

Draft MINUTES
Parking Study Committee
Meeting #9
Newport City Hall Conference Room A
June 26, 2018

Committee Members Present: Cris Torp, Sharon Snow, Jody George, Jeff Lackey, Janet Webster, Linda Neigebauer, Julie Kay, Gary Ripka,

Committee Members Absent: Aaron Bretz, Laura Anderson, Wendy Engler, Frank Geltner, Kathy Cleary, Cynda Bruce, Tom McNamara, William Bain, and Bill Branigan (*excused*).

City Staff Present: Community Development Director (CDD), Derrick Tokos, and Executive Assistant, Sherri Marineau.

Public Members Present: Jay Feuberbacher

1. **Call to Order & Roll Call.** Meeting called to order at 1:07 p.m.
- 2a. **Review and Amend Agenda, as Needed.** Tokos reviewed the agenda with the AC. He asked for thoughts on the agenda. Lackey asked if Tokos could give a synopsis of where the AC was and where the AC was going. Tokos said he would review after the minutes.
- 2b. **Approval of Minutes.** The AC confirmed the approval of the March 13, 2018 minutes.
3. **Review of Stakeholder Outreach.** Tokos gave an update of where the AC was at in the process. He noted he was using the March 9th Parking Study. He reviewed the stakeholder outreach meetings. He noted that if the AC wanted additional outreach meetings held they could because there wasn't a huge turnout to many of the meetings. He asked the AC for additional recommendations. Torp asked if the AC had accepted the parking study. Tokos said it was still a decision to accept it as a group. The consultants were finished at this point. Webster asked if the bulk of the list of people at the Chamber Meeting. Tokos said yes, and there was a good turnout at the fish processing meeting.

Tokos reported that there was general feedback at the fish processors and Port of Newport that change was needed. Neigebauer thought that there was a reluctance but it was well received. Webster said there was hesitation on if there was too many parking permits. They wanted a better chance on parking if there was a limit on permits. She was considering two types of permits on the Bayfront. Other people thought if there was an efficient shuttle they would use it. A discussion ensued on parking for employees on the Bayfront. Neigebauer asked if the Coast to Valley shuttle was being used. Kay said yes.

Tokos reported on the Bayfront outreach meeting. There was a suggestion to have a parking lot. A discussion ensued regarding how a parking lot on the Bayfront would affect parking. Ripka thought when they sold the idea of meters to the fishermen, the fishermen would be more receptive. Tokos said there was talk that \$60 was too low for a permit. Ripka said a lot of fishermen thought it was on the low side as well. Webster asked Lackey if the Board of Commissioners thoughts on raising fees this year. Lackey said there was talk about raising fees but wasn't many spaces. Webster asked if the Port Commission had a response. Tokos said there was a clear desire to coordinate with the City. Lackey said it was on the agenda for that evening's Port Commission meeting. They were proposing to take the percentage increases from last year and roll them into this year, going from \$22 to \$23 this year. Tokos said they didn't ask the Commission to make a recommendation it was just a presentation. He didn't remember hearing anything from the Commission. Lackey said there was suggestion about tying parking permits together. Tokos said it was talked about before but it got too complicated. He said there was skepticism on enhance transit for tourist working.

Tokos reported on the Nye Beach outreach meeting. He said there wasn't a lot of people attending and those who were present weren't in favor of meters. George said she hadn't received any positive feedback on having meters. Neigebauer said the issue was employees parked where customers would park. Tokos said this was what the metering would address. Webster said if the Visual Arts Center had meters, it would be the only public lot that required paying for parking and would kill some of the business. Tokos said at the outreach meeting they were the feeling that the advanced transit initiative should come out of existing funds. A discussion ensued regarding how projects become

capital projects and how SDC funds are utilized for them. Neigebauer thought the City should buy lots for sale in Nye Beach and designate them for parking. Webster thought there was already underutilized parking at the VAC. Tokos noted this brought up the ethics in charging people for parking.

Tokos reviewed the Chamber of Commerce outreach. He said there was a clear recognition that permit parking would change parking behavior of locals and a desire to see a roll out that wouldn't overburden employees. There was a feeling of a fear of chasing away tourists. Others thought it was high time to have meters on the Bayfront.

