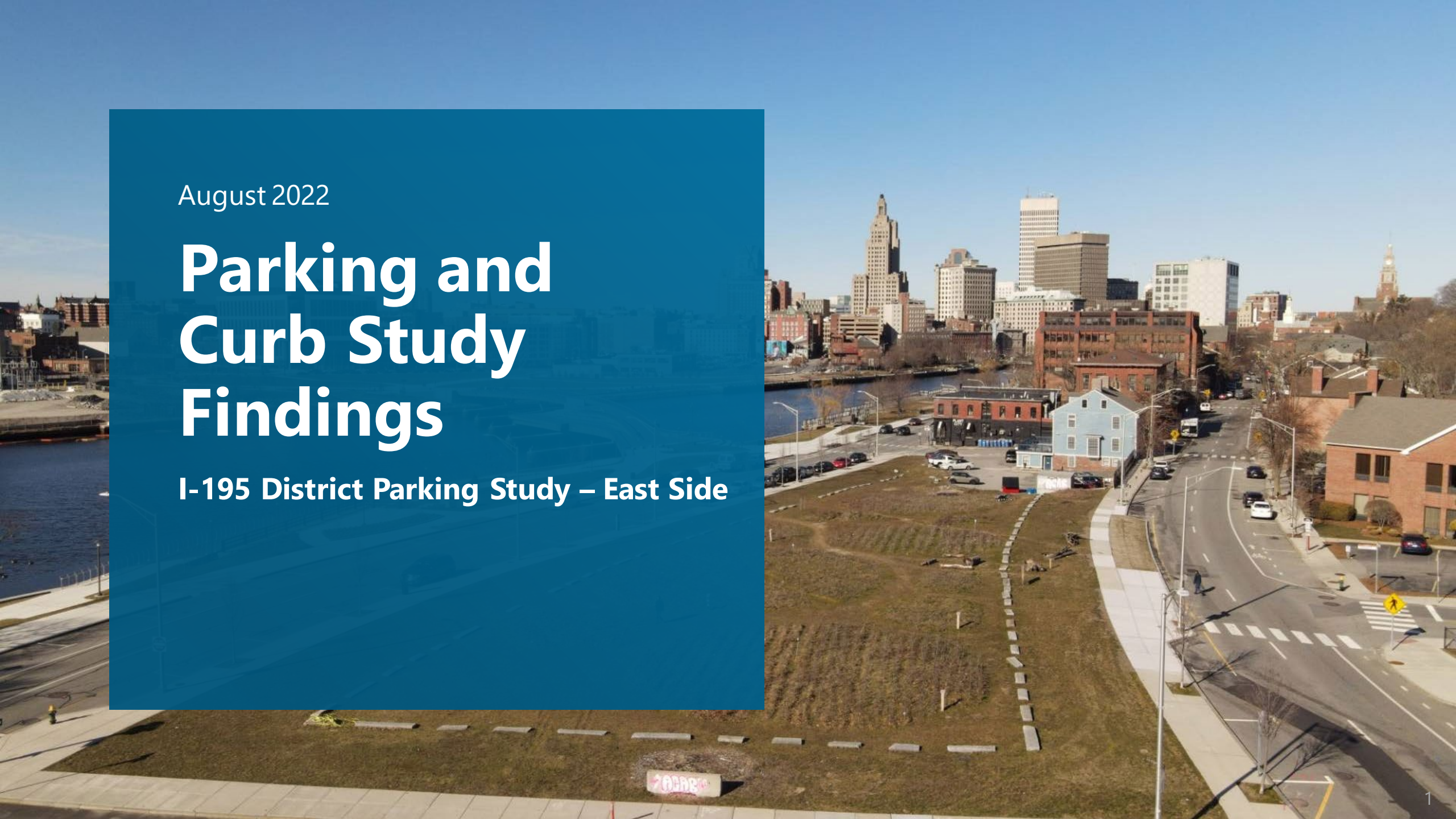


August 2022

Parking and Curb Study Findings

I-195 District Parking Study – East Side

NELSON NYGAARD

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

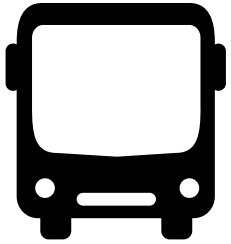
Paratransit and Community Transit

Emerging Mobility

Engineering and Design

Parking is tied to…

