

July 2022

# Parking and Curb Study Findings

I-195 District Parking Study – East Side



# We Put People First

Developing transportation systems to promote broader community goals of mobility, equity, sustainability, health, and economic development



Transit



Transit Corridors



Active  
Transportation  
and Safety



Cities and  
Streets



Parking and  
Demand  
Management



Paratransit  
and Community  
Transit



Emerging  
Mobility



Engineering  
and Design

# Parking is tied to...



**Local Business Health**



**Transit Reliability**



**Development Potential**



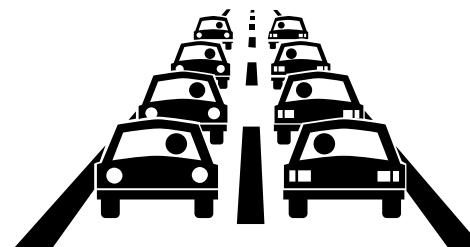
**Pedestrian Environment**



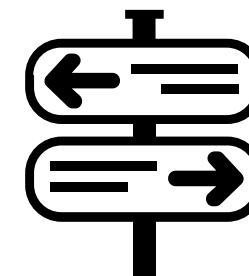
**Efficient Use of  
Municipal Resources**



**Bicycling  
Accommodations**



**Traffic Patterns**



**Signage and Wayfinding**

# Improving and accommodating non-driving modes can help less parking go farther.



## Strategic Parking Management

**Encourage multimodal mobility**  
with right-sized supplies and  
demand-based management

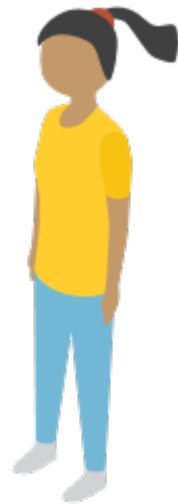
## Mobility Improvements

**Reduce pressure on limited parking**  
by providing high-quality driving  
alternatives



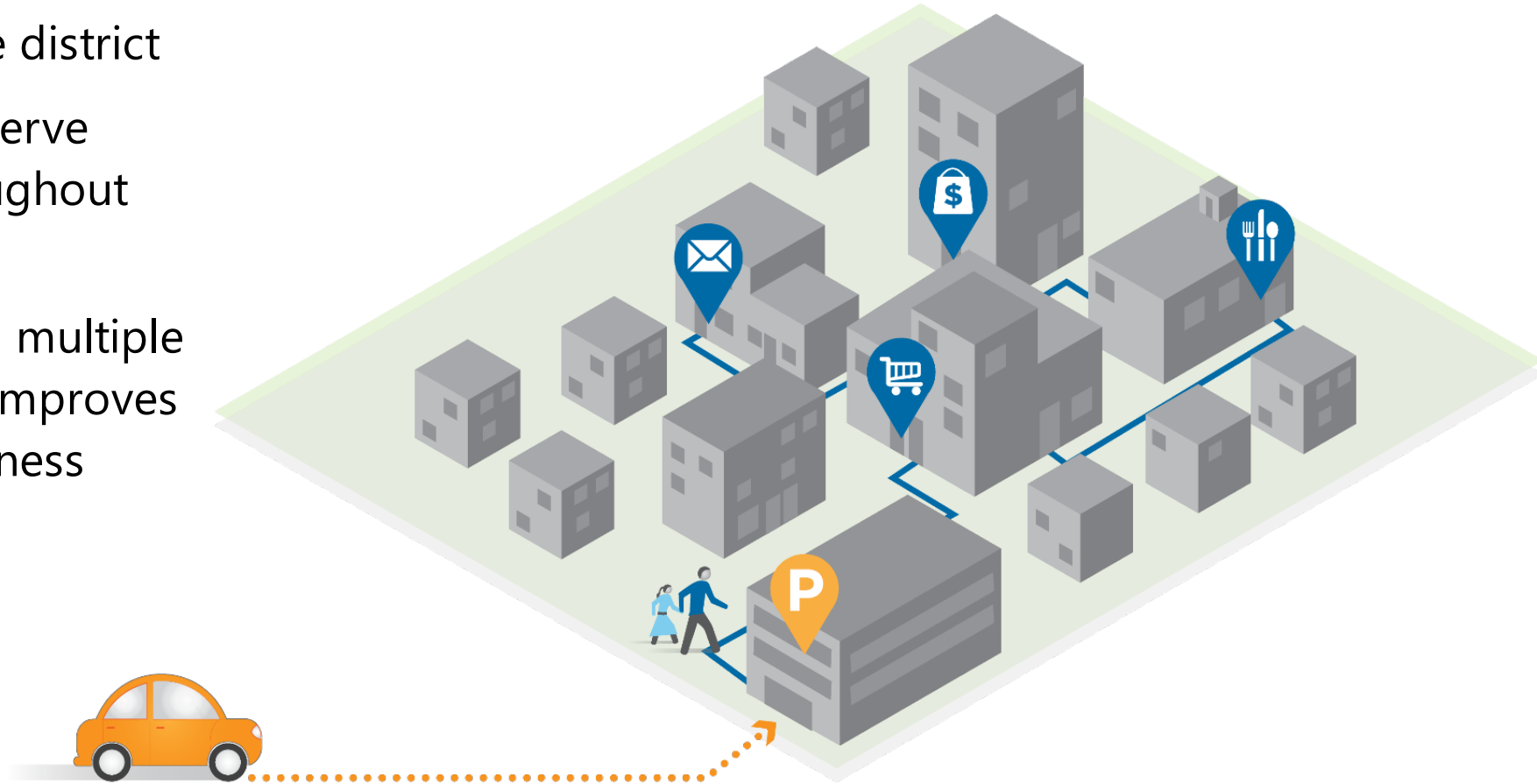
# People Get Around in Different Ways

...AND INCREASINGLY HAVE THINGS COME TO THEM



# Mixed Use “Park Once” Development

- Parking in an urban area serves multiple uses in a diverse district
- Each parking space can serve multiple user types throughout the day
- Parking once and visiting multiple uses reduces traffic and improves safety, livability, and business vitality



