

TECHNICAL MEMORANDUM

TO: Derrick Tokos, City of Newport
& Members of the Stakeholder Advisory Committee

FROM: Brian Davis, Gwenevere Shaw

DATE: May 26, 2016

SUBJECT: Opportunities & Constraints Meetings
Summary & Key Takeaways



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Introduction

This memorandum summarizes our takeaways from three public meetings held to discuss ongoing work on the Newport Parking Management Plan. Meetings were held in March, 2016, with the goal of obtaining public input on opportunities and constraints with regard to parking management.

The 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 existing parking management 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 meeting, 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 represented a robust public input process during which many issues and potential solutions were discussed. A summary of the key points follows.

City Center

The overarching tone of the meeting for the City Center parking district is that there's not a serious problem with parking congestion; by-and-large, there is enough parking supply available in the district to accommodate demand, even during the busiest periods of the year. Most issues that arose related to the supply of available parking in the parking district involve the new aquatic center and the parking impacts it is expected to have in tandem with City offices and the farmers' market. Additional issues discussed included the difficulty of utilizing parking along US 101, and a general lack of public awareness regarding the location of public lots.



Difficulty Parking Along US 101

While there is typically on-street parking available along US 101, the width, traffic volumes, and speeds along this road introduce challenges and potential safety issues that prevent this parking from being fully utilized. Community members consistently reported that cars that park along US 101 are damaged—particularly, they often lose their street-facing side mirror—at high rates. The volumes also make it difficult to find a suitable gap to maneuver into and out of parking spaces, and complicate the utilization of on-street parking on side streets due to difficulty turning onto and off of 101.

It can be difficult to cross the street as well, as infrequent crosswalks and long signal cycles are common along the US 101 corridor. This makes it difficult for people to park and then visit multiple destinations in the district travelling on foot.

Because US 101 is under state jurisdiction, opportunities to address these problems in the near-term are likely somewhat limited. However the final parking plan for the district will attempt to work around these difficulties to the extent possible, and will offer recommendations for parking-related items to consider as the City and ODOT begin work on a new plan for the corridor within the coming few years.

Underutilization of Public Lots & Wayfinding

Stakeholders reported that two public lots in the district were consistently under-utilized: a small lot on the north side of US 101 just east of Hurbert Street, and another lot along Hurbert Street south of 101, between 9th and 10th Streets. The former lot appears quite easy to mistake for a private lot; it is not clearly labeled as public, and several businesses front this lot giving the greater area the appearance of a small shopping center. The latter lot is more clearly labeled as public; however signage along 101 directing people to this lot is minimal, and stakeholders indicate that tourists consistently have difficulty making their way to this lot. This is especially problematic for RV's, which often wind up parking along 101 and accordingly creating parking congestion and visibility issues along 101.

A potential solution that was discussed at the City Center meetings as well as other districts' meetings is the introduction of a consistent signage and wayfinding system for public lots throughout Newport. A potential idea is to create branded parking signage to be utilized throughout the city—the idea of a crab-shaped parking sign arose frequently—to ensure a consistent experience for tourists visiting any one or more of the three parking districts. The need for more consistent labelling of public parking lots and wayfinding for drivers and pedestrians who often don't know where the public lots are located arose repeatedly.



Along these lines, concerns with under-utilization of the City Bus Loop were cited, and greater use of this service would improve both parking and overall traffic conditions citywide, particularly during peak season. Paucities of signage, advertising, and general public awareness about the route and frequency of this bus line were mentioned as possible factors suppressing ridership. As part-and-parcel of improved wayfinding and branding of public lots, consideration will be given to increasing the visibility and ridership of transit throughout the City.

Farmers Market & Aquatic Center

The concerns about supply issues occurring within the City Center district were primarily related to the forthcoming aquatic center and the weekly farmers' market taking place within City Center. A potential solution that the City is actively exploring is to add a new public parking lot south of City Hall, which would relieve some of the anticipated issues when the aquatic center opens. The farmers' market's long-term home is not yet decided at this point, and parking considerations will play a major role in determining its future. The market generates a significant amount of parking when it is running, of course, but it also requires space which could potentially reduce the available supply. These trade-offs will be carefully evaluated in the final parking management plan for City Center; this plan should include a recommended or assumed long-term home for the market and identify how this weekly parking demand will be accommodated.

Nye Beach

Nye Beach contains a significant amount of marked on-street parking along Coast Street, 3rd Street, and parts of Olive and Brook Streets, as well as a large public lot at the Newport Performing Arts Center (PAC) and a smaller one at the Nye Beach turnaround. Stakeholders reported a large amount of seasonal variation in this district; during off-peak seasons there is often sufficient parking to accommodate demand; however during peak periods parking congestion is an issue in Nye Beach. Further, stakeholders are anticipating future growth development in the area and emphasized the need for the parking management plan to account for this, with several lots along or near Coast Street likely to develop in the next few years.

