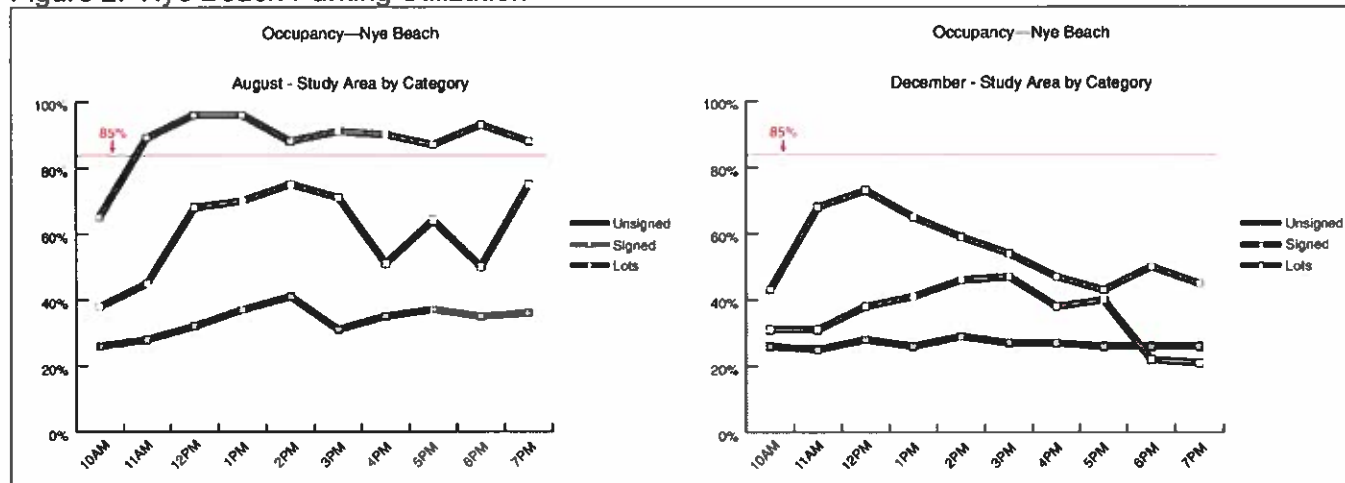
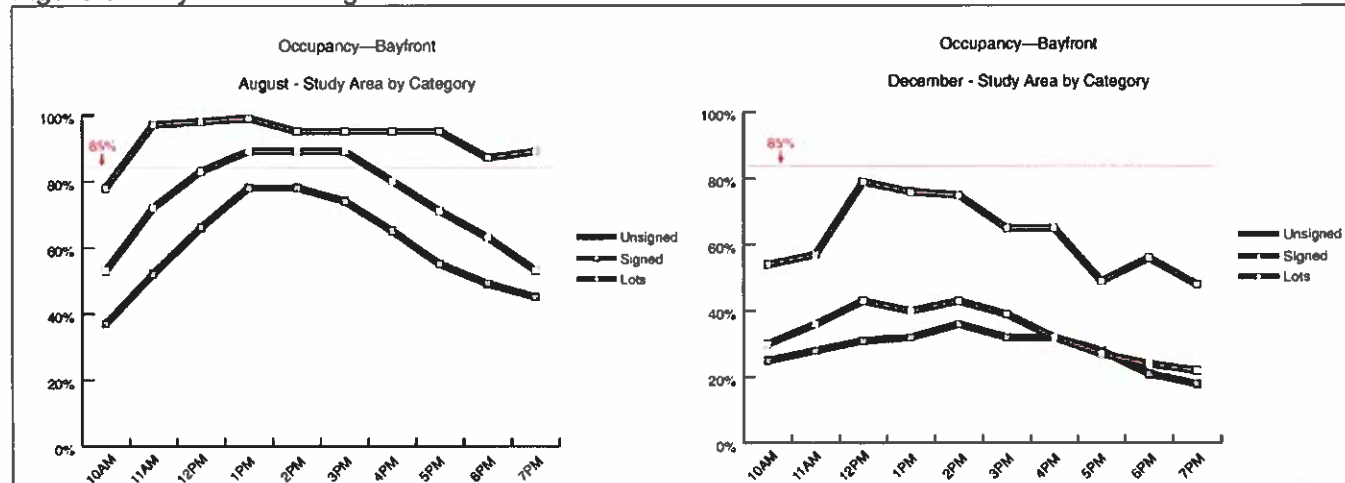


Figure 3: Bayfront Parking Utilization



Survey data was also used to identify the percentage of overall occupancy (hourly), percentage occupancy by street block (hourly), average stay length (Signed, Unsigned, Overall Study Area), percentage overstays (Signed Stalls), Unique Vehicle Served Daily (Signed Stalls). It is broken down in charts graphics, with more detailed analysis, in the Lancaster Parking Management Plan, included in the appendices to this Plan.