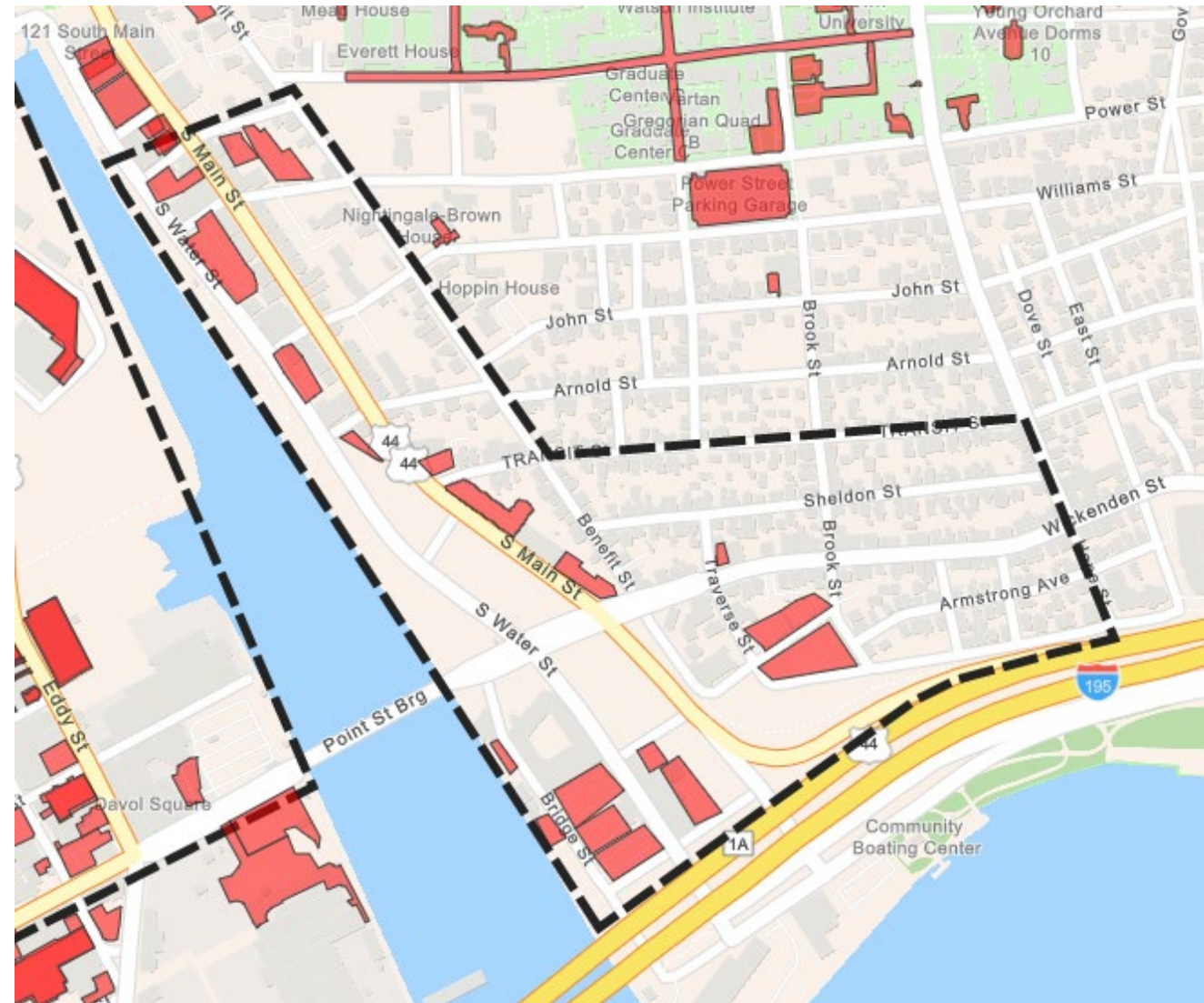


**EVERY PERSON WHO PARKS A CAR IS  
A PEDESTRIAN.**

**A SHORT WALK TO AND FROM PARKING IS EXPECTED IN  
AN URBAN DISTRICT.**

# Parking Study Area and Approach

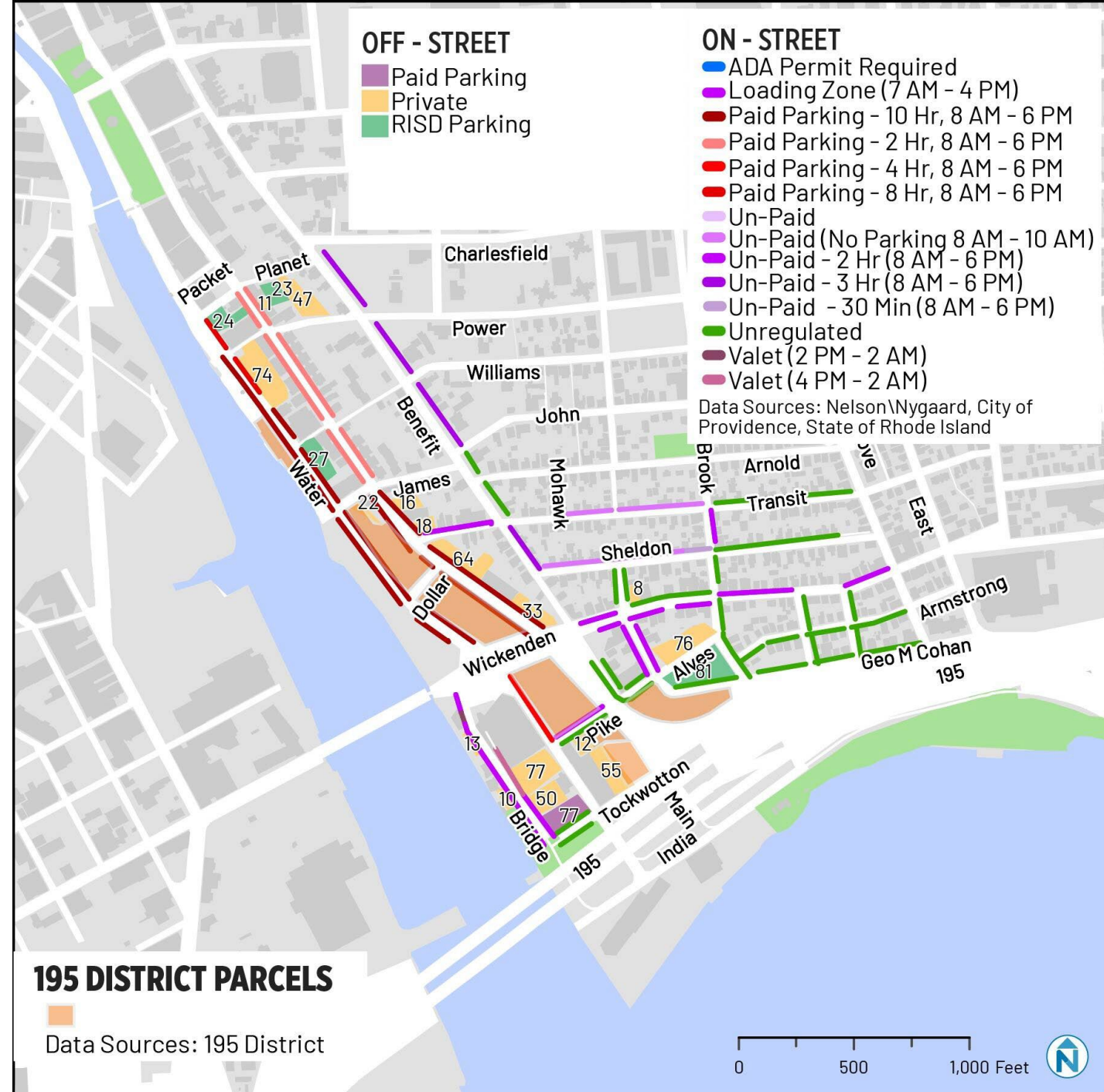
- Inventory all parking and curb regulations in the neighborhood surrounding East Side I-195 redevelopment parcels
  - Field surveys
  - Aerial imagery
  - Outreach to property owners
- Collect parking utilization data
  - Midday peak
  - 5 pm – 7 pm evening peak
- Identify curb management issues
- Project future parking demand based on proposed development
- Recommend right-sized parking supply, parking management & TDM strategies





# Parking Inventory

- Many distinct on-street regulations exist within a small area – this can lead to confusion
- A large portion of parking is completely unregulated (31%)
- Most regulated parking features time limits, but no meters (34%)
- 32% of parking is metered, with varied time limits (mostly long term)
- Some popular commercial streets do not feature meters (Wickenden)
- No daytime resident parking permit program exists to moderate commercial demands on residential streets



