



PROVIDENCE
INNOVATION & DESIGN
DISTRICT

West Side Parking Listening Session

October 27, 2022

Listening Session Overview

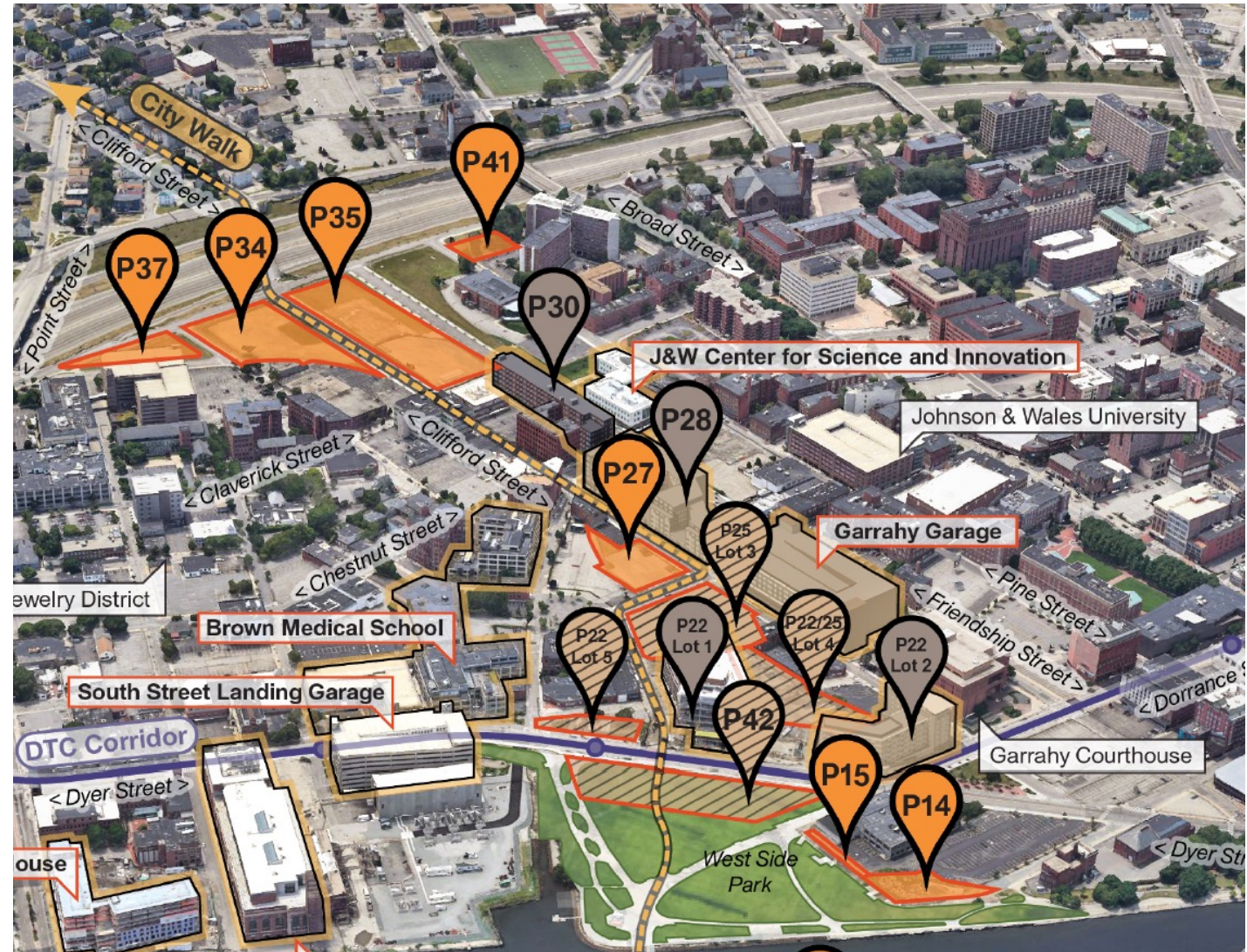
- Introduction
- Study objectives and timeline
- Overview of parking study scope, findings to date, and next steps
- Public discussion



Courtesy: Skaltz Photography

Study Objectives & Timeline

- Parking study objectives:
 - Understand existing conditions
 - Understand likely impacts of future District developments
 - Provide guidance on strategies to manage parking including encouraging alternative modes of transportation
- Recommendations will focus on strategies within the jurisdiction of the District but may include recommendations for other agencies (e.g., City, RIDOT)
- Final study and recommendations will be made public



Thank you!

- Presentations will be posted at: www.195district.com/community-updates/
- Submit additional comments by 5pm Friday, November 4 to questions@195district.com



Parking and Curb Study

I-195 District Parking Study – West Side

October 2022

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

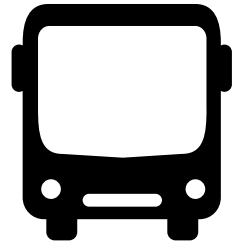


Engineering
and Design

Parking is tied to...