Recommendations

Recommendations from the Lancaster Parking Management Plan, as amended by the project advisory committee, are summarized below and further refined in the goals and policies section of the Public facilities Element of the Newport Comprehensive Plan.

Demand Management

- Implement metered zones, permit zones, and hybrid permit/meter zones for high demand areas along the Bayfront as generally depicted in Figure 4 below. Conduct further outreach with the Nye Beach community to assess whether or not a scaled down metering concept, focused on core commercial areas as depicted in Figure 5 below, is acceptable or if a non-metering option that consists of fees and/or permit parking is preferable.
- Support metering with permit program for residents, businesses and the fishing community.
- Meter revenues in excess of administrative costs should be dedicated to prioritized parking system investments.
- Evaluate measures on an ongoing basis with attention to economic, land use and related factors that influence parking demand.

Wayfinding and Lighting

- Improve branding of city-owned parking lots and facilities and wayfinding between parking areas and destinations.
- Focus wayfinding efforts on under-utilized facilities such as the Hurbert Street lots and Performing Arts Center lot.
- Adjust signage to encourage RV parking and circulation outside of high demand areas along the Bayfront and in Nye Beach.
- Improve street lighting to create a better walking environment and to help activate under-utilized parking in poorly lit areas.

Parking Improvements

- Explore opportunities for the City and Port of Newport to partner on a project to add an east gangway access to Port Dock 5 to make Port property more attractive for parking
- Coordinate with the Port on opportunities to more efficiently store and/or rack gear to free up parking on Port property
- Restripe side street parking areas and lots with worn pavement markings (e.g. Canyon Way) to improve efficiently
- A key component is metering public parking in portions of the Bayfront and potentially Nye Beach.

Code Revisions

- 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)



Figure 4: Bay Front Parking Management Alternative

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

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Figure 5: Nye Beach Parking Management (Alternative)

Metering, in conjunction with permit and timed parking, is the most significant change recommended by the Parking Management Plan and is proposed as a demand management option at this time because:

- There are not enough parking spaces along the Bay Front and portions of Nye Beach to meet demand.
- Metering with permit parking is an opportunity to improve turnover in high demand areas while enhancing revenues for needed parking improvements.
- Existing revenue is insufficient to address maintenance needs let alone pay for additional supply.
- Resulting condition creates significant congestion and safety issues.
- Timed parking alone, coupled with enforcement will not address the supply problem (observed overstay 5-7%).
- Improvements to wayfinding and lighting, while important, similarly cannot contribute a meaningful number of additional spaces.
- Development opportunities, particularly on the Bayfront, are constrained by the lack of parking.
- Opportunities to add supply or supplement transit services are expensive and require dedicated revenue sources that do not presently exist.

A standing parking advisory committee, with representatives from the three commercial areas should be established to provide oversight. Responsibilities could include:

- Engage policy makers, city committees, staff, and partner organizations to plan for, and facilitate the implementation of parking and other transportation related improvements;
- Provide recommendations regarding city parking policies and programs, including maintenance of parking and related infrastructure, fees, wayfinding, and parking enforcement;
- Advocate and promote public awareness of parking and related initiatives, community engagement, and other efforts to achieve desired policy outcomes.

Capital Projects

The following is a list of capital projects recommended to enhance the availability or improve the supply of available parking. A transit option was explored to provide users an alternative method of transportation to and from the Bay Front, City Center and Nye Beach. A vanpool/carpool option was also discussed; however, further analysis is needed to determine how the mechanics of such a program would work given the employment dynamics in these areas.

Table 5: Potential Capital Projects

Parking System Enhancements (Per study except for refined meter information)

Description	Upfront Cost	Annual Cost (2018)
Implementation of Metered Areas (Bay Front and Nye Beach)	\$634,750	\$42,000
Implementation of Metered Areas (Bay Front Only)	\$435,000	\$28,800
Newport Transit Loop		\$200,000+
Expanded Striping to Un-Marked Spaces (ref: difference between Table 2 and Table 6)	\$10,000	\$5,000
Improved Lighting at 3 rd & 6 th Street	\$235,000	\$45,000
Gangway from Port parking area to east end of Port Dock 5	\$250,000 - \$750,000	\$7,500
Enhance City-Wide Wayfinding System	\$25,000 - \$125,000	\$5,000
Nye Beach Area Structured Parking	\$2,400,000	\$15,000
Bayfront Structured / On-Pier Parking	\$4,000,000	\$25,000

Figure 6: Newport Transit Loop

The Lincoln County adopted a new transit development plan at the same time the Parking Management Plan was being developed. The transit plan includes an enhanced loop between Nye Beach and the Bayfront that utilizes City Hall as a transfer station.