Local Business Health



Transit Reliability

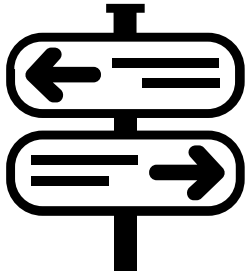
Development Potential

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

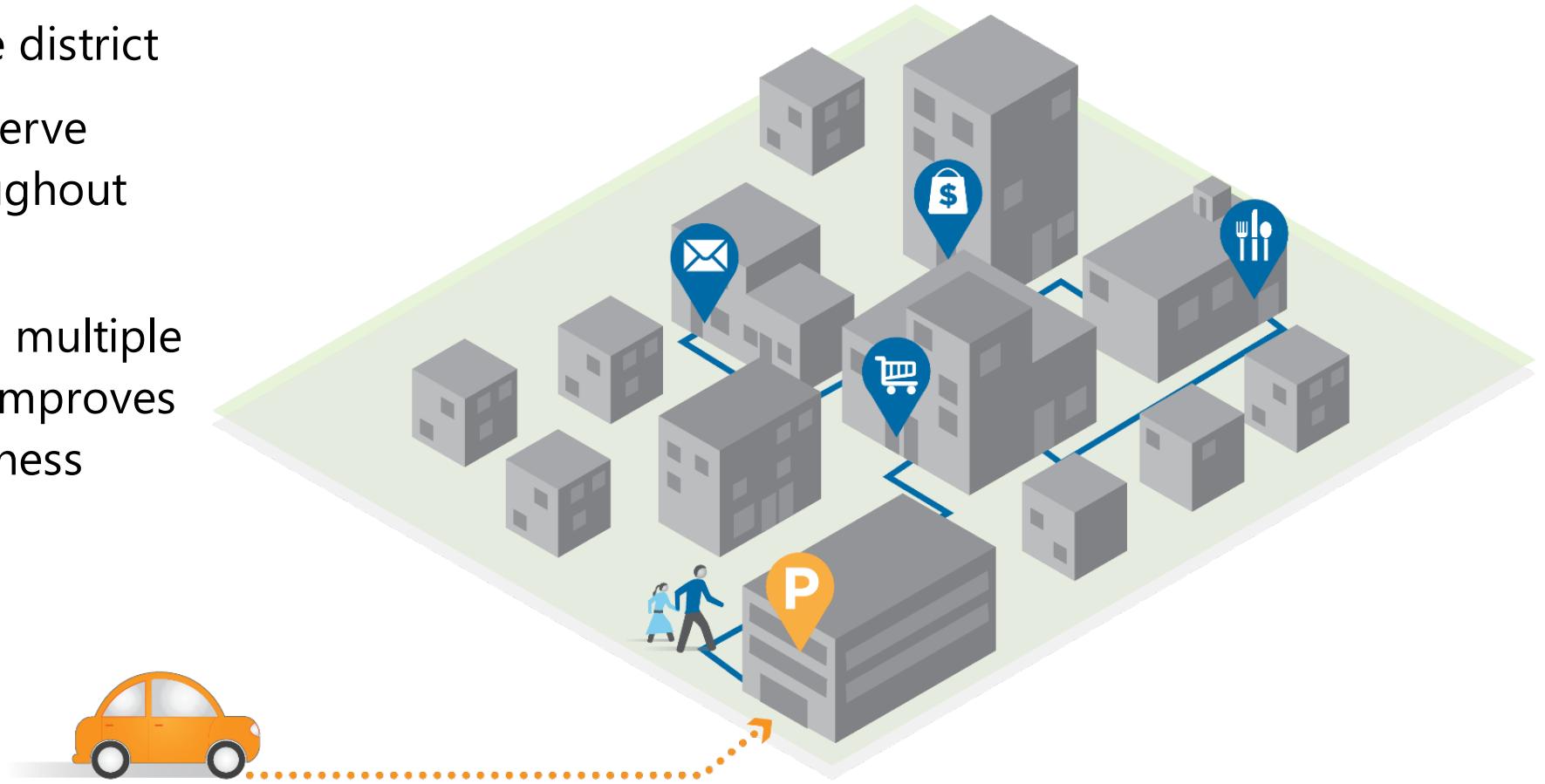
Reduce pressure on limited parking by providing high-quality driving alternatives

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.