Local Business Health



Transit Reliability



Development Potential



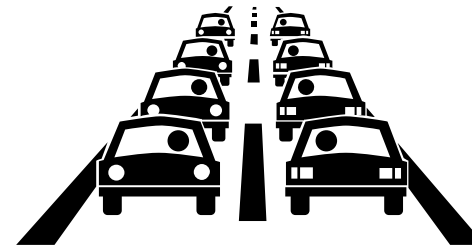
Pedestrian Environment



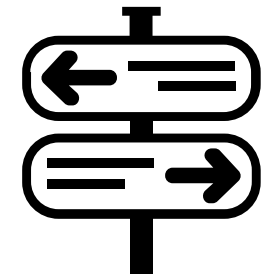
**Efficient Use of
Municipal Resources**



**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

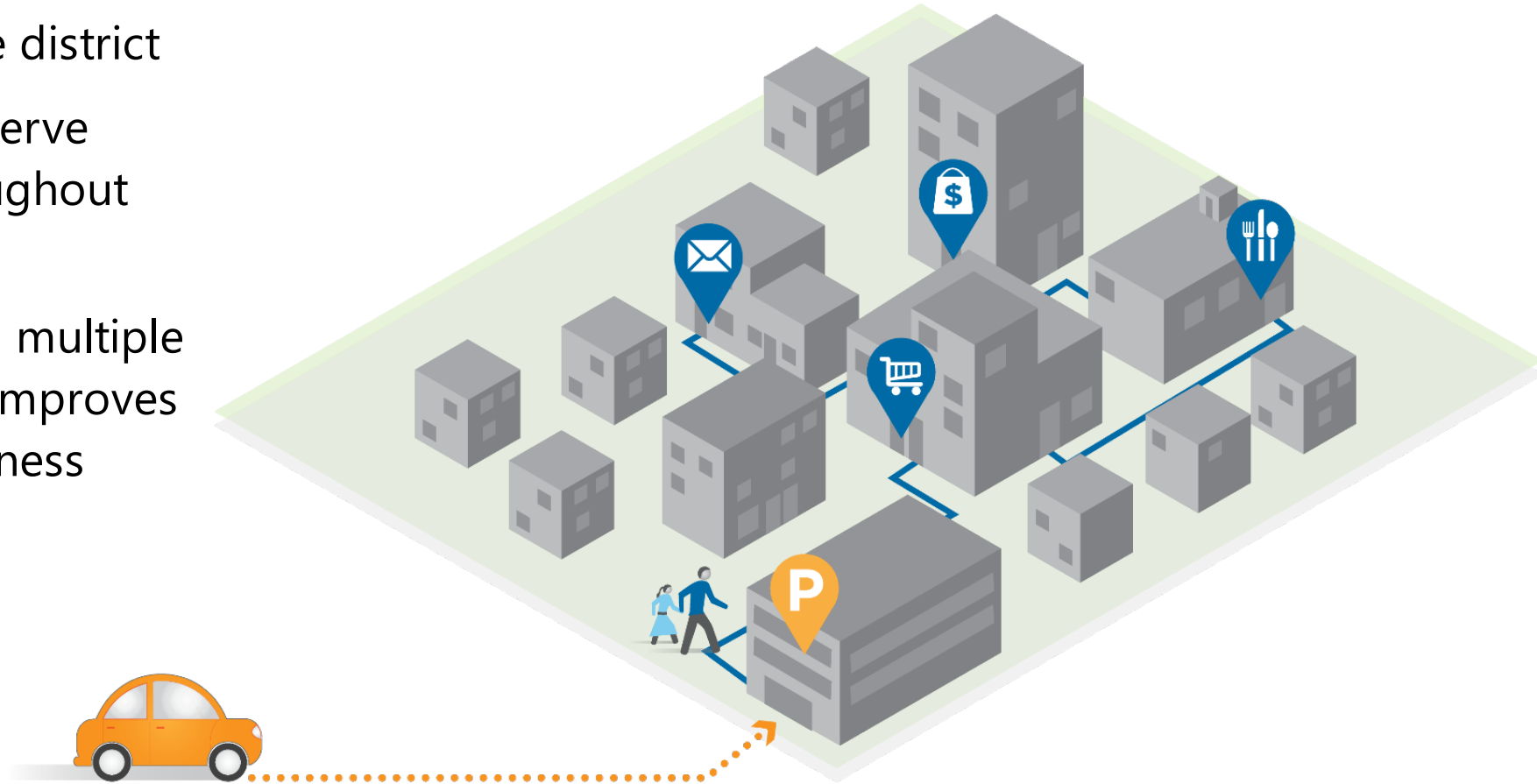
People Get Around in Different Ways

...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



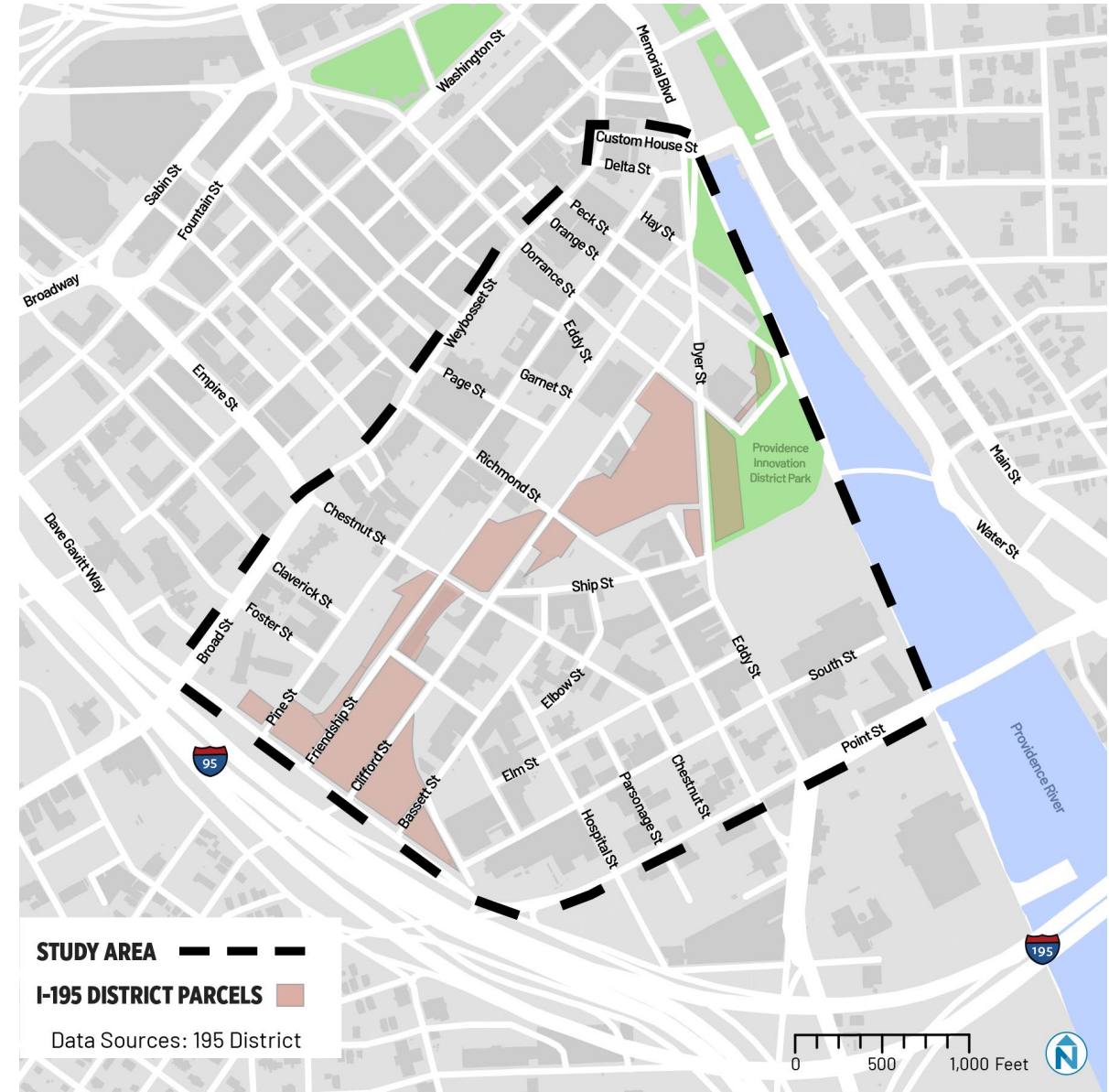


**EVERY PERSON WHO PARKS A CAR IS
A PEDESTRIAN.**

**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 West Side I-195 redevelopment parcels
 - Field surveys
 - Aerial imagery
 - Outreach to property owners
- Collect parking utilization data
 - Midday weekday peak (October 2022)
- Identify curb management issues
- Project future parking demand based on proposed development
- Recommend right-sized parking supply, parking management & transportation demand management strategies



Parking Inventory

CURB REGULATIONS

- No Parking
- Unregulated
- Loading Zone
- Bus Stop
- Handicap
- Unpaid - 2 Hr (8AM-6PM)
- Unpaid - 1 Hr (8AM-6PM)
- Unpaid - 30 Min (8AM-6PM)
- Unpaid - 15 Min (8AM-6PM)
- Paid Parking (No Time Limit)
- Paid Parking - 10 Hr (8AM-9PM)
- Paid Parking - 4 Hr (8AM-9PM)
- Paid Parking - 4 Hr (8AM-6PM)
- Paid Parking - 2hr (8AM-6PM), 3hr (6PM-9PM)
- Paid Parking - 2 Hr (8AM-6PM)
- Paid Parking - 30 Min (8AM-6PM)