Time: 15-minutes from Nye Beach to City Hall and City Hall to the Bayfront.

Equipment: One new bus

Cost: \$201,000 year

Financing

Outlined below are metering and non-metering options for funding parking system improvements. The metering options are limited to the Bayfront and Nye Beach and align with the concept for paid only, paid/permit, and permit/timed concepts depicted on Figures 4 and 5. A breakdown of the spaces that would be subject to these concepts is listed below in Table 6. Accessible parking spaces in these areas would not be subject to meter limitations.

Table 6: Public Parking in Meter/Permit Concepts

Parking Stall Management (By Type)

District	Type	Paid Only	Paid / Permit	Permit / Timed	Unrestricted
Bay Front	On-Street ¹	144	117	242	72
	Public Lot	0	103	52	23
Nye Beach	On-Street ¹	9	105	268	747
	Public Lot	45	0	21	186

¹ Includes unstriped parallel parking spaces in the totals, leading to a larger count than the figures reflected in Table 2.

Table 7: Paystation Pricing

Meter Options

Parking District	# Spaces	# Paystations ¹	Paystation Cost ¹	Signage Cost ²	Total Cost
Bay Front	364	43	\$344,000	\$91,000	\$435,000
Nye Beach	159	20	\$160,000	\$39,750	\$199,750

¹ Roughly one kiosk per eight spaces with adjustments based on lot/street configuration. Price of \$8,000 per kiosk as noted in Study.

² Signage cost of \$1,250 (sign and post) and assumes one sign per five parking spaces (per the Study). There would likely be cost savings attributed to re-use of existing poles.



Table 8: Meter Revenues

Annual Revenues (Assumes no Business License Surcharge)

Parking District	Meter ¹	Permit (Aggressive) ²	Permits (Conservative) ³
Bay Front	\$292,000	\$37,000	\$25,700
Nye Beach	\$134,000	\$28,400	\$19,700

1 Peak demand assumes \$1.00 hour seven days a week from 11am – 5pm, June through September. Meters are weekends only for other months. Assumes same Phase 1 per stall revenue as study.

2 Assumes annual sales at 120% of available spaces in all paid permit and permit timed areas. Priced at \$60.00 per permit. Could be district specific or area wide.

3 Assumes annual sales at 50% of available spaces in all paid permit and permit timed areas. Priced at \$100.00 per permit. Could be district specific or area wide.

Initial installation of meters would need to come from existing city funding sources. Once implemented, anticipated meter revenue is expected to exceed annual expenses and would provide a funding stream to enhance the parking system. The non-meter option (Table 9) relies upon business license and permit parking fees, which could be supplemented with other city funding sources to maintain status quo and low cost enhancements (i.e. striping and wayfinding). For Nye Beach, new revenue could be generated by expanding the boundary of the area where business license surcharges are collected. There is less of an opportunity to do the same in the Bay Front; however, reinstituting contributions from the Port of Newport coupled with increases to existing business license surcharges may generate sufficient funds if paired with a parking permit program.

Table 9: Non-Meter Alternative

No-Metering Alternative (Timed Parking with Permits)

Bayfront		Nye Beach	
Maintenance Needs (Table 4)	\$58,350	Maintenance Needs (Table 4)	\$49,600
Current Business License Surcharge Revenue ¹	\$13,750	Current Business License Surcharge Revenue	\$6,450
Maintenance Shortfall	- \$44,600	Maintenance Shortfall	- \$43,150
New Revenue from Parking Permits ²	\$25,700	New Revenue from Parking Permits ¹	\$19,700
New Revenue from Business License Surcharge Fees ³	\$18,900	New Revenue from Business License Surcharge Fees ²	\$23,450

1 This amount would be increased by \$6,000 if the Port of Newport and City of Newport were to execute a new intergovernmental agreement committing the Port to ongoing annual contributions on behalf of the commercial fishing interests.

2 Assumes annual sales at 50% of available spaces in all areas identified as paid, paid permit, or timed permit. Priced at \$100.00 per permit. Could be district specific or area wide.

3 Fees are scalable and the amounts listed reflect what is needed to cover anticipated maintenance costs.

Consideration should be given to phasing fee increases in over time. If other revenue sources become available that can be dedicated to maintenance and/or enhancement of the parking assets then adjustments should be made to the fee structure to ensure equitable contributions from various user groups.

GOALS AND POLICIES PUBLIC FACILITIES ELEMENT

PUBLIC PARKING

Goal 1: Maximize the available parking supply in Nye Beach, Bay Front, and City Center areas to support a vibrant working waterfront and retail-oriented, tourist commercial businesses, and mixed-use neighborhoods.

Policy 1.1: Promote the use of under-utilized public parking areas.