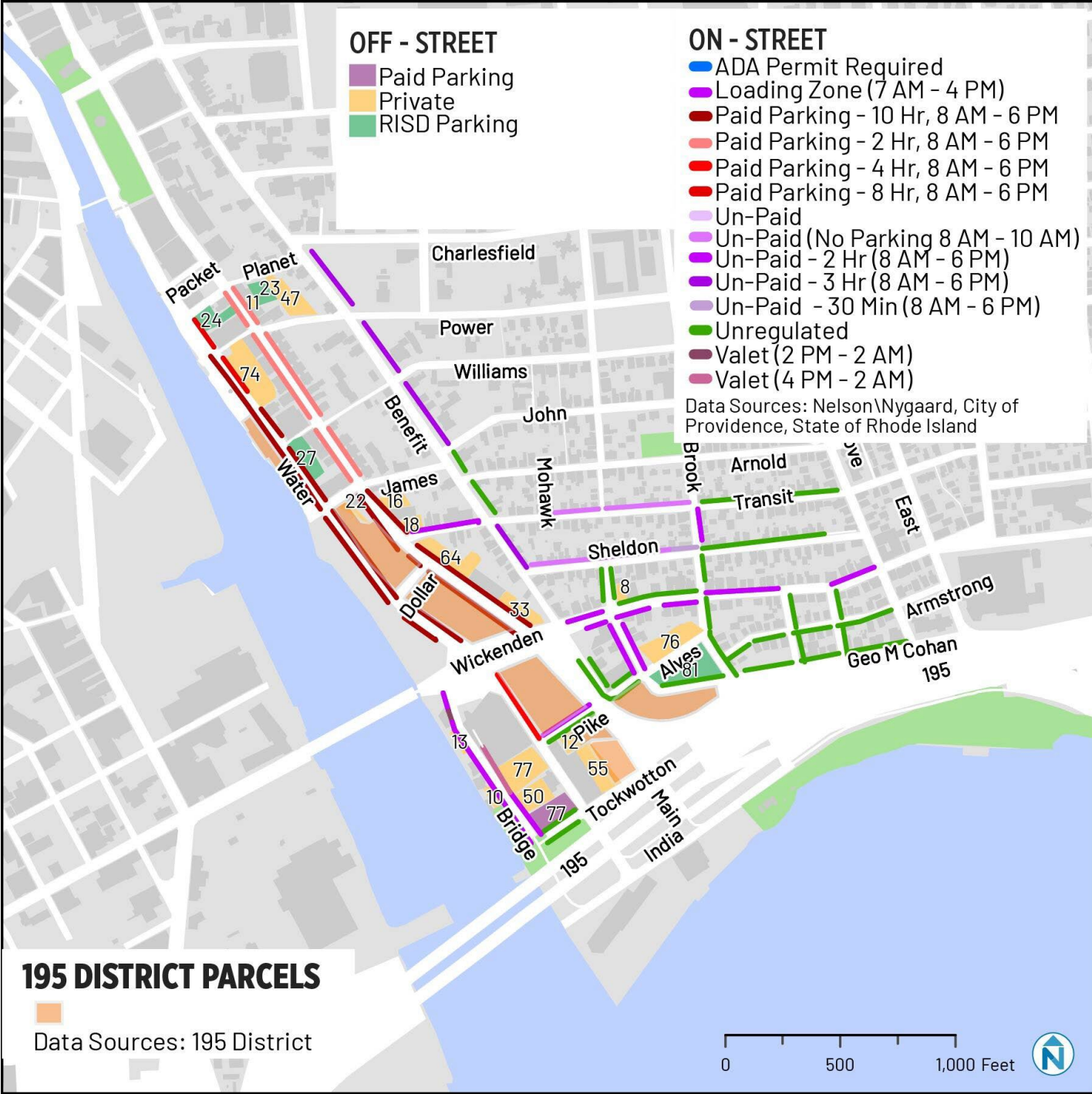
# Parking Inventory

## On-Street Regulations

Regulation	Sum of Spaces	% of Total
Unregulated	219	31%
Metered - 10 Hr, 8 AM - 6 PM	148	21%
Unmetered - 2 Hr (8 AM - 6 PM)	139	20%
Metered - 2 Hr, 8 AM - 6 PM	65	9%
Unmetered - 3 Hr (8 AM - 6 PM)	53	7%
Unmetered (No Parking 8 AM - 10 AM)	44	6%
ADA Permit Required	15	2%
Metered - 8 Hr, 8 AM - 6 PM	13	2%
No Parking / Class IV Permit Only	5	1%
Valet (2 PM - 2 AM)	3	0%
Unmetered - 30 Min (8 AM - 6 PM)	2	0%
Valet (4 PM - 2 AM)	2	0%
Loading Zone (7 AM - 4 PM)	1	0%
Grand Total	709	100%