I-195 DISTRICT PARCELS

Parcel

OFF-STREET

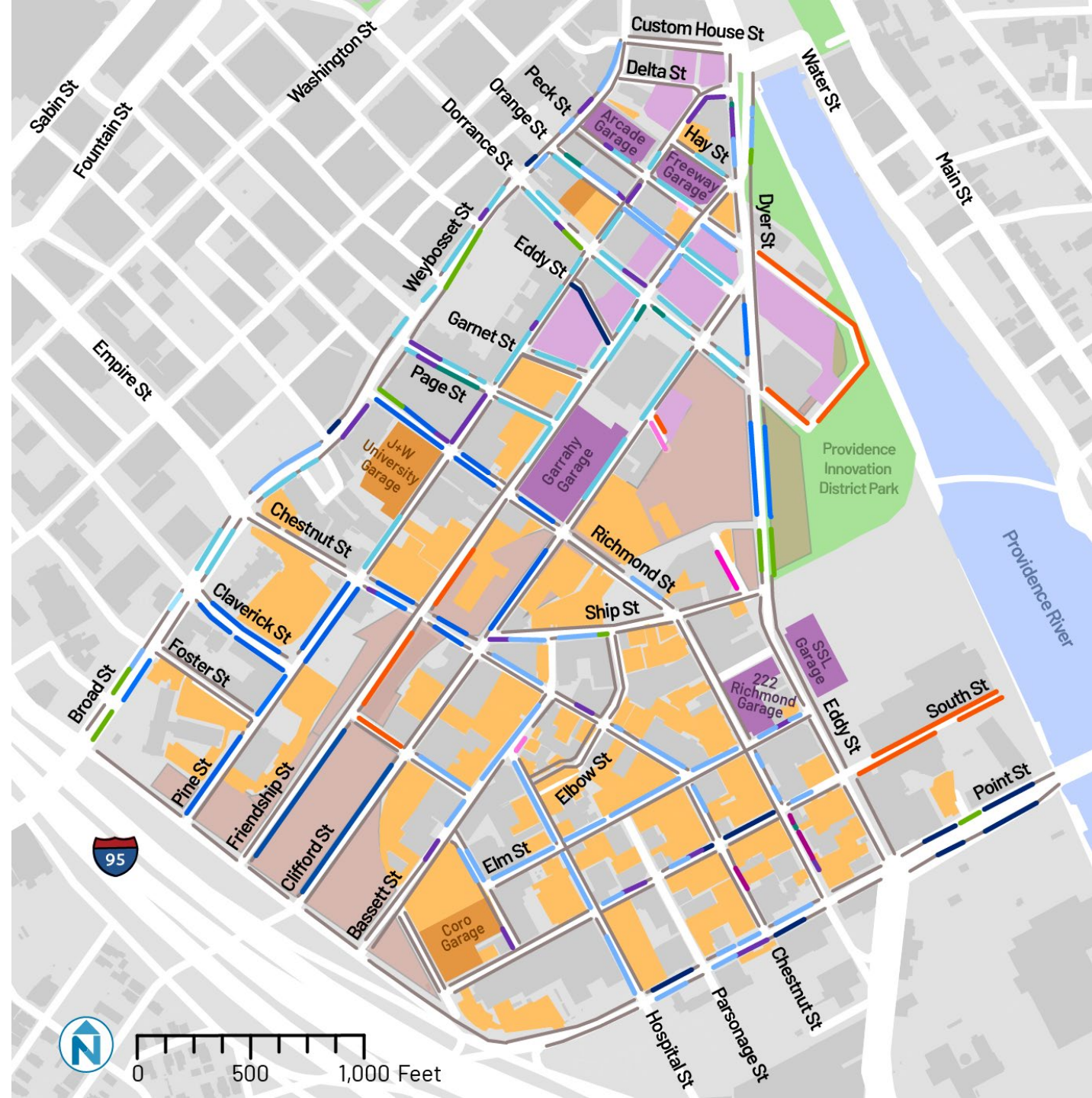
Private

Lot Garage

Publicly Accessible Parking

Lot Garage

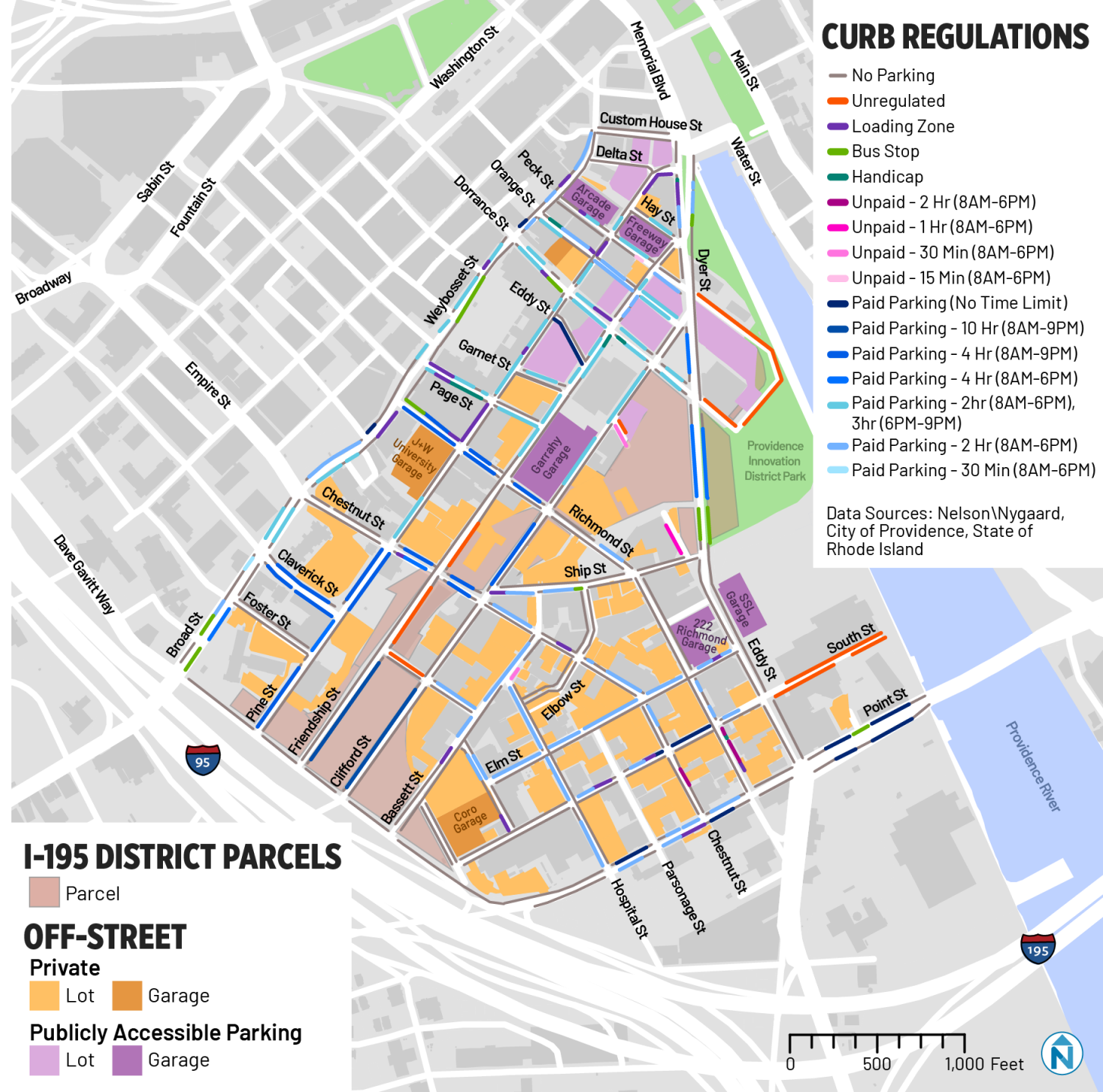
Data Sources: Nelson\Nygaard,
City of Providence, State of
Rhode Island