Tokos reviewed the Bayfront outreach. People wanted a dollar per hour rather than a maximum number of hours. Webster said people were asking where the money went if meters were put in. Torp said part of the problem was how the permit system would be structured. Tokos said they were thinking about parking permits specific to the vehicle. If they were a single permit, with a fixed price, and capped numbers, it would sort itself out naturally. Torp asked where the tourists would park if all of the permits were sold for all of the spots. Tokos said maybe there should be a cap on permit numbers. Torp said noted where there were no spots marked on the maps. Tokos said there was enough spaces to accommodate parallel parking. George said as soon as the spots were stripped, people would park there. Tokos said there was enough information on the number of spots to have a discussion on capping permit numbers. Webster asked if it seemed that there was a general consensus, other than Nye Beach, that they were in favor. Neigebauer suggested hiring enforcement to walk the streets to enforce. Webster says what she was saying was that there seemed to be a general consensus, other than Nye Beach, to do this and increased enforcement would be beneficial. Ripka said if we are doing the uptick of meters, an uptick of enforcement seemed logical. George asked if this could be done at different times, especially for Nye Beach. Tokos said the challenges of this was fairness for other districts. He asked if they metered on the Bayfront and that revenue was designated for assets in the Bayfront area, what would that mean for Nye Beach. Neigebauer suggested increasing taxes on the business licenses. Tokos said the Nye Beach and Bayfront districts rely on public parking assets to meet their parking needs as opposed to providing parking on their own property.

Jay Feurbacher addressed the AC and noted that he lived in Nye Beach near the Inn at Nye Beach. He was concerned about the hotel being able to be built without having to provide parking. Vehicles that were staying at the Inn were taking up all the spaces in the area. He noted that Key West didn't resident parking spaces specifically for the houses. He felt it wasn't fair that hotels didn't have requirements for parking. Torp said they AC hadn't talked in detail about residential parking in Nye Beach. Feurbacher said he wasn't opposed to paying for permit and having spots designated for residences in Nye Beach. He was against paying more for business license. Neigebauer liked the idea of a residential parking permit area. Webster asked if the AC had looked at strictly doing a residential permit only scenario. Tokos said that Nye Beach was different from the Bayfront in the Parking Study. They could do metering and some form of a flat fee surcharge on business licenses and reassess in five years. He also said they could do a modest meter implementation without an overwhelming meter presence. George thought this made sense. Torp said he was against metering and suggested rather than rolling out meters at spring break, do a permits for unique areas. Tokos said Lancaster felt the congestion on the Bayfront warranted metering. Torp thought they could roll out four areas on the Bayfront with their own unique permits with time limits. There would be unmetered spots in public parking lots or vice versa. Tokos said he was concerned on the turnover of stalls and knew from the study that enhanced enforcement of parking wouldn't buy the City much. Ripka said the reason he was in favor of meters was because he was looking for more available parking for fishermen because it was being pushed down to their end now. He thought meters would change behavior and was the only way it would work. Ripka said if you don't permit fish plant workers, than it forces them to park up the hill. Torp said the rest of the people on the Bayfront were employees and asked if they would force all the employees to do this. Ripka said they are already forced to do this. Webster said fishermen were employees as well. She said there should be a four hour permit at that end of the Bayfront. Ripka asked why there shouldn't be a meter then. A discussion ensued regarding parking on the Bayfront for employees.

4. Committee Recommendation on Parking Study. Tokos talked about recommendations on the Parking Study. He said they could establish a fixed business license with a fee for residential permits and reassessing in a few years wasn't unreasonable for Nye Beach. He was concerned about doing something else because there wasn't any data to back it up. Webster said she thought she had gathered this data. Tokos said he was uncomfortable with doing a whole different permit scheme. Webster was concerned that there wasn't anything in the report that said what the metering revenue was. She said they needed to know what was needed for annual projected revenues. Tokos said they needed \$100,000 to maintain all district parking assets. Webster wanted to know what the annual costs were.

Tokos asked for any other thoughts on making a recommendation. He was trying to get a sense on what the AC would like to see on a packet of changes. Kay asked anyone thought a transit bus would relieve parking in the Bayfront.

