

Sherri Marineau

From: Peggy Hawker
Sent: Monday, September 09, 2019 11:57 AM
To: Derrick Tokos; Sherri Marineau
Subject: FW: Tonight's PC meeting
Attachments: Newport Planning Commission.docx

From: cris torp <cristorp1@hotmail.com>
Sent: Monday, September 9, 2019 11:49 AM
To: Peggy Hawker <P.Hawker@NewportOregon.gov>
Subject: Tonight's PC meeting

Peggy,

I'm hoping that you can include the attached with materials for this evening's Planning Commission meeting. Sorry I didn't get it to you sooner.

(I make oblique reference(s) to the arial view [the 11 X 17 image] of the Bayfront; image taken July 2018. I did not see this particular image in the materials.)

Thank you for your help.

cris torp

Newport Planning Commission

Regular Session, September 9, 2019

RE: **Agenda item 5.B, Deliberations on 1-CP-19**

From: Cris Torp, Member of the [former] PSAC (Parking Study Advisory Committee)

Dear Commissioners,

Please consider the following in your deliberations about amending the city's Comprehensive Plan relating specifically to the Lancaster SreetLabs report and City-submitted data included in this evening's packet.

--Attachment A, p.2 "Existing Parking Assets"

Table 2, Striped On-Street Spaces, purportedly shows the existing on-street parking inventory for each of the three parking districts: Bayfront, City Center and Nye Beach. I believe that the Bayfront figures are incorrect. The 386 on-street tally includes more than 150 spots which are NOT marked, but which have been used to support cost/revenue indicators: these include the 52 spots upwards of the Bay Blvd/Hatfield intersection and the 52 spots enumerated along Bay Blvd between Eads and John Moore.

I brought this discrepancy up repeatedly at the PSAC meetings, because I believe that it had been—and continues to be--inaccurately used to buoy the city's position.

--Attachment "D", Phil Spulnik email

With regard to Mr, Spulnik's comments addressing congestion: I would agree that there is a significant amount of congestion on Bay Blvd. A substantial amount of this particularly impacts travel and safety along the West end of Bay Blvd. When one enters Bay Blvd via Bay Street, one passes through a short section of roadway which seems very 'open'; Bay Street does, in fact, have a travel width of about 33'. As one rounds the corner onto Bay Blvd, this 33' "openness" becomes 20' of off-constricted, visibility-obscured, confined roadway. The principal "traffic constrictor" is the angled parking, landward of the Blvd; this is further exacerbated by bump-outs. Significant congestion persists until one reaches the Fall Street intersection; Bay Blvd between Fall and Bay streets is congested—and unsafe--regardless of one's direction of travel. Eastbound on Bay Blvd, one again faces constricted travel upon reaching Hatfield Street; here, however, there is not the preponderance of large commercial vehicles, and the roadway begins to feel somewhat open.

(A comparison with other, similarly configured city streets, shows that SW Alder (City Center District) has a travel width of about 35', and NW 3rd (Nye Beach District) has a 19' travel width for "One Way" traffic.)

--Staff Memo, Attachment; Section VIII, "Discussion of Request".

In the next-to-last paragraph (Paragraph 8), Staff writes, that Public Outreach "must be emphasized...." While I only attended one, formal 'outreach meeting' (for the Bayfront District) I cannot address the content of other such meetings. If those others were conducted like that for the Bayfront, my guess—and suspicion—is that most of the outreach was to provide information and status reports only. Little opportunity for stakeholder input was provided. I should point out that only two persons attended the Outreach Meeting for the Bayfront District. I will also point out that nowhere in the Vision 2040 document is there mention of "parking".

It is my personal feeling that a much broader, community input strategy should be developed. The legal requirements to notify affected "property owners" should be augmented by public forums, like those affecting the development of the Parks Master Plan. Parking—and especially "metered/permited" parking--is a city-wide issue and should be handled as such.

Thank you for your attention and concern for the well-being of this city.

Cris Torp
South Beach