Parking Inventory

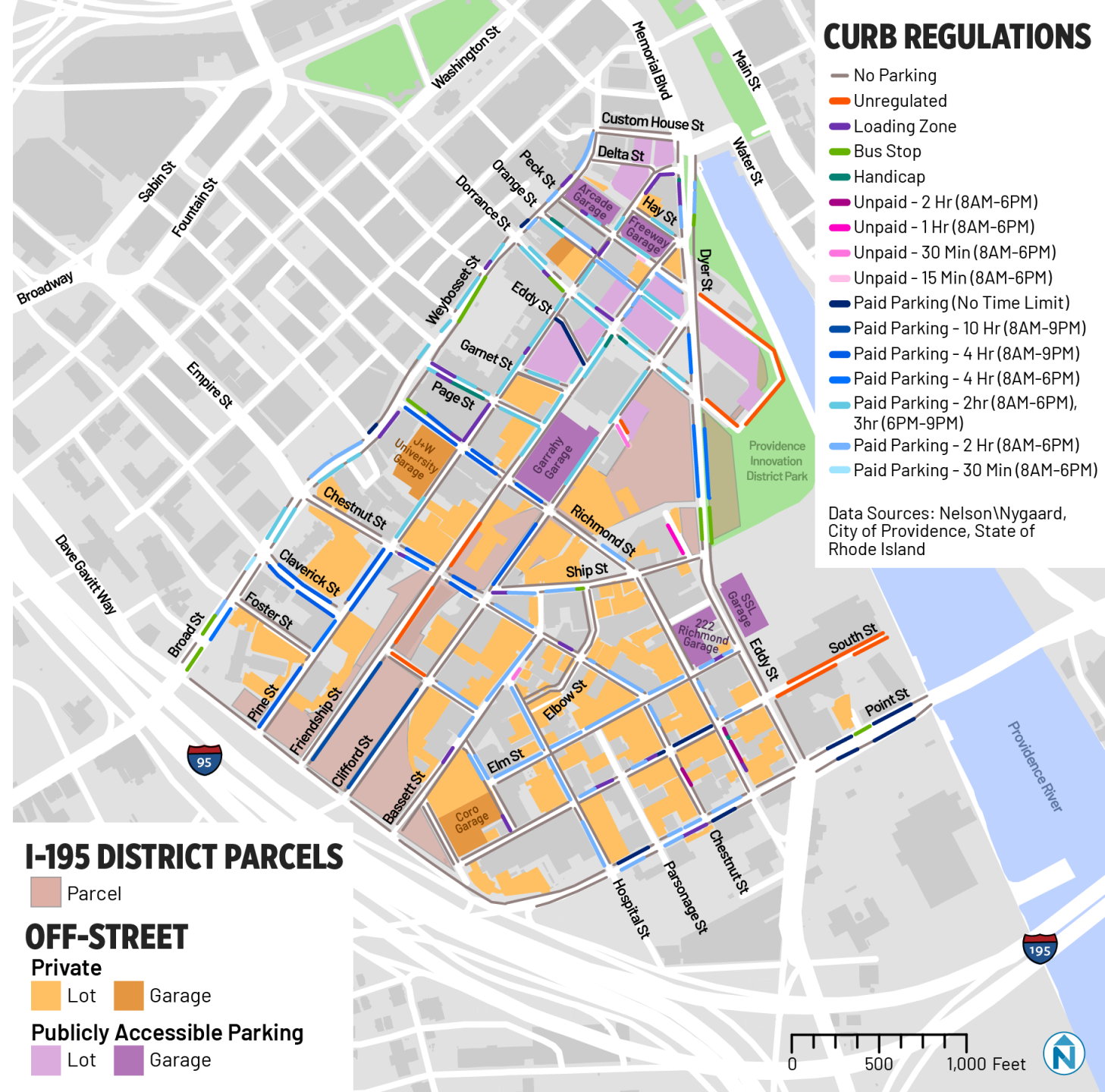
9,366 PARKING SPACES

- Nearly **900** on-street spaces
- Over **8,000** off-street parking spaces exist, with **3,900** being available to the public
- **4,800** total parking spaces are available for public parking



Parking Inventory

- Many distinct on-street regulations exist within a small area – this can lead to confusion
- 60% of curb space does not allow parking or stopping due to generally narrow rights-of-way
- Most on-street parking is metered (85%), with various time limits and hours of operation