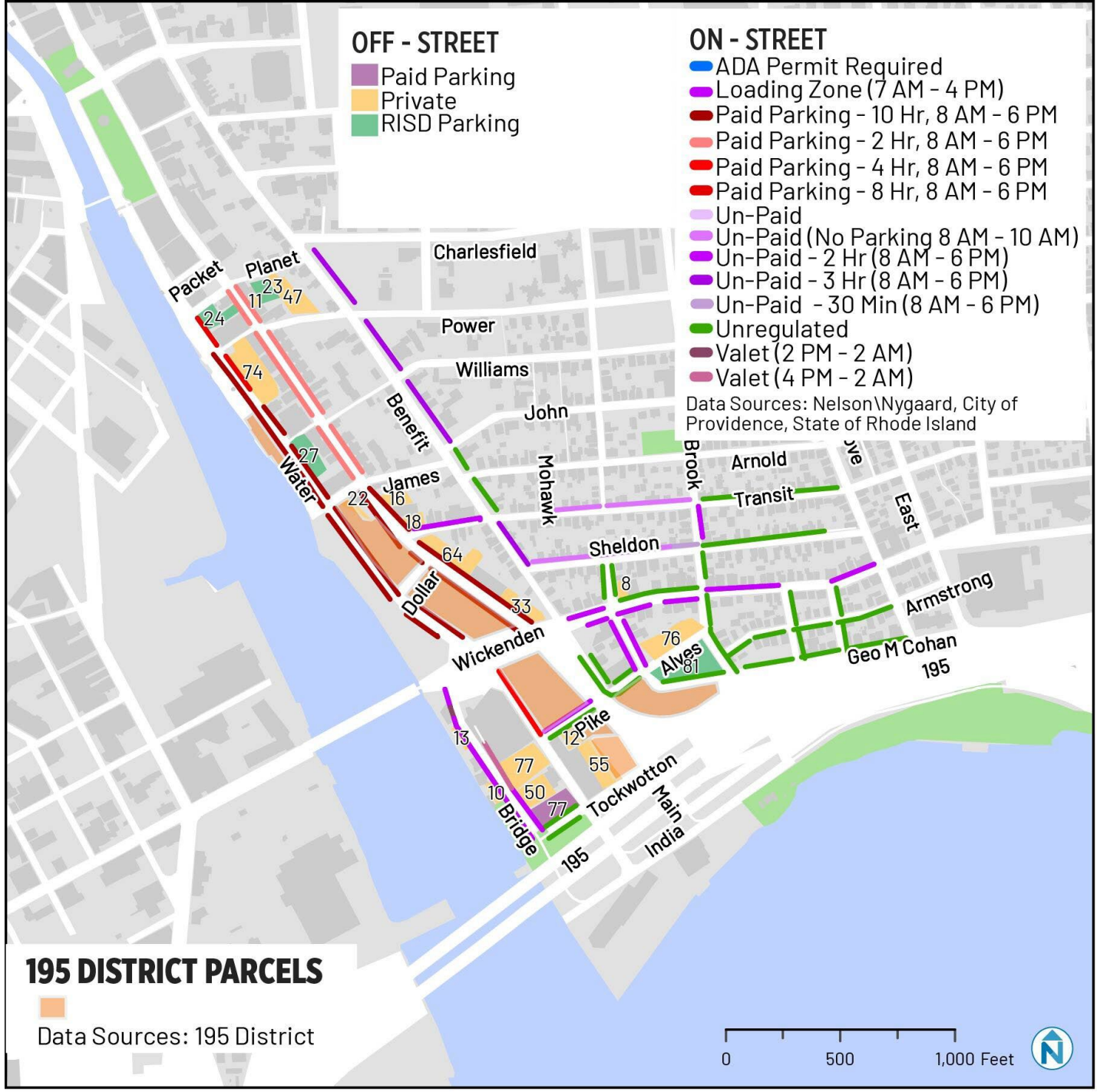
A SHORT WALK TO AND FROM PARKING IS EXPECTED IN AN URBAN DISTRICT.

