

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. This makes it a candidate 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. Gary is 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. Are 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.

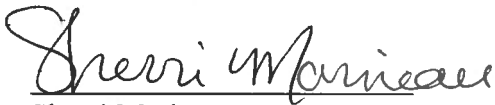
Guevara noted there was a discussion on improvements to infrastructure and asked if the link to the Light House to Light House development to promote bicycles would be tied into this. Tokos reported in 2015 they worked with the community and other taxing entities to put in place an Urban Renewal District.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