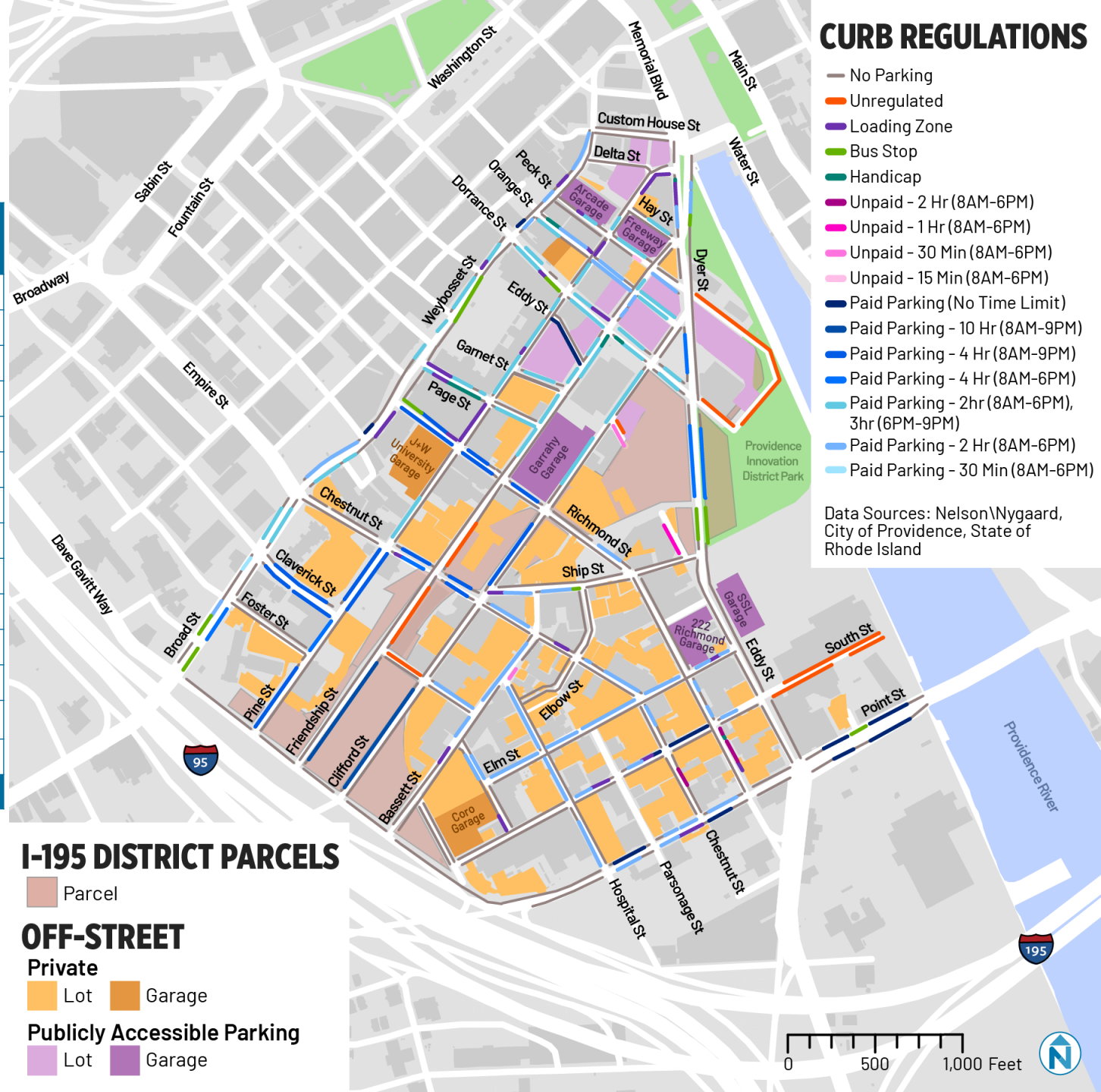
Parking Inventory

On-Street Parking Inventory in the Study Area

Regulation	Sum of Spaces	% of Curb Length
No Parking	-	60%
Paid Parking - 2 Hr (8AM-6PM)	226	10%
Paid Parking - 2hr (8AM-6PM), 3hr (6PM-9PM)	212	10%
Paid Parking - 4 Hr (8AM-9PM)	143	7%
Unregulated	95	4%
Paid Parking - 4 Hr (8AM-6PM)	59	3%
Paid Parking (No Time Limit)	53	2%
Paid Parking - 10 Hr (8AM-9PM)	46	2%
Handicap Parking	17	1%
Unpaid - 1 Hr (8AM-6PM)	10	<1%
Unpaid - 2 Hr (8AM-6PM)	7	<1%
Unpaid - 30 Min (8AM-6PM)	6	<1%
Paid Parking - 30 Min (8AM-6PM)	3	<1%
Unpaid - 15 Min (8AM-6PM)	1	<1%
Grand Total	878	100%

Off-Street Parking Inventory in the Study Area

Regulation	Sum of Spaces	% of Total
Private	4,566	54%
Public	3,922	46%
Grand Total	8,488	100%