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 weekday peak (October 2021 and April 2022)
  - 5 pm – 7 pm Friday evening peak (April and June 2022)
  - **Scope adjusted based on feedback – additional evening data**
- 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
- 718 on-street and 151 off-street spaces are open to members of the public for commercial or visitor parking (does not include RISD shared parking)



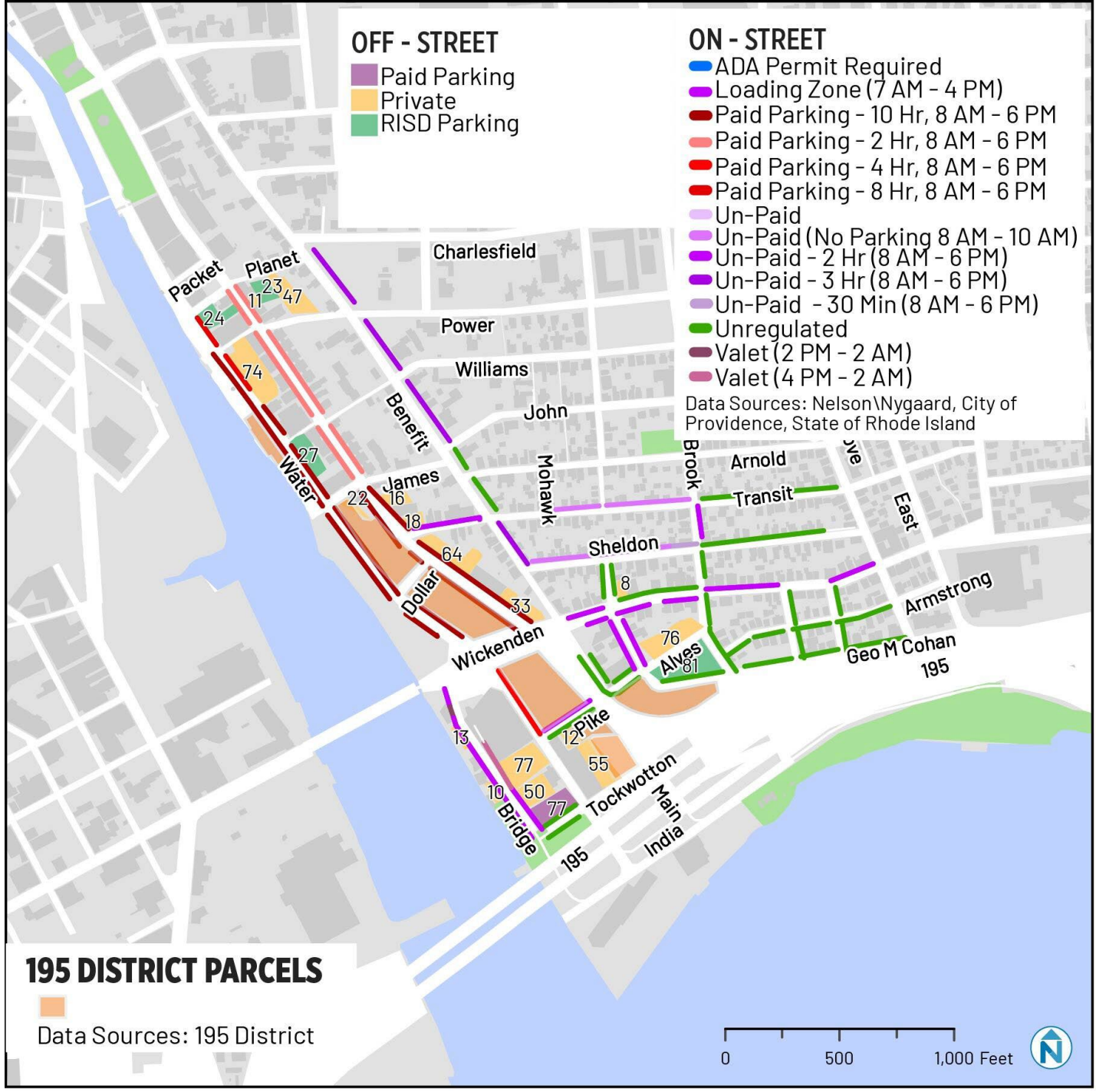
Parking Inventory

On-Street Regulations

Regulation	Sum of Spaces	% of Total
Unregulated	224	31%
Unmetered - 2 Hr (8 AM - 6 PM)	149	20%
Metered - 10 Hr, 8 AM - 6 PM	148	20%
Metered - 2 Hr, 8 AM - 6 PM	56	8%
Unmetered - 3 Hr (8 AM - 6 PM)	53	7%
Unmetered (No Parking 8 AM - 10 AM)	44	6%
ADA Permit Required	15	2%
Metered - 4 Hr, 8 AM - 6 PM	14	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	**729**	**100%**