Webster said the fisherman said if they had a convenient parking lot they would use it. Snow said the fishermen were more of on a shift change schedule. Webster said it was more about where they would park for shuttles. Tokos said he had heard that the shuttles would cycle through the city and use underutilized lots. George thought it was cheaper to have the plants provide the service to get their employees up to the lots. Tokos said they could also subsidize it. Webster said she was still looking at options and wasn't sure if they could all agree on one set of options and thought there might be different options presented. George said the AC needed to know the general idea of the money needed to provide parking and keep things maintained was important. Tokos said when they got past maintenance and they would be getting the funds through permits. Meters would allow enough revenue to do it. A structure would cost even more. Neigebauer suggested metering in Nye Beach, meter both sides of the street on 9th street and Olive Street. She also thought that Beach Drive should have meters, they should create some residential permit only areas, and leave everything else open. Neigebauer said vacation rentals should have a special permit for ones that had a Condition Use with a fee they paid when paying their room taxes. Tokos said the overnight lodging could be structured to address the needs of the charter. (20:40) Neigebauer agreed with what Feurbacher had said about residential parking. George was concerned about other people being against this because Feurbacher's situation was different than other residences in the area.

Ripka suggested that Abbey Street parking lot be metered or permit. Snow said if they metered the street, the fishermen would keep off of the street parking. Neigebauer asked about transit. Kay said transit was expensive to run and may be more cost effective if plants had shuttles. Tokos asked if with the meter implementation concept was the thought to drop business license surcharge. Webster said if you have meter revenue you wouldn't need it. This was why they needed to know how much money was needed to pay for everything. It would tell the AC what to do next on either shuttles or contracting out. Snow said there would be a liability there to have their own shuttles and didn't think businesses would want to do their own shuttles. Tokos thought there could be grants for this. There was a question on how to utilize taxis. Torp said he spoke to the taxi services and they didn't want their cabs sitting there for multiple hours. George thought if employees knew a specific time they would need a taxi to shuttle them, it might be more desirable for cab companies. Tokos said what he was hearing was a desire to see a meter and meter/permit options. Torp felt the Bayfront locations of meters was a little loose but agreed with Tokos. Tokos asked if there was general agreement with the locations of paid/meter and meter locations for Bayfront. Snow said they needed to make the cost of tickets hurt. She felt the permit should be around \$100 per year and wasn't out of line. Lackey said when nearing the recommendation the AC really needed to vet it to anticipate the consequences. He saw the benefit on meters or shuttle service for the Bayfront. Tokos said he was also hearing that there needed to be a cap on permit numbers.

Torp said there was a question on the limit of how long a vehicle could park at a meter location. The AC questioned if there should be limits so people didn't feed the meter or move their vehicle. Tokos said if you didn't put a four hour limit, people would move and it would create spots. Snow asked if they capped the permits, who would get the permits and asked if there should there be a lottery. Torp said it could be structured with a limited pool design. He noted how Hood River structured their permits. Webster noted that OSU had zone permits that weren't guaranteed and thought the AC could ask them how they do this. Snow said to put the burden on forced meter parking and asked not to penalize the people who lived in Newport. Lackey saw problems with limiting the permits. Webster asked to find out if there was a formula to the number of permits per area. George said as a resident, they had a higher need and felt they should be above anything else. She thought there should be a hierarchy. Ripka asked if they saw a problem with charter boats. Torp said this spoke to zoned parking in the Bayfront. Webster suggested day permits. Tokos agreed and said a permit could be hung in windows.

Tokos said what he was hearing there needed to be a couple of alternatives for Nye Beach and Bayfront and the information on the meters would be pulled from the study. Webster said parking lots and signage needed to look good and the City needed to invest in these things. Torp suggested painting this year instead of waiting a year to do it. Webster said they might have the funds to do this but might not have the staff to do it. Tokos agreed and was particularly hard at this time for Public Works because of staffing. Torp said he was gradually coming around to the thought of metering and was happy there was some concessions for the Nye Beach area to be included and didn't want the Bayfront to be singled out. A discussion ensued regarding large trucks parking on the Bayfront. Tokos suggested the AC make a formal suggestion to do special signage for "don't fit, don't park" signage. Snow noted that if there was going to be meters or permitted parking there needed to be legal parking.

5. Structure of Future Advisory Committee. Tokos asked the AC if the next meeting should be in the third or fourth week of August or the second week of September. He asked if that AC thought any other outreach should be done. Webster suggested talking to the Cab Companies in terms of shuttling. The AC agreed with the later part of August for the next meeting. Tokos would give out a poll for other dates.

6. **Public Comment/Questions.** None heard.

7. **Adjournment.** Having no further business, the meeting adjourned at 5:00 p.m.

Respectfully submitted,

Sherri Marineau
Executive Assistant