## Off-Street Regulations

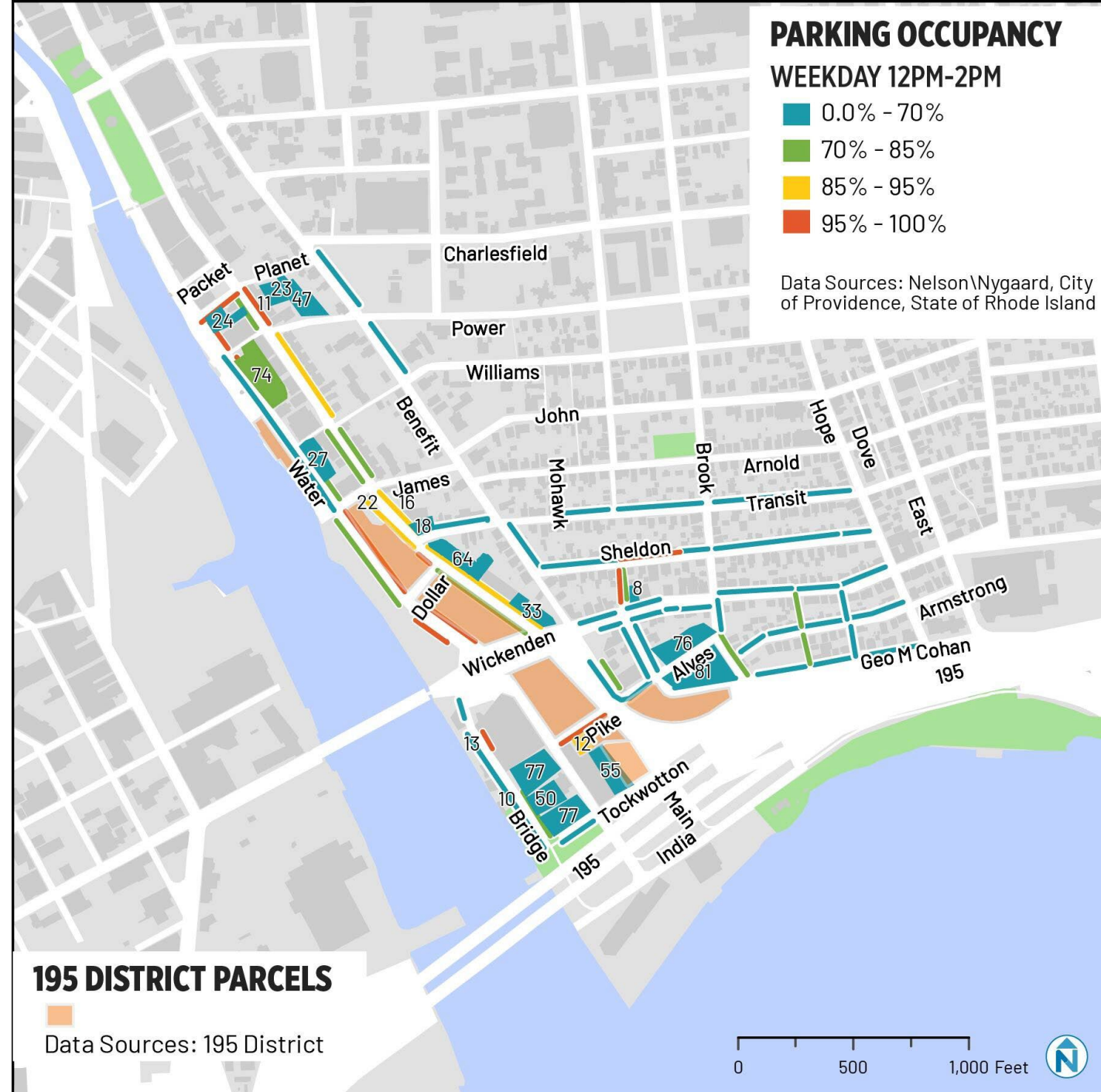
Regulation	Sum of Spaces	% of Total
Private	512	63%
RISD Parking	155	19%
Paid Parking	151	18%
Grand Total	818	100%