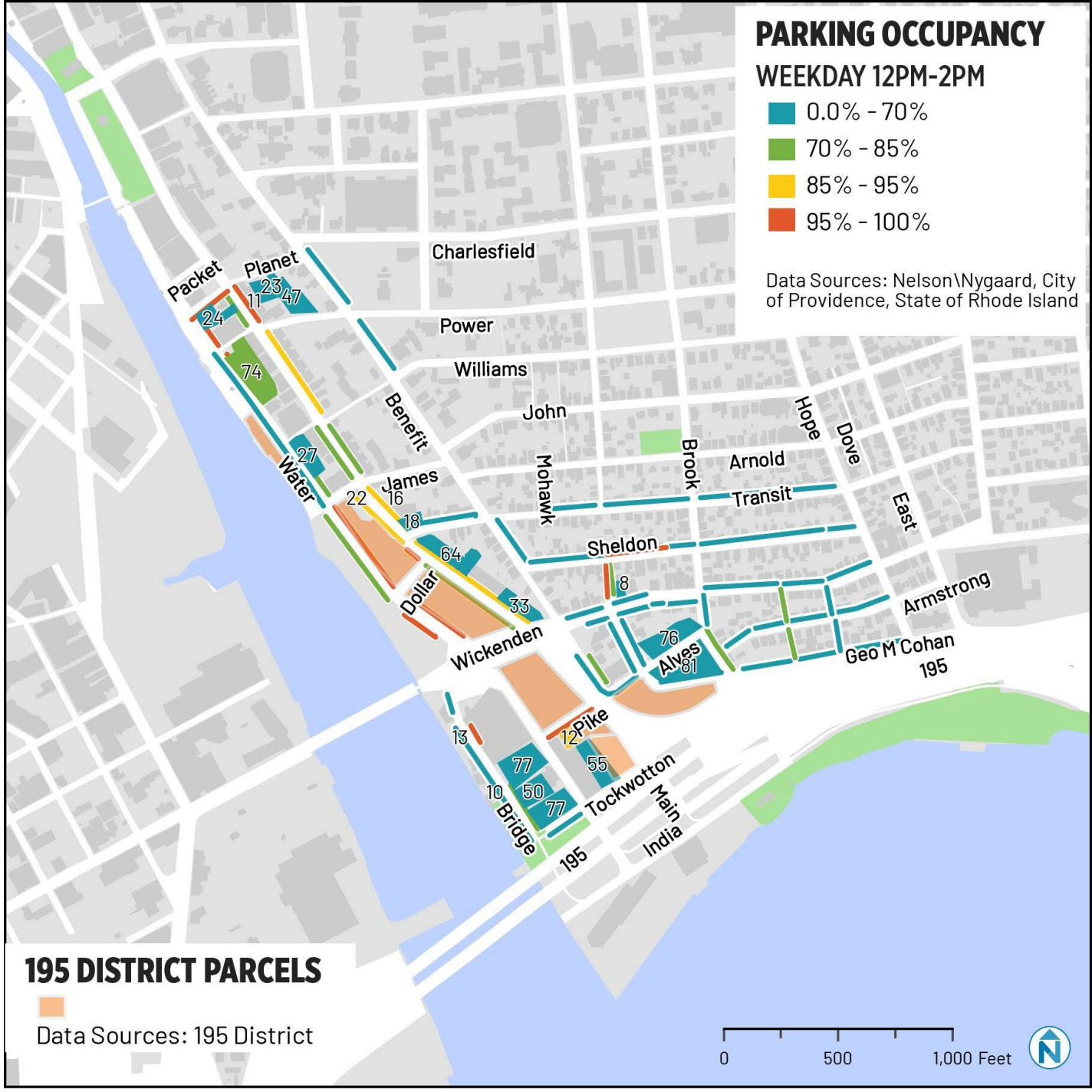
Off-Street Regulations

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



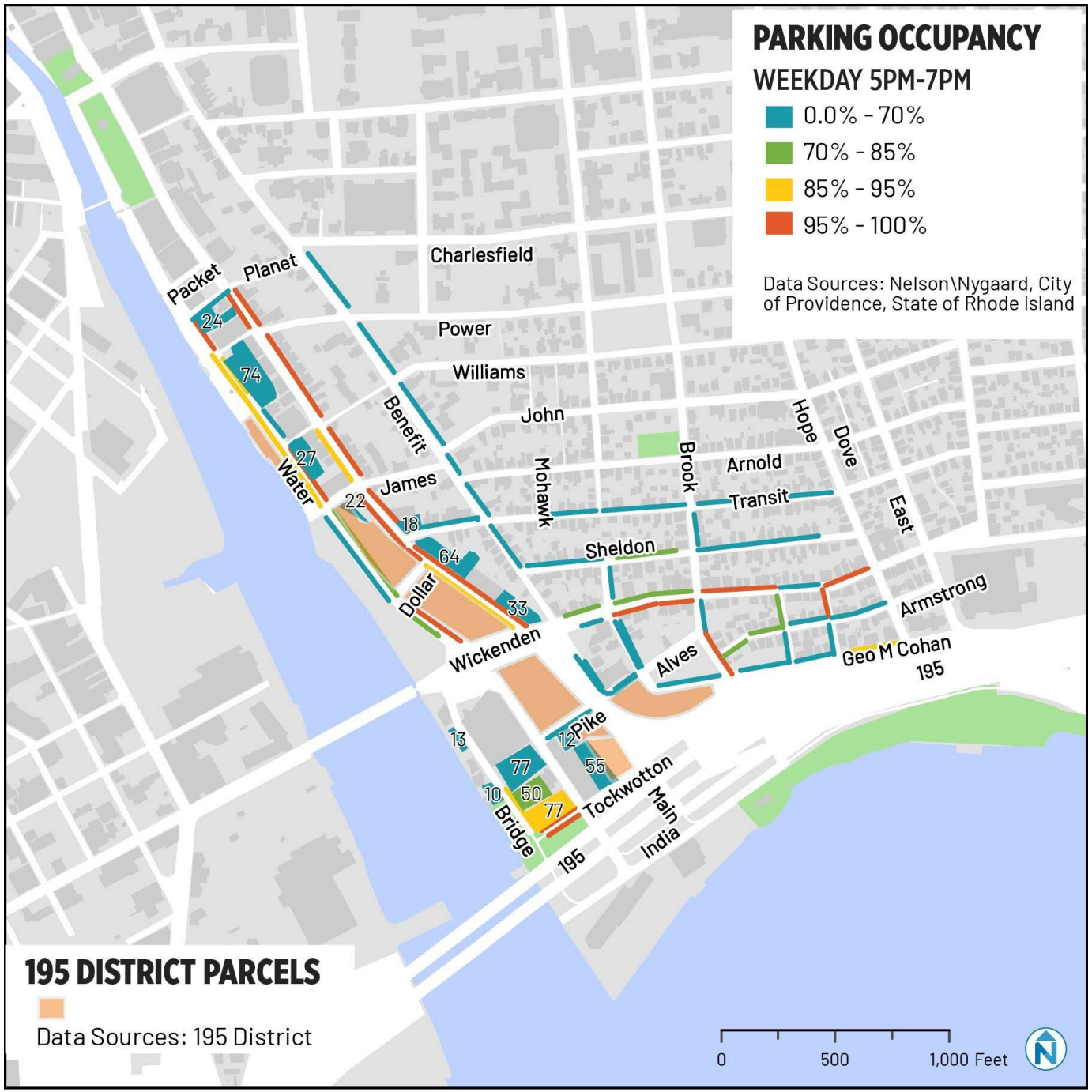
Parking Utilization - Midday

- Parking was 56% full during midday hours
- On-street parking was more full than off-street parking
  - 58% 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)
- 309 public on-street parking spaces were available during midday (out of 729 total)



Parking Utilization - Evening

- Parking was 53% full during evening hours
- On-street parking was more full than off-street parking
  - 69% full on-street
  - 40% full off-street
- On-street metered spaces were the most utilized during Friday evening hours (91% full)
- Unregulated and unpaid on-street parking is underutilized in the evening (59% full)
- 208 public on-street parking spaces were available during evening (out of 729 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% full) versus evening (40% full)
- On-street parking was more utilized overall during the evening hours (69% full) versus midday (64% full)
- At least 208 public, on-street parking spaces are available at all observed times

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 (lines up with our data)
- 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**

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 or in off-street lots

Challenges and Opportunities

- Shared parking that is publicly accessible in new developments should be a priority
- Require TDM measures for new development to reduce parking demand
- 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

Future Development Parking Demand

PROCESS

- Determine projected development program
  - Consider incoming proposals and speculative future growth
- Apply national standard parking generation rates (Institute of Transportation Engineers)
- Adjust parking demand based on local context
  - Residential market
  - Internal capture
  - Multimodal transportation access
  - Mixed uses and central business district character