Issues with RVs and Tourist Parking Impacts on Residential Areas

Because the ocean and the primary tourist areas are within close proximity to residential areas within the Nye Beach district, stakeholders reported an uncomfortable level of tension between local residents and businesses related to parking issues. During peak seasons, it is often the case that parking in residential areas is closer to destinations or otherwise more attractive than the parking which is intended to be used by visitors. In order to mitigate this, the final parking plan for Nye Beach will consider ways to limit access to on-street parking in residential areas, potentially including



expanding the areas where parking is limited to three hours but introducing a permit system that exempts residents from this maximum. As described below, improved lighting and wayfinding that makes parking along 3rd Street more usable is another potential way to address these issues.

Due to their large size, RV's in particular were cited as a problem by local residents. The plan for this area should therefore include dedicated spaces for RV's (areas along SW Elizabeth Street and/or space in the PAC lot were discussed as possibilities). Additionally, residents and business owners alike cited the need for increased parking enforcement during all but the slowest months of the year.

Lighting & Wayfinding

As with City Center, Nye Beach Stakeholders cited a lack of wayfinding and inconsistent signage and branding of parking areas as a concern. This appears to be suppressing utilization of the PAC lot to some extent, and there is sparse information available to RV drivers regarding where best to park.

Additionally, the lack of adequate street lighting and obstructed/discontinuous sidewalks were mentioned as a potential concern that suppresses the use of some on-street parking. In particular, parking along the eastern parts of 3rd Street is often under-utilized, particularly at nighttime, due to these issues. Several women and service industry workers cited concerns about walking up this relatively dark hill at night to access the eastern extents of the parking supply. Improved street lighting,—including traditional elements and non-traditional elements such as lighted bollards—clearing the sidewalks of obstructions and filling sidewalk gaps, and improved pedestrian wayfinding were discussed as potential solutions.

Potential New Parking Supply

Several potential areas where new parking supply could be added were discussed at the meetings, though there was some disagreement among stakeholders regarding the necessity for new parking supply or the best potential location for added supply. Areas mentioned as potential candidates for new parking included the area adjacent to Don Davis Park, a vacant area near NW 3rd and Hurbert Streets, and vacant lots along Olive Street at Cliff and/or Coast Streets. Additionally, the City is exploring the possibility for a public/private partnership to create new structured parking at the site of a former dry-cleaning business across Coast Street from Nye Beach Turnaround. This site could potentially warrant official designation as a Brownfield, which would free up further available funding.



Bayfront

Of the three parking districts, the Bayfront has by far the greatest issues with parking demand and parking congestion based upon the input received at the meetings.

Tourism and Fishing Industry Considerations

The Bayfront includes a blend of activities heavily-geared to tourists along with activities related to the fishing industry in relatively equal proportions. Finding a solution that serves the myriad local, commercial, and tourist needs throughout the entire year will be the key consideration for this district. The Bayfront presents one of the most intricate mix of needs with the high seasonality of not only tourists, but also different types of fishing operations. Comments discussed at the stakeholder meeting noted that it is important to interview each of the fish plants to determine their needs and also discuss how they may contribute as they move forward with planned and potential expansions. Additionally, long-term parking availability will need to be maintained for fishing charters and currently there is no accommodation for customer loading while purchasing fish.

To address these needs, one of the leading options is to implement a metered parking along Bay Boulevard that includes a permit program which exempts fisheries and employees. This will allow parking to be managed in a way that allows the City and local communities to gain revenue from those visiting the site, but not majorly impact those that need access to the space on a regular and long-term basis. A similar management plan was recently implemented in the Northwest Portland Parking District in Portland, Oregon, and Lancaster is currently evaluating the impacts of this.

Stay Lengths and Paid Parking Opportunities

The management of parking on the Bayfront will be primarily driven by what the data shows as observations are conducted. However given the reported congestion and demand, we expect metering is likely to be a solution for at least some of the parking along the Bayfront. Several people at the stakeholder meeting and walking tour indicated that they operate businesses that require longer stays, including, but not limited to, the fishing industry noted above and restaurants operating early in the morning to late in the evening. However, we expect that by and large, many stay lengths will be relatively short as they are due to locals or tourists visiting the site for only part of their day.

There is an existing long-term parking that stakeholders overwhelmingly favored maintaining, and any implementation of metering will be data-driven with careful consideration given to the fishing industry and other needs.



Pedestrianization of South Bayfront

There are many different levels of making public spaces work for all modes; and looking at the safe, comfortable, and convenient transport of pedestrians is one of the key factors. Even people who are driving vehicles to and from the Bayfront, or any other location, will have to walk at some point to get from their car to their ultimate destination. Additionally, there are often multiple destinations within one vehicle trip and walking between each is common.

