

**MINUTES**  
**City of Newport**  
**Parking Study Advisory Committee**  
**Meeting #7**  
**Newport City Hall Council Chambers**  
**Thursday, January 11, 2018**

**Committee Members Present:** Cris Torp, Gary Ripka, Sharon Snow, Janet Webster, Aaron Bretz, Julie Kay, Linda Neigebeuer, and Frank Geltner.

**Committee Members Absent:** Kathy Cleary, Cynda Bruce, Laura Anderson, Tom McNamara, William Bain, Jody George, Jeff Lackey, Bill Branigan, and Wendy Engler.

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

**Consultants Present:** Lancaster Engineering: Brian Davis.

**Call to Order.** At 3:04 p.m.

**1. Introductions.** Tokos opened the meeting and introductions were done. Webster shared changes to the November 28, 2017 minutes with Marineau.

**2. Review Amendments to the Parking Management Plan.** Davis gave an overview of the key updates since the previous meeting. He noted that 13<sup>th</sup> Street had been removed from the plan. Geltner asked why the word “intent” was used. Davis explained he didn’t want the thought on the outreaching to be a feeling that the money earned from parking was in any way a money grab.

Davis reviewed the Nye Beach, and Bayfront meter plans noting that the green lines were Phase 1 and yellow lines were Phase 2. Snow thought it would impact fishermen. Ripka said it would impact the fish plant and make parking worse than it was presently. Tokos said City needed to continue to obtain permits through the Port and hadn’t talked about the process yet with them. Snow felt the plan would help encourage carpooling. A discussion ensued regarding Bayfront permit parking for fishermen.

Davis continued reviewing the meter plan for the Bayfront and noted that the City could probably make money from the green line areas all year long and the yellow would be seasonal. He showed the AC an updated revenues and expenses sheet. Webster noted the costs for enforcement weren’t included. Davis said it could be added back in, but said it was an even money proposition because there would be enough tickets to recoup the enforcement costs. Tokos thought it should be put back in because it would mean an adjustment to the TCB contract. Ripka said if they didn’t go with meters, there needed to be time limit signs on Bay Blvd for enforcement. Kay asked if meters would have time limits. Davis recommended time limits and said the typical stay was around 3 hours. Kay asked if people could move to another spot if there were some open. Davis said it depended on how it would be enforced. He said that the AC could set time limits in zones at pay stations. A discussion ensued regarding how to setup options for scan readers and recording hours that vehicles were parked in spots. Tokos noted that the study said there was a 5-7 percent overstay and asked if enforcement would help with congestion. Davis didn’t know. He said that it could never get down to zero percent but would cut the 5-7 percent down by about half.

Webster wasn’t clear on the study what the time limit would be and asked for it to be looked at. She also asked to look at the Abbey Street lot for charters. Ripka said that charters thought it was a good idea and tried to get their customers to park there. Webster asked what the enforcement hours would be. Davis said it was set from 10am to 7pm and would expand on this on the next report. He asked the AC for their input. Bretz thought it should vary from season to season. Davis suggested doing enforcement from 10am to 7pm with full blown enforcement on the peak season and only one officer on the off season. Torp said TCB was contracted and it was their business on how they staff. Tokos said we could specify this and build it into the contract. Kay asked if enforcement information was on the meter. Davis said that they usually said the cost and time frame on enforcement on the meter. He said the AC would say how to enforce. Geltner asked if there was an option to do nothing and do enforcement on our own. Webster said yes, but she reminded the AC that Ripka said the fishing community didn’t have much pushback. Ripka thought this was a way to get more

parking, which was needed. Tokos agreed it was a good way to get additional parking. Webster said she was concerned about larger vehicles/trucks parking and wanted to see them off of Bay Blvd to help with congestion. Geltner asked if approaches could be moved closer to the buildings to help with offloading of equipment. A discussion ensued regarding what was currently being done for offloading.

Geltner said there were other efficient ways to enforce such as chalking tires and was concerned about the cost of enforcement. He asked if TCB was hiring on the level that income could be consistent. Tokos believed that the City was subsidizing part of the costs and enforcement wouldn't entirely provide for itself. Geltner asked if TCB was providing the equipment. Tokos said the City could provide this and was negotiable in the contract. He said the expectation was that the bulk of the cost would be born through the fines in terms of enforcement and we wouldn't be using the revenues from the metering to subsidize it in a meaningful way. Geltner asked if the consultants would give the City an enforcement plan. Tokos said no.

Davis said if the AC chose not to do any meters, there would be little money coming in to do anything. Webster said it was hard to connect turnover time and the lack of overstays with enforcement freeing up more space. Bretz thought that even if the overstay was at zero percent it would have a negligible impact. Kay asked what the fine was for a parking ticket. Tokos didn't know. Torp thought it was \$10 for improper parking. Ripka thought it was \$20-25. Webster asked if the 20 minutes zones would be removed with the meters. Davis said with meters, there would be open spaces at all times and would ideally negate the need for 20 minute zones. Torp said this was a reason for enforcement.

Geltner asked if there would be cameras used for enforcement. Davis said that San Francisco was looking at making their meters a Wi-Fi hub and might be a way to add a small cameras. Webster asked if the loading zones should stay. Davis said yes, and he would make sure it said all loading zones would stay as is. Neigebauer thought loading zones were not needed in Nye Beach. She felt if businesses had loading zones, they needed to pay for them.