Future Development Parking Demand

KEY ASSUMPTIONS

- Residential parking demand based on target market = 0.4 – 0.5 spaces per unit
- 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
- 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

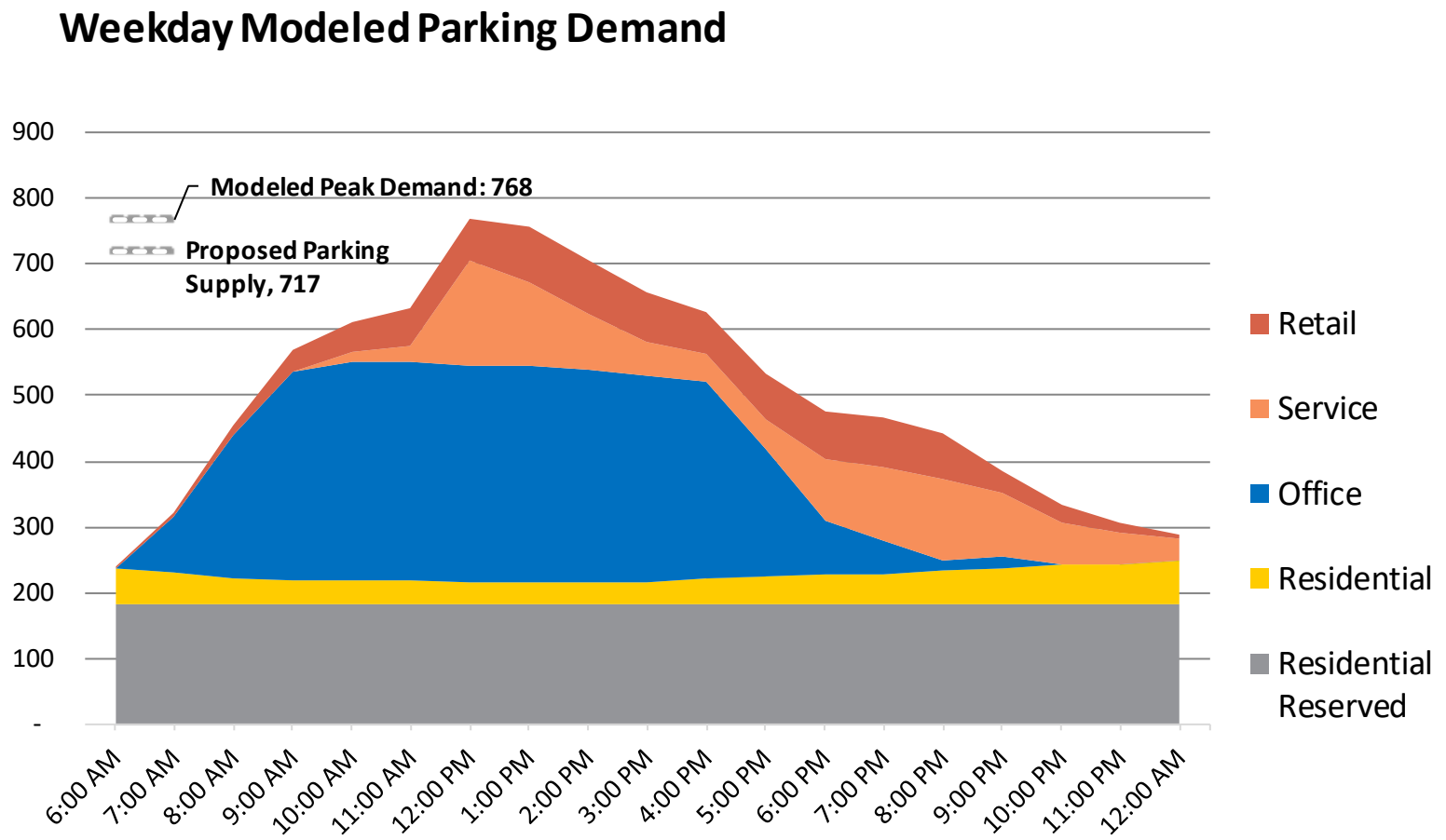
Project Type	Parcel Number	Primary Use	GSF	Residential	Lab	Office	Retail	Parking		
				Units	GSF	GSF	GSF	Spaces	Parking Management	Residential Parking Ratio
Current	P-2	Residential, Retail	174,082	194	--	--	15,000	90	Reserved for Residential	0.5
Current	P-6	Residential, Retail	67,000	62	--	--	23,000	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[1]	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