Turning the South Bayfront into a pedestrian-focused space was brought up at the stakeholder meetings, in conjunction with concerns and comments regarding the overall need, viability, and feasibility. Completely closing the street off to vehicle access would require an alternative access to the public lot, potentially via an extension of SW 13th Street, as well as the potential reconfiguration of any on-street parking that would be maintained. Other options include making design changes to the area to make it act similar to a Woonerf — the Dutch word for “living street” where the focus is around making the environment slow-moving, safe, and comfortable for all users. Though the Woonerf concept differs in each application, some overarching design themes include multiple pedestrian crossing points, traffic calming measures (i.e. chicanes, trees, traffic circles, etc.), and multiple points of wayfinding and placemaking.

To address the question of feasibility and to be able to show local residents and tourists what a pedestrianized space could be, a demonstration project could be implemented this summer. Tactical urbanism is a growing idea amongst not only activists, but transportation planning and engineering professionals as well. It allows a community to take an idea and try it out with little risk and little investment. Things can be adjusted throughout the trial as feedback is received and data can be collected to determine projected impacts if and when the project were ever implemented on a permanent basis.

For this particular potential demonstration project, making the street completely car-free would be difficult if parking is to be maintained. But allowing one-direction traffic in a street between SW Bay Street and SW Fall Street would provide a travel lane that could be opened up to the use of pedestrians and other non-motorized modes. More crosswalks could be added through the corridor to both provide better access for pedestrians, but also as a traffic calming measure to ensure that vehicles drive slowly and are aware of their surroundings.

Transit Opportunities

The discussion of developing a new transit line, or expanding the current line, was brought up at the original stakeholder meeting with the idea to provide a potential transit loop between the Bayfront and Nye Beach commercial areas. At subsequent meetings, it was brought up that this line would be



best suited for tourists and would need to be frequent to be adequate and worth the effort and financial investment. Additionally, the idea of mixing the transit line with a vanpool for employees would be helpful as the needs of the two differ. Most importantly, employee demand is often early in the morning and/or late in the evening and would serve transport the business core farther away parking spaces to free up on-street demand for tourists and other local customers. Having a transit line run from 6:00AM to 11:00PM is not necessarily needed or feasible to serve the non-employee demand.

Transit would of course require planning, funding, and coordination with the County transit program. Part of the benefits of looking at this as a big-picture comprehensive management plan is that the outcomes can provide not only better availability, but funding plans and policies. One option and example of this would be to have any metering implemented on the Bayfront and/or Nye Beach assist in funding the potential transit loop.

Potential for New Supply

Like with Nye Beach, the need for new parking supply was not unanimously agreed upon by stakeholders; however given existing parking congestion and the possibility of removal of some stalls in service of creating a more vibrant space along Bay Boulevard, additional supply is likely to be necessary in this area. The discussions included the possibility of on-dock parking; creation of a new parking structure parking on port property, and working with the port to find a more efficient solution to the storage of fishing gear. Currently the dock and port property consist of operations, parking, equipment storage, and open underutilized space. This space could be more space efficient and would open up more space for potential surface lots. A benefit to surface lots as opposed to structures is that there is flexibility in use and when needed, the open lot could be used by things other than car storage.

APPENDIX:

Notes from April, 2016 Stakeholder Meetings

CITY CENTER

- Parking is available, particularly on side streets
 - Resident: park on side streets, parallel routes linking parking lots
- Tough getting on and off 101
- Wayfinding should be part of solution
 - Poor signing is a problem
 - Shared opportunities with private lot
 - Call it “FREE” public parking
- 7th/Lee private lot – (options for use?)
- After hour use of private lots – opportunity?
- 35 MPH on US 101 should be reduced
 - Speeds and traffic are an issue on 101, even in 25 mph zone
- 101 parking difficult to use – need gap in traffic
- Acquire and develop private lot south of city hall for parking ***
- Add parking on shoulder where Canyon Way turns (by mural)
- Better signs to 9th/Hurbert
- Farmers Market needs future in City Center will impact parking
- Get directional (Free Pub. Pkg) signs at 101/Hurbert – direction to 9th/Hurbert – lead time
- Sign lot at NW corner of 101/Hurbert as public
 - Lot is public, but maintained by adjacent business owner
- Crab parking sign logo
- People aren’t respecting yellow striped areas
 - Two-hour time stays are OK. But parking inappropriate vehicles and ignoring yellow is a problem
- Removal of timed parking – Lee Street is working – Thanks!
- City Bus Loop City Center – improve use/advertising?
 - Programmed to continue – can it be a bigger asset for City Center?
- Move the armory to the airport or to the fairgrounds
- “Pretty and Useful” - - angle/101/9th lot
- Seasonal Left-turn prohibition on 101
- Egress RV signing to get them out to 101 that isn’t on a hill
- Ability to contact parking enforcement for business owners