Torp asked if the Port ever thought about building parking garages that could include storage for gear on the second and third floors. Bretz said that the terminal was planning on adding more storage for gear there and the costs would direct what would happen. Tokos said there were conversations with Don Mann about this and he said it wasn't practical. Mann thought the better idea was to put a project in the plan that would provide a more easterly access to Port Dock 5 to make it attractive for fisherman to park at the Port Dock 7 area. Webster said it was a revenue stream for the Port for storage. Bretz said gear was constantly being rotated and he struggled to find a scenario where the Port would be able to supplant storage and parking. Tokos reminded the AC that any work over the water was expensive. He said an advantage of building parking on the Pier would mean there would be a shot at getting economic development and meant we would be able to leverage state funds. A discussion ensued regarding mitigating areas in the Bay.

Webster said that there wasn't an inventory of public parking spaces and it was something that should be done. Davis said he had this data and would share it with the AC in a table form. Torp said there needed to be a list of potential spots for parking and what that equated. David said he did this in all study areas and picked up everything that was striped and not striped. Davis asked Torp to give him a list of the areas that he didn't include in the report and he would give the AC an estimate.

Neigebauer asked if the removal of off-street parking space requirements was commercial or residential. Davis said it was both. Neigebauer didn't agree with this. A discussion ensued regarding parking requirements for residential and commercial. Tokos said it could be lifted for commercial only. Webster said there would need to be a solution for the Nye Beach area. Neigebauer was worried about restaurants in the area not being required to have parking. Tokos said it needed to be a part of the conversation. Davis suggested saying that development above a designated number of units would have a specific requirement. He cautioned against a one for one swap requirement. Tokos suggested it say "to identify opportunities for off-street parking" instead. Webster said there was different issues in different areas in the City and shouldn't be a one size fits all. Ripka asked if meters should be in Nye Beach after listening to the conversation. Tokos said the parking issues were the same there as other areas.

Geltner said the report referenced the cleaner's parking lot. The wording sounded like it was a public lot and it wasn't. Davis said this was the brown field and no work could be done in the area. He said he would look at it.

**3. Roll Out of Recommendations/Outreach.** Tokos reviewed the rough schedule of the Parking Study Schedule. Geltner asked how the outreach would be done. Tokos said that special meetings would be held at Nye Beach and

Bayfront businesses. There would also be meetings with the City Center, the Port, the Chamber of Commerce, and the Commercial Fishing User Groups. Bretz said he would talk to members of the Commercial Fishing User Groups to do outreach at one of their user group meetings. Snow suggested the processing plants attend the Bayfront meetings. Webster thought it would be good to invited the plant workers to the meetings as well. Snow said they could let the workers know when the meetings were. Tokos suggested adding the Rotary with the Chamber.

Geltner asked who the AC was advising. Tokos said to the City Council and would do a work session meeting with them. It would go through the Planning Commission and City Council after the stake holder outreach in March. Webster said that outreach timing was important. Geltner said that there needed to be a succinct report for all of the outreach. Davis suggested giving a three page summary of the report at the outreach meetings. Geltner wanted the scope of the problem made clear and left as an assumption. Bretz noted that the commercial fishing groups seemed unaware of the plan. He said there was a lot of complaints when they changed the schedule on their permits. Davis asked if the fishermen were more concerned about the cost or about lifestyle changes in the way they do their jobs. Bretz said it was primarily the cost. Tokos said it was important for the AC members to attend outreach meetings.

Neigebauer asked about transit discussion. Tokos said he hadn't heard any updates. Kay said they wouldn't be done until May and would have a draft plan in a couple of weeks. Tokos asked the County to be clear on what to expect in terms of enhanced transit services. He said once the changes were received the feedback would be included in the final recommendations.

Tokos asked when the best time to install meters would be. Davis said around spring break. Webster asked what the oversight of the program would be if it went forward. Tokos said that the Advisory Committee would be recreated with the three Economic Improvement District advisory bodies combined into one advisory committee.

Ripka asked what the cost of the parking permits would be. Bretz said the current price was \$20 per year. He said they changed it to try to accommodate the tuna fleet and the renewal time was done when more people where in. Bretz said the six month difference made a lot of people upset and asked for refunds. A discussion ensued regarding parking permit demand by the fishing community and permit cost estimates. Torp asked if there would be one permit price for employees and fishermen. Snow and Ripka didn't think the cost was a big deal for either. Webster thought the price should be the same for all. Ripka thought that when people were educated they were more open to the idea. Bretz thought that it might be the minority that was giving the negative feedback to him. Davis said the way the language was framed would make a difference.

Snow asked if ADA spaces would be permitted. Davis thought they would be kept as is and metered. Snow suggested making them meter and permit.

Tokos said there was around \$310,000 available from all parking district funds and the City was making \$30,000 a year under the existing economic improvement district. He said the thought was to do the Phase 1 implementation of the project by borrowing against City funds and pulling from the urban renewal funds or Agate Beach closure, then pay it off with meter revenues. Ripka was concerned about only doing sections of the Bay Street instead of the whole street. Bretz suggested a way to cut costs by spreading out metering every other space along the Bayfront. A discussion ensued regarding how other jurisdictions were doing ticketless metering. Tokos said he would talk to Davis on how to do spacing in different areas such as the Bayfront and Nye Beach. Torp asked why there was a limit on one pay station to every 10 spots. Tokos said he would look at the assumptions with Davis. Webster suggested putting timing on the east side of Bay Blvd.

**4. Next Meeting.** Tokos said he would look at alternatives for metering on the next meeting in February.

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

Respectfully submitted,



Sherri Marineau  
Executive Assistant