Implementation Measure 1.1.1: Improve branding of City-owned parking lots and facilities and wayfinding between parking areas and destinations.

Implementation Measure 1.1.2: Add street lighting to create a better walking environment and to help activate parking in poorly lit areas.

Implementation Measure 1.1.3: Adjust signage to encourage RV parking in the Hurbert Street lot and along Elizabeth Street.

Implementation Measure 1.1.4: Identify specific measures that can be taken to enhance visibility and increase the use of the Hurbert Street lots and Performing Arts Center lot.

Policy 1.2: Promote alternative modes of transportation to reduce vehicle trips to and from Nye Beach and the Bayfront.

Implementation Measure 1.2.1: Support efforts to establish a rapid transit loop between the Bayfront, City Center, and Nye Beach as outlined in the Lincoln County Transit Development Plan (April 2018).

Implementation Measure 1.2.2: Coordinate with area employers on opportunities to expand carpool or vanpool options.

Implementation Measure 1.2.3: Continue to expand the bicycle and pedestrian network to improve connectivity and user options.

Policy 1.3: Consider demand management strategies to improve parking turnover for public parking areas where occupancies are “functionally full” (i.e. at or near 85% percent during peak periods).

Implementation Measure 1.3.1: Pursue metered zones, hybrid paid / permit, and hybrid permit / timed zones for high demand areas along the Bayfront.

Implementation Measure 1.3.2: Support metering, where implemented, with a parking permit program.

Implementation Measure 1.3.3: 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.

Policy 1.4: Investigate opportunities to enhance the supply of public and privately owned parking through strategic partnerships in a manner that best leverages limited funding.

Goal 2: Maintain public parking assets so that they are suitable to meet the needs of all users.

Policy 2.1: Develop financing strategies that secure equitable contributions from parties that benefit from and utilize public parking.

Implementation Measure 2.1.1: Metering should be directed to peak demand periods, as opposed to year round, with a baseline for pricing that is consistent with the recommendations contained in the Newport Parking Management Plan (March 2018).

Implementation Measure 2.1.2: In areas where metering is not implemented, fees from businesses and users should be adjusted to cover anticipated maintenance costs, unless other revenue sources are identified for that purpose.

Implementation Measure 2.1.3: Revenues generated from public parking meters, permits or other fees should be dedicated to public parking, and not used to support other city programs.

Implementation Measure 2.1.4: Business license surcharge fees now imposed in the Bayfront, Nye Beach, and City Center should be expanded to apply to short-term rentals, but otherwise maintained in their present form until other funding sources are established.

Policy 2.2: Establish a program for routine maintenance of public parking lots.

Implementation Measure 2.2.1: Incorporate scheduled resurfacing, striping, and reconstruction of the public parking lots into the City's Capital Improvement Plan.

Policy 2.3: Consider adjustments to funding maintenance of public parking areas in City Center once the urban renewal funded transportation system planning effort for that area is complete.

Policy 2.4: Evaluate parking management practices at the City Hall Campus to ensure available parking is sufficient to meet anticipated needs.

Goal 3: Implement changes to how the City manages public parking in a manner that is easily understood by the public, meets the needs of area businesses and residents, recognizes seasonality of certain uses, and is effectively enforced.

Policy 3.1: Ensure city codes and policies provide a clear administrative framework for implementing metering, permitting, or other regulatory tasks.

Policy 3.2: Identify opportunities to facilitate economic development and enhance livability in areas where parking is limited.

Implementation Measure 3.2.1: Add code provisions to allow pervious pavement and other comparable alternatives to paved surfaces for areas suitable for temporary parking.

Implementation Measure 3.2.2: Allow temporary parking on undeveloped properties during extreme demand periods.

Implementation Measure 3.2.3: Reduce or eliminate minimum off-street parking requirements for new development or redevelopment in metered and meter/permit zones.

Policy 3.3: Scale code enforcement resources commensurate to the demands of the parking program.

Goal 4: Provide opportunities for the public to inform city decision making related to the management of public parking areas.

Policy 4.1: Provide a structured method for members of the public to advise policy-makers and staff on how the city might best leverage and invest in its parking and transportation-related assets.

Implementation Measure 4.1.1: Establish a standing parking advisory committee, with representation from affected areas.

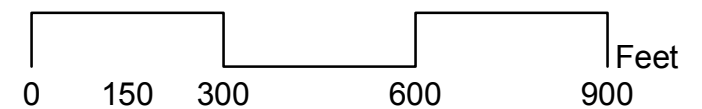
Implementation Measure 4.1.2: Utilize public processes to evaluate parking measures on an ongoing basis with attention to economic, land use and related factors that influence parking demand.



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Figure 4: Bay Front Parking Management Alternative

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



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