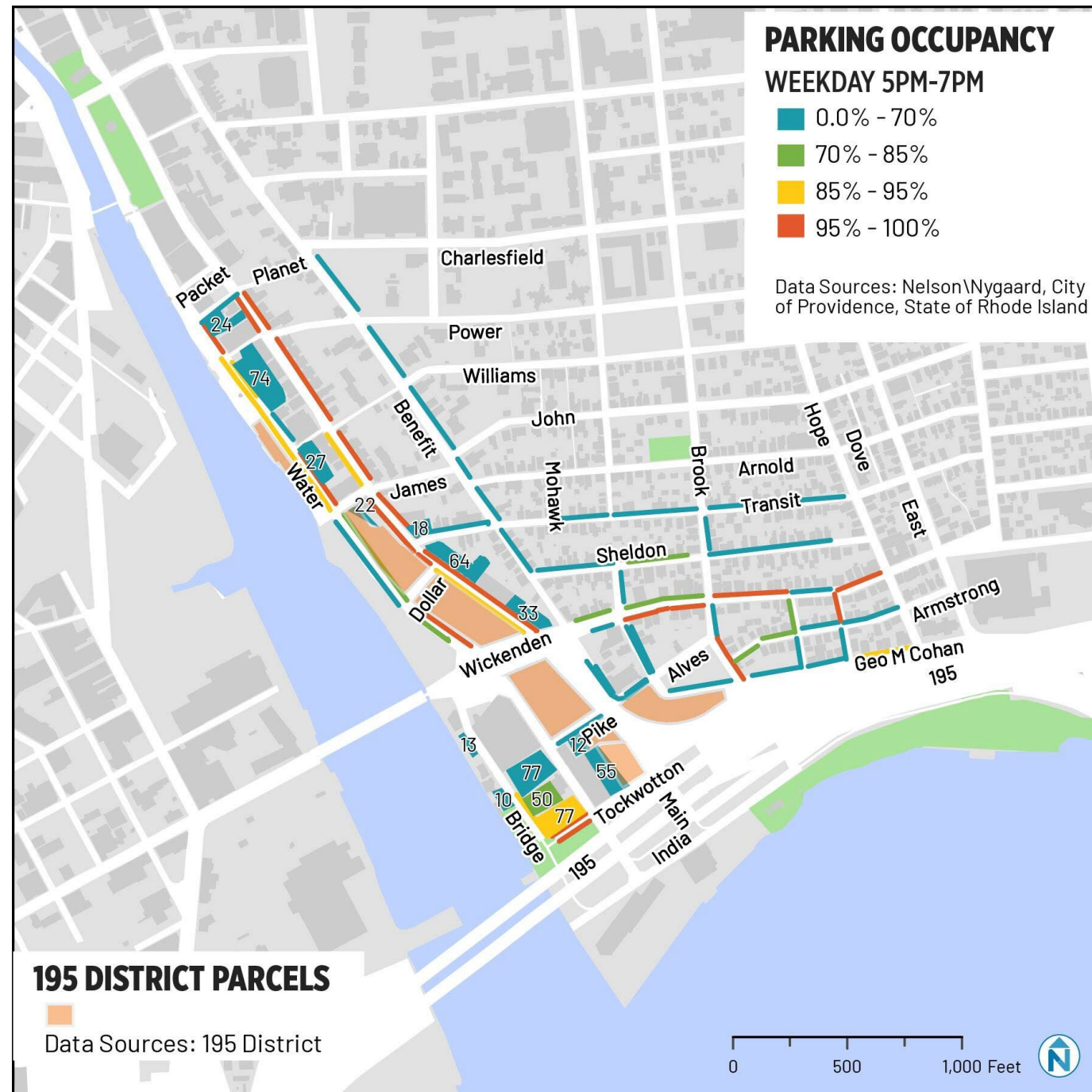
# Parking Utilization - Midday

- Parking was 56% full during midday hours
- On-street parking was more full than off-street parking
  - 64% full on-street
  - 46% full off-street
- Long-term meters (8-10hr) were the most utilized on-street spaces during the midday hours (83% full)
- 246 public on-street parking spaces were available during midday (out of 709 total)



# Parking Utilization - Evening

- Parking was 53% full during evening hours
- On-street parking was more full than off-street parking
  - 60% full on-street
  - 26% full off-street
- On-street metered spaces were the most utilized during Friday evening hours (91% full)
- Unregulated and unpaid parking is underutilized in the evening (59% full)
- 262 public on-street parking spaces were available during evening (out of 709 total)





# Parking Utilization - Comparisons

- Parking was 56% full during midday and 53% full during evening hours
- Off-street parking is more utilized overall during the midday hours (46%) versus evening (26%)
- On-street parking was more utilized overall during the evening hours (63% full) versus midday (58% full)

# Public Meeting Summary

- Over 60 attendees – a mix of residents, business owners, employees, and visitors to the area
- Most poll respondents walk (33%) or drive (26%) through the area, with many also biking (19%)
- Pedestrian safety and congestion were identified as the top traffic issues in the area
- Unsafe walking / biking conditions and too little enforcement were identified as the key curbside issues, along with conflicts from loading vehicles
- Most people parking in the area use an on-street metered space
- Collected written public comments as well
- Follow up on-site meeting with local businesses and property owners





# Community Feedback

- South Water bike facility - confusion around loading needs
- Parking enforcement is a major issue
- Meter maintenance is an issue
- Existing loading space is not sufficient
- Construction impacts are a concern
- Events such as WaterFire are challenging
- Providing adequate parking for business loading, customers, and employees is a priority for many



# Future Development Parking Demand

## KEY ASSUMPTIONS

- Parking ratios for each non-residential land use are based on national standard (ITE) rates and adjusted for local context
  - General Retail, Grocery: 1.95 spaces / ksf
  - Restaurants, Food Hall, Cafes: 9.31 spaces / ksf
  - Office and Lab: 1.63 spaces / ksf
- An internal capture effect of 15% is applied to commercial uses to represent the mixed use nature of the development, neighborhood focus of the retail uses, and multimodal transportation access
- In order to remain conservative, no adjustment was made for multimodal access to the area
- Parking is expected to include a mix of reserved residential spaces and shared spaces available to the public
  - 74% of residential parking is expected to be reserved



# Future Development Parking Demand

## PROJECTED DEVELOPMENT PROGRAM

- Projected development program for each parcel was selected to be more conservative (generating more demand)
- Retail spaces include a mix of restaurants, general retail, cafes, food hall
  - 30% restaurant, café, food hall
  - 70% grocery store and mixed retail

Project Type	Parcel Number	Primary Use	GSF	Residential	Lab	Office	Retail	Parking		
				Units	GSF	GSF	GSF	Spaces	Parking Management	Residential Parking Ratio
Current	P-2	Residential, Retail	174,082	194	--	--	15,000	90	Reserved for Residential	0.5
Current	P-6	Residential, Retail	67,000	62	--	--	23,000	162	Shared Parking	0.5
Current	P-9	Residential	150,000	135	--	--	5,000	55	Reserved for Residential	0.4
Hypothetical Future	P-1A	Residential	36,500	37	--	--	5,000	16	Reserved for Residential	0.4
Hypothetical Future	P-5	Lab or Office	190,400	--	175,500	--	15,000	225	Shared Parking	N/A
Hypothetical Future	P-8/8A <sup>1</sup>	Residential, Office	200,000	69	--	58,000	4,000	169	Shared Parking	0.5
TOTAL		--	817,982	497	175,500	65,000	70,000	717	--	--