Parking Utilization

35% PARKING OCCUPANCY

PARKING OCCUPANCY

WEEKDAY MIDDAY

0.0% - 70%

70% - 85%

85% - 95%

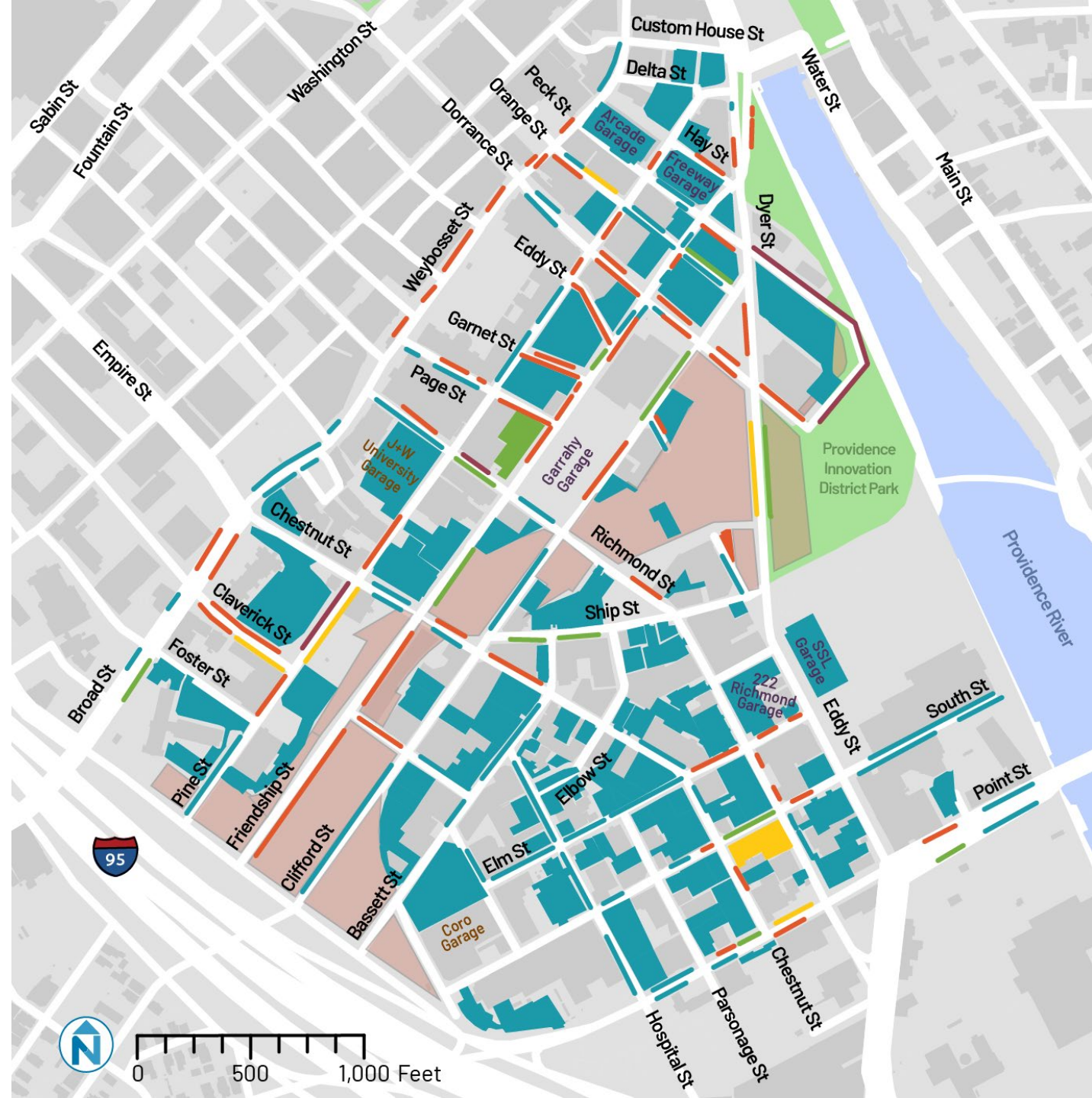
95% - 100%

100% - 120%

Data Sources: Nelson\Nygaard, City of Providence, State of Rhode Island

195 DISTRICT PARCELS

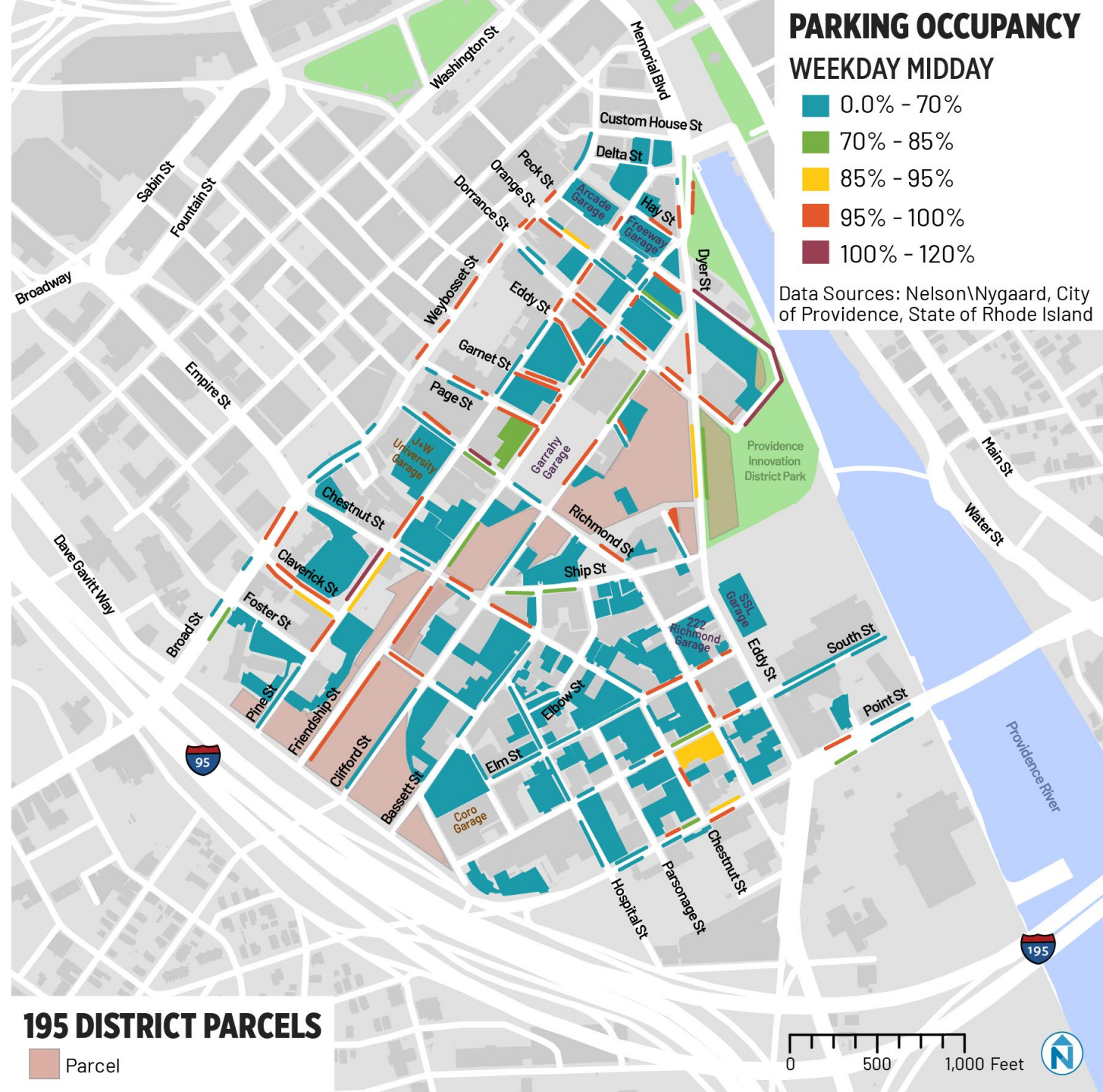
Parcel



Parking Utilization

35% PARKING OCCUPANCY

- **On-street parking was 70% full**
- **Off-street parking was only 30% full**
- Unregulated street parking and short-term meters were the most popular spaces
- Both publicly accessible and private off-street facilities were equally under-utilized
- *Note: We are still awaiting data for the Garrahy Garage and Coro Garage*



Garage Parking

WHAT GIVES?