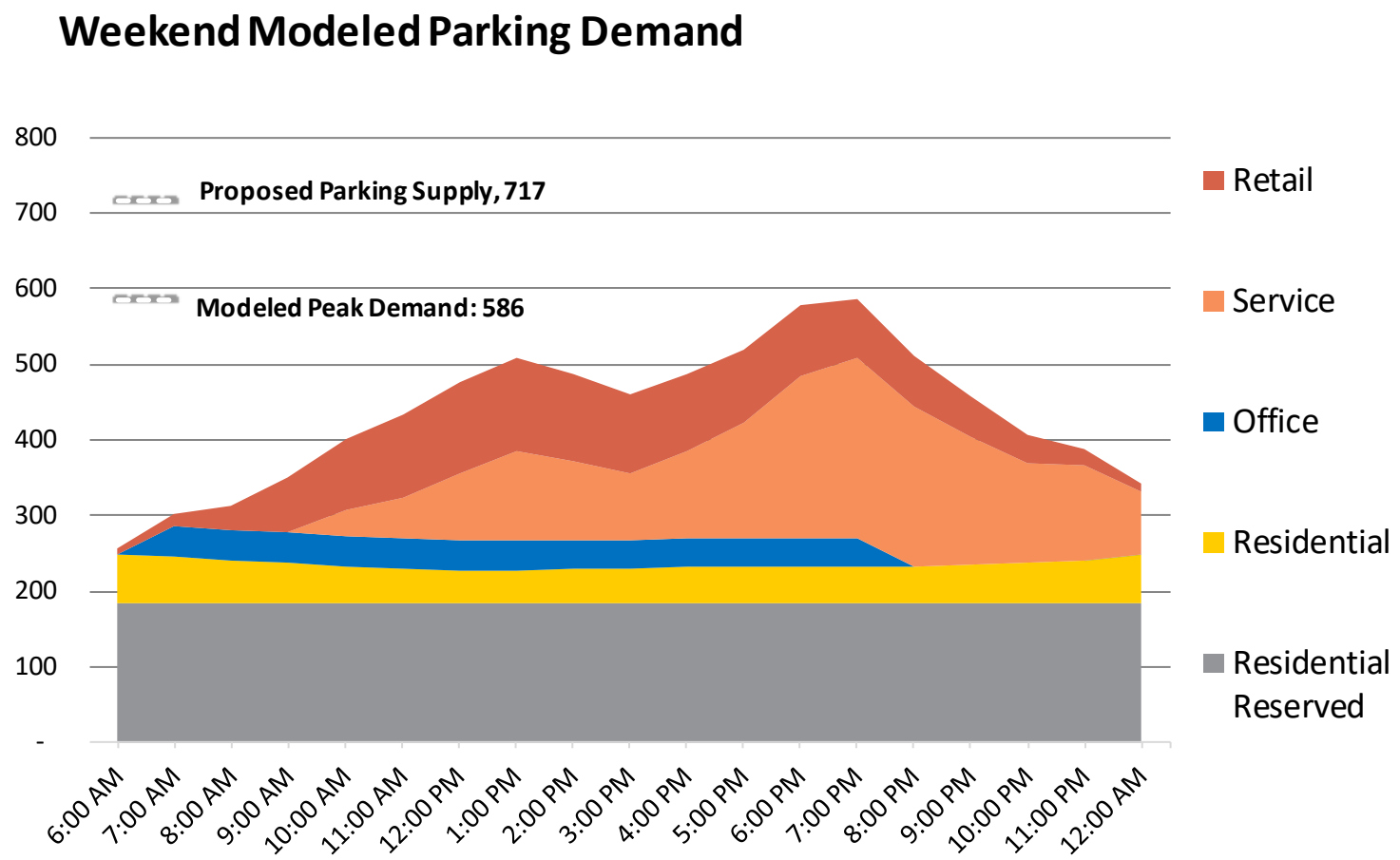
- Weekday peak parking demand is 768 spaces
- A parking deficit of 51 spaces exists during the midday peak
  - This is easily accommodated by the 309 available public on-street spaces in the neighborhood
  - Additional ample parking exists across the pedestrian bridge
- Evening demand is well below the proposed supply
- Transportation demand management (TDM) programs can further reduce demand



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



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 to maximize supply
  - Study and require specific curb infrastructure 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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