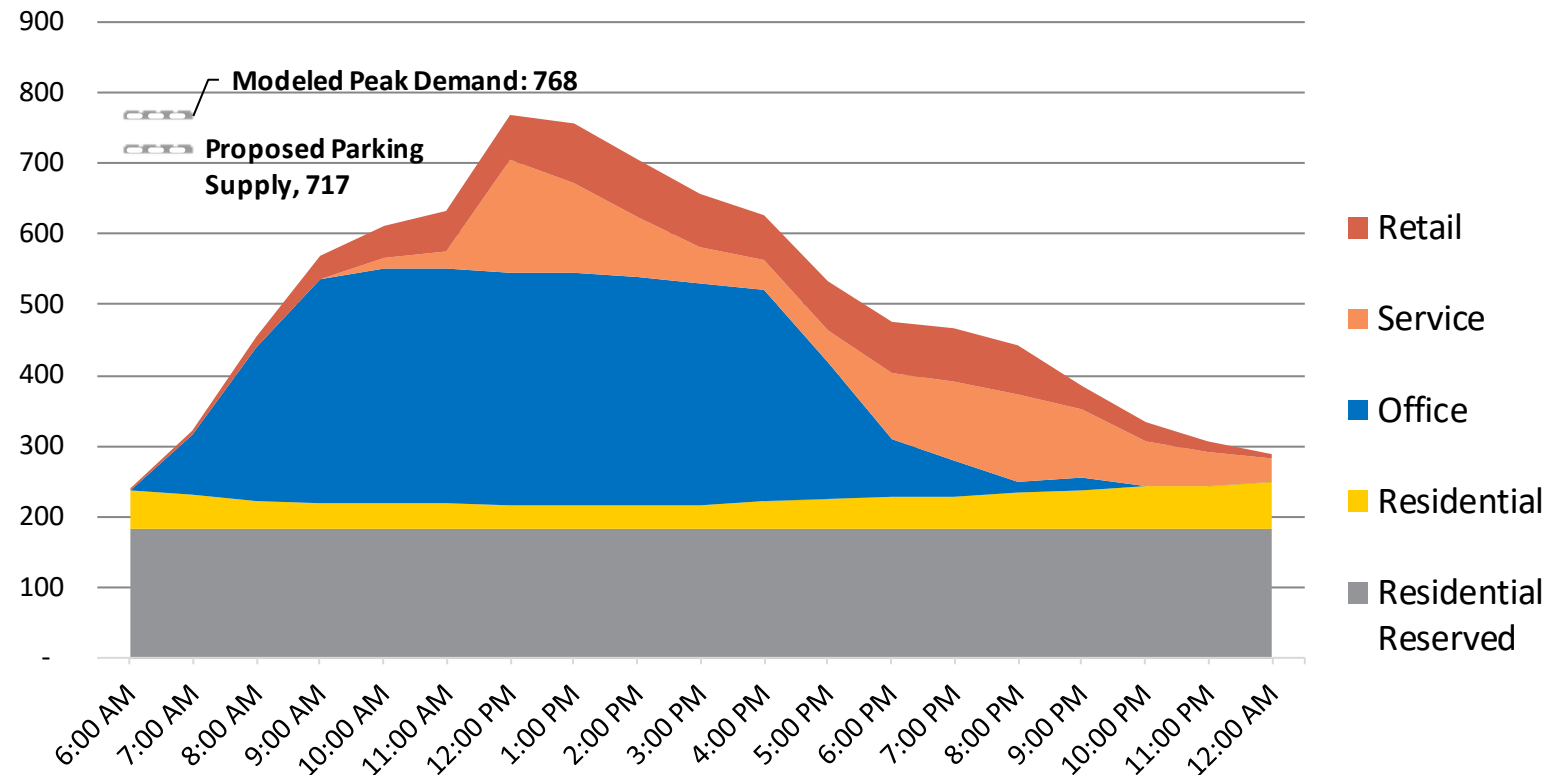
1. used the more conservative proposal currently being considered (i.e., most demand for parking outside what is included on site)

# Future Development Parking Demand

## KEY FINDINGS – WEEKDAY DEMAND

- Weekday peak parking demand is 768 spaces
- A parking deficit of 51 spaces exists during the midday peak
  - This is easily accommodated by the 246 available public on-street spaces in the neighborhood
  - Additional ample parking exists across the pedestrian bridge
- Evening demand is well below the proposed supply
- Transportation demand management (TDM) programs can further reduce demand