- On-street spaces are more convenient
- Garages can feel confusing or intimidating
- Garages that are under-utilized create a sense that “I shouldn’t be here”
- Pricing is not always intuitive



TUESDAY, 12 PM

Public Parking

YES, THERE'S A SURPLUS

- **On-street spaces get full, but thousands of available off-street spaces remain**
- Continued remote work means off-street facilities are under-utilized
- Many garages offer evening pricing deals to incentivize use
- **Parking in garages and/or walking a short distance to your final destination is a reasonable expectation in a vibrant urban core**



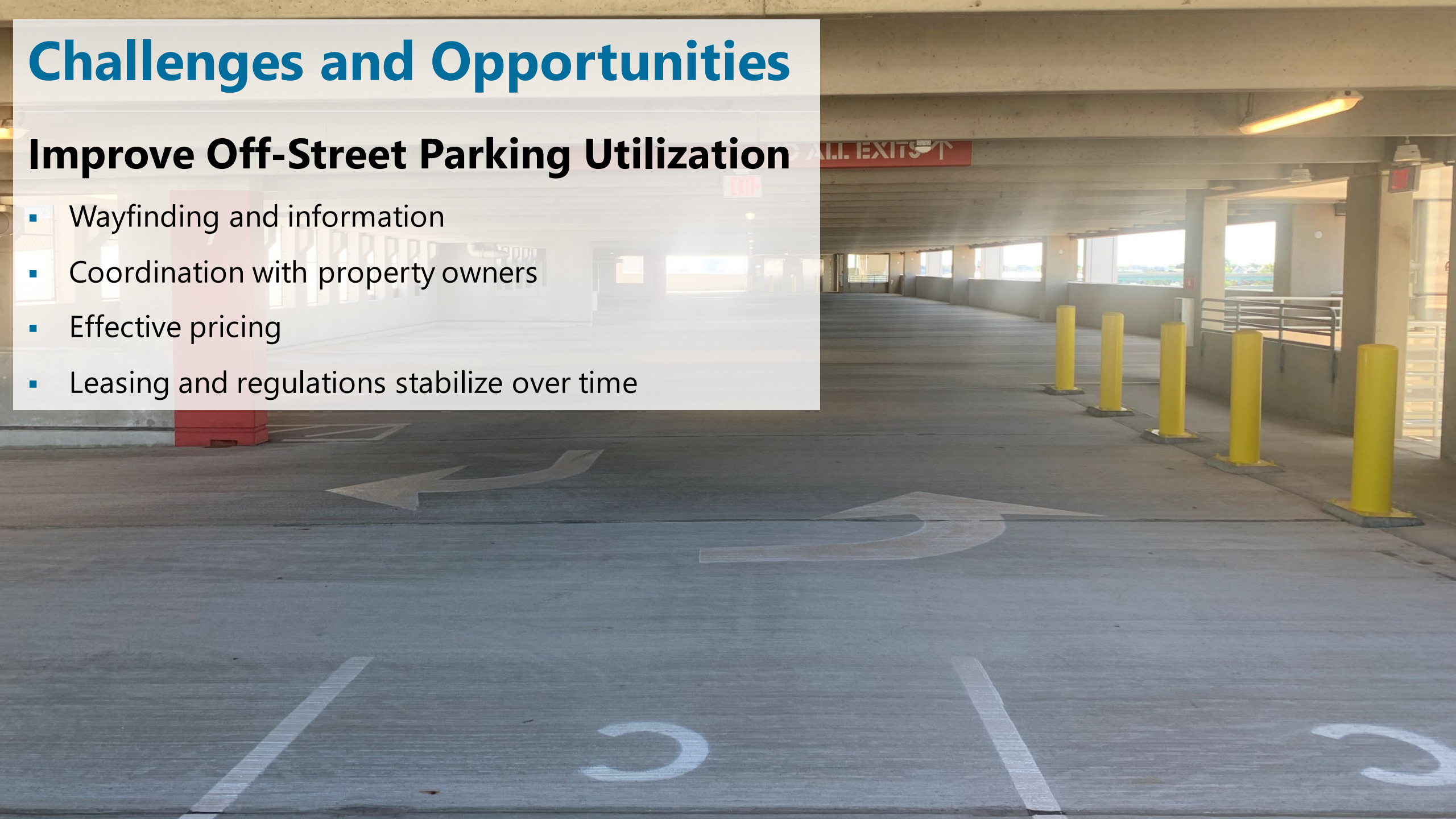
SOUTH STREET LANDING GARAGE

Next to Innovation District Park

Challenges and Opportunities

Improve Off-Street Parking Utilization

- Wayfinding and information
- Coordination with property owners
- Effective pricing
- Leasing and regulations stabilize over time



Challenges and Opportunities

Improve On-Street Operations and Enforcement

- Invest in personnel
- Simplify regulations
- Enforce loading zones
- Add more loading zones to meet demand



Challenges and Opportunities

Invest in Multimodal Infrastructure



Next Steps

- Model future parking demand in the study area
 - Incorporate projections for I-195 parcels buildout
- Finalize utilization data
- Recommend parking and curb management strategies to improve street operations
- Recommend strategies to moderate parking demand over time
- Recommend a healthy parking supply to support the future of the district
- **A complete report will be made publicly available**

Share Your Feedback!

- What challenges do you experience when traveling to Downtown Providence?
- Does parking feel like a challenge, or is it straightforward?
- What are your goals for transportation and parking in the District?
- **Leave notes and comments on our study maps**
- **Come chat with our study team!**
- **Send comments to questions@195district.com by COB on 11/4 for further consideration.**

Thank you!



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