NYE BEACH

- August the true peak period
- Want parking lot next to Don Davis park
- Pickup residential areas in analysis
- Vacant lot on NW 3rd & Hurbert – Parking?
- Parking on Alpine not safe
- Leverage permit parking
- Want gravel parking option for public/private lots
- RVs a problem on narrow streets
- Dolphin Street – RV Parking
- Need conversation about re-direct
- Surface/Structure at old laundry – some “one” comment of concern – heart of Nye Beach – pros&cons
 - Derrick: Near term surface lot, long-term structure (Laundry site)
- NW 6th Street (NE) Parking?
- Sell vacant Don Davis property – leverage \$\$ for parking
- Shuttle from PAC-Transit employees, tourists – needs to be frequent
- Concerned about SFD’s – adequate parking?
- Maintain parking markings 3rd&Coast
 - Kathy – marking on-street parking on Coast and on 3rd
- Move skate park to Coast Park or fairground under bridge – use for parking
- Be cognizant of seasonal nature of issues
 - Seasonal problem = seasonal solution (Tom from VAC)
- 3-hr parking is working
- Address dark spaces on 3rd and other streets at night – safety issue
 - Illumination needs to be improved
- Deal with sidewalk obstructions
- Concerned about off-season “9” month parking enforcement
 - Months of enforcement too excessive
- Take growth potential of Nye Beach into consideration
- Do broader outreach – paper?
- What is true availability of PAC lot?
- Coordinate with PAC regarding schedule
- Make sure signage is evaluated/clear
- Need stronger Dev./Design plan for future Nye Beach development
 - Need a Comprehensive plan - not just
- 1st, 2nd, 3rd, between Coast/Cliff – narrow. One way option?
- Make sure “locals” can get to businesses
- Parking near 1st/Coast is over capacity – need more parking

- Residential impacts (High Street resident)
- Parking on angle – emergency access
- Congestion is a problem- 2nd should be 4 lanes wide
- Parking lot improvement standards – 5 space or more = paving
 - Flexibility in ability to use lots w/o expensive improvements
- Reverse flow on turnaround
- Vacation rentals - how does parking demand work?
 - 2 spaces, w/ on-street credit?
 - Linda: one/bedroom?
- Brian: structured parking = \$50k/space
- Tourists will leave if meters are installed
 - Strong disagreement!
- Transit works for tourists, not for residents
- Shuttle between Nye Beach and PAC lot?
 - Town taxpayers ride for free – hotels don't promote it!
- Get ridership info from transit service
- Dispel myth that no parking is available – change perception!

BAYFRONT

- Signage to improve traffic flow
- Input from Coast Guard on growth needs – long term
- Bike Parking?
- Enforcement of RV parking
- Long Vehicles – angled parking
- Consistent marking loading zones
- Look at county transit for tourist run. Vanpool – business
- Closure concept – really work for seasonal?
- Make sure to interview fish plants
- Viability on demand vanpool
- Find a way to life parking required for development
- Can we put counters on Bay Blvd when counts taken
- How will fish plants contribute?
- Port Docks 5 and 7 – no accommodation for tourist loading (when buying fish)
- Need to maintain long-term parking for fishing charters
- Canyon Way a long haul for many
- Need security cameras at lots
- Improve directional signage
- Don't lost sight of freight
- Viability of restricting access to the Bayfront?
- Close off street for street fair

- Tradewinds – uses 12-hour parking in Abbey Lot
- Safety of walking routes up the hill
- How fast does Abbey Street 12 hr parking lot fill up?
- Marine Discovery Tours – They move a car down for closing employees due to security
- Street lighting needed!
- Wayfinding/Clear signage!
- RV Parking in Canyon Way lot
- Canyon Way Lot parking is always available (Rogue guy)
- Restrict Access to Bayfront – close some streets
 - Manage the resource!
 - Look for a solution outside the box
- Restrict hours for loading
- People don't want to go further west than Abbey Street Pier
- Lack of public bike parking – Rogue has on-site bike parking for employees
- Use of Hurbert/9th Lot
- Driver behavior hunting for spaces to avoid walking
- Enforcement for RV parking
- If it doesn't fit, don't park
- Terry – need for Loading during shrimp season
- Staging for trucks at international terminal
- Impacts to restaurants if loading is restricted?
- Mix of peds and big rigs
- 120-150 employees – Trident
- 250 employees for Pacific (across three plants this summer)
- Lincoln County Economic Study