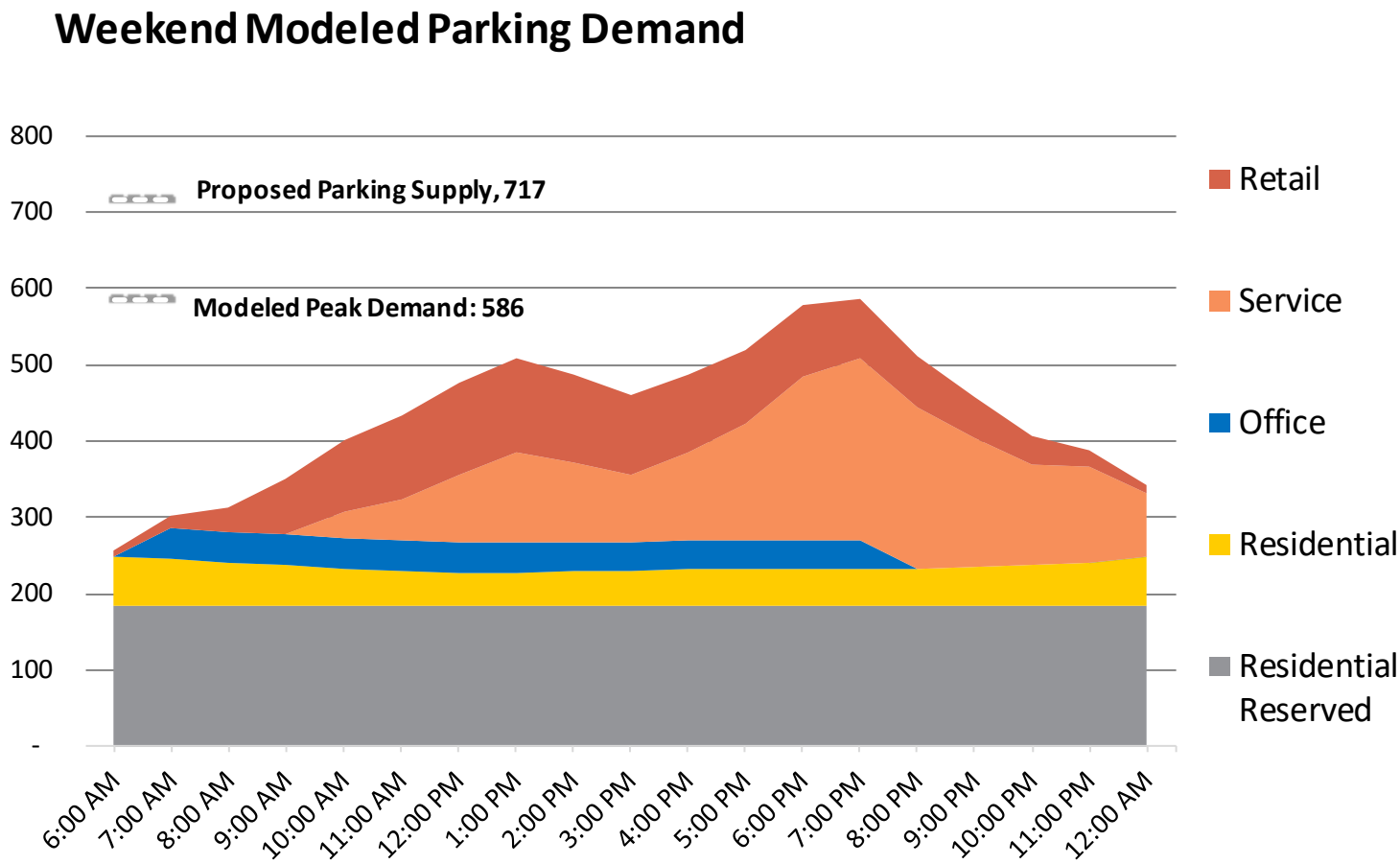
Weekday Modeled Parking Demand



# Future Development Parking Demand

## KEY FINDINGS – WEEKEND DEMAND

- Weekend peak parking demand is 586 spaces
- The proposed parking supply accommodates demand at all times of day





# Challenges and Opportunities

- Loading zones are absent
- Too many distinct regulations – use pricing to generate turnover instead of time limits
- Meters should not end at 6 PM
- No resident permits means no control over how commercial and institutional demands spillover onto residential streets
- Are 10 hours of public parking on-street really needed? Could the needs of these users be better met through specific permits, off-street parking, or other programs?
  - Switch long-term meters to 4 hour maximum / use graduated pricing
  - Implement an employee permit program on specific streets





# Challenges and Opportunities

- Many necessary changes can only be implemented by the City of Providence, not the I-195 District
- Shared parking that is publicly accessible in new developments should be a priority
- Require TDM measures for new development to reduce parking demand (to define during future parking demand modeling)
- Likely need to remove some existing on-street spaces to provide loading areas and other functions – these spaces could be replaced in new off-street shared facilities
- How can we leverage parking resources which are further away? Clifford Street Garage for long-term parking? It is only 0.4 mile walk away – this is ideal for business employees in the area





# Demand Management Toolset

## What does the I-195 District have the authority to do?

- High priority options:
  - Require a shared parking approach with publicly accessible parking
  - Require owners to lease spaces in new parking facilities for employee permit programs
  - Require unbundled parking
- Other options:
  - Require developer contributions to bike, ped, and transit infrastructure
  - Require subsidized transit or bike share passes
  - Ask developers to provide on-site car share and micromobility services
  - Require developers to offer incentives for active transportation use
  - Require specific parking management programs such as valet parking
  - Study and require specific curb infrastructure needs for each development





# Curbside Management Toolset

## What can the City of Providence do to improve curb operations?

- Add loading zones
  - Commercial truck loading
  - Short-term and on-demand delivery
  - Passenger loading
- Limit delivery times
- Extend meter times and simplify regulations
- Add meters to commercial streets like Wickenden Street
- Increase enforcement and improve information sharing
- Implement a daytime resident permit program
- Implement an employee permit program for small businesses
- Invest in multimodal infrastructure



# Thank you!



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