

Some "Things to Consider"

--From City-released information provided to the public, one can gather that approximately 1775 parking spaces within the Bayfront and Nye Beach areas are available for metering. Of these, 365 are in Public lots; the remainder (1410) are on public streets.

--One of the PAC's previous thoughts regarding "fees" for these meters has been \$1/hour with a 4-Hour limit. If one applies an "inverse 85th-percentile standard" to the total number of spots, one can estimate only an 85% return from these fees; or, a 15% *reduction* on estimated/projected revenues. At the rate of \$1/hr/spot one estimate of \$8/day/spot is attained. On the face of this information, potential income/revenue for the 1775 metered spots reaches about \$1.6M/annum. Adjusting this down by 15% asserts a more reasonable income level of \$1.37+M/annum. (A five-day 'work week' was used.)

--On today's agenda the PAC is set to specifically discuss a "permitting process". One previous suggestion is a \$200/annum fee. If that figure can be used as an example of potential revenue, and IF that figure is applied to only half of the enumerated parking spots, then a permit-generated revenue of \$177,500 is indicated. If ALL parking spots are included in the potential "permit inventory", then the permit-generated revenue is doubled to \$355,000.

--Any permit allocation will have serious impacts on any projected revenues associated with a full-blown metered parking system. The actual cost of Parking Permits will also affect business owners and employees

--Some previous discussion by the PAC has intimated that Parking Permits should be made solely available to the fishing fleet. To date, approximately 275 parking permits have been issued by the Port of Newport for 2018; potentially generating \$55K/annum.

--There are several distinct types of businesses in the Nye Beach and Bayfront areas: single, mom-n-pop retail outlets, galleries and gift shops, specialty stores, restaurants, brew-pubs, and fish-processing operations. [The number of employees varies quite significantly between small and large employers: from, perhaps, 1 to 500+.] Without an exhaustive survey, it is nearly impossible to determine the number of owner/employees who are regular users of parking in both districts; one can suggest a number that may well approach 1000 or so.

--IF there are 1000 regular users of the current parking system, there is no reason to suggest that they *all* should not have equal access to a parking permit system. The City may expect an annual revenue of \$200K from this approach.

--Parking FINES should be significant. A \$15 over-stay violation is in some cases 'written off' as part of the cost of a visitor's trip.

--Parking ENFORCEMENT will need, also, to be addressed: it should be equally robust and consistent. This may, as it has already been suggested, require additional personnel..., which will impact the revenue stream.

--If we "permit" two-thirds of the available parking inventory, then one outcome is that this will NOT relieve congestion on our roadways. Folks will continue to drive around looking for an open parking spot.