



Town of North Kingstown Rhode Island

Wickford Village Parking Study: Final Report

February 2024
Project No. 20048.00

Prepared by



for



The Town of
North Kingstown,
Rhode Island

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EXECUTIVE SUMMARY

STUDY PURPOSE

The Town of North Kingstown engaged Pare Corporation to study the parking within a defined study area to provide information that will be referenced for future parking demand management implementation within Wickford Village. The intention of the study was to perform an evaluation of the parking capacity within Wickford Village. The study assesses the current and future parking needs for Wickford Village based on the typical village condition. Understanding the current parking conditions is essential in the planning, design and operations of parking facilities for the Town of North Kingstown.

PROJECT GOALS

To protect the vibrancy and historic charm of Wickford Village, the parking study assesses the current and future parking needs within the village area and provides guidance on the best practices for parking inventory and demand management. The project goals include selecting recommendation strategies that are safe, convenient, consider future demands, encourage community reinvestment, create a vibrant environment, preserve the character of Wickford Village, and provide parking strategies that are “right-sized” for the community.



PROJECT APPROACH

- Existing conditions data collection
- After existing conditions data was collected, the following parking conditions data was collected in the Spring and Summer.
 - Parking turnover data
 - Parking interview data
 - Parking survey data
- Public engagement meeting was hosted to collect community feedback.
- Future conditions
- Recommendations

EXISTING CONDITIONS

The limit of study map above depicts the limits of Wickford Village that were studied for parking conditions. Based on the data collected there are total of **395 on-street** parking spaces and **620 off-street** parking spaces were observed. This is a total of **1,015 parking spaces** within the study area.

According to the Town of North Kingstown Zoning Ordinance Section 21.272, the minimum parking space requirement is **936 parking spaces** based on available property record cards for current businesses within the study area. During the existing conditions data collection, 14 residential houses were identified as reliant on public parking due to the residential home not having a driveway.

EXECUTIVE SUMMARY

PARKING CONDITIONS ANALYSIS

Pare analyzed the parking conditions from data collected in the Spring (March-May) and Summer (June-Sept.) months.

Spring Parking Analysis

- Spring survey data – 104 responses from patrons of the Village
 - 91% of respondents travel by car
 - 80% of respondents said they were aware of the three municipal lots
 - 53% of respondents said they do not use the municipal lots available
- Spring interview data
 - Weekday interviews Thursday (May 4th) – 48 patrons
 - 50% of interviewees were North Kingstown residents
 - 67% were walking in the Village with no particular destination
 - Weekend interviews Saturday (May 6th) – 93 patrons
 - 77% of interviewees were North Kingstown residents
 - Split destination include retail and restaurants
- Spring parking turnover data collection was captured during the peak times of day
 - Data was collected on Thursday (May 4th)
 - Afternoon - 11:30 a.m. - 1:30 p.m.
 - Late-afternoon - 4:00 p.m. - 6:00 p.m.
 - Data was collected on Saturday (May 6th)
 - Afternoon - 11:30 a.m. - 1:30 p.m.
 - Evening - 7:00 p.m. - 9:00 p.m.
 - Based on the Spring parking turnover data results, the highest demand was Saturday afternoon with an average of 95% of spaces taken for Brown Street.

Summer Parking Analysis

- Summer survey data – 147 responses from patrons of the Village
 - 79% of respondents travel by car
 - 77% of respondents said they were aware of the three municipal lots
 - 53% of respondents said they do not use the municipal lots available.
- Summer interview data
 - Weekday interviews Thursday (July 20th) – 75 patrons
 - 75% of interviewees were North Kingstown residents
 - 56% were walking in the Village with no particular destination
 - Weekend interviews Saturday (July 22nd) – 61 patrons
 - 75% of interviewees were North Kingstown residents
 - 74% were walking in the Village with no particular destination
- Summer parking turnover data collection was captured during the peak times of day
 - Data was collected on Thursday (July 20th)
 - Afternoon - 11:30 a.m. - 1:30 p.m.
 - Late-afternoon - 4:00 p.m. - 6:00 p.m.
 - Data was collected on Saturday (July 15th)
 - Afternoon - 11:30 a.m. - 1:30 p.m.
 - Evening - 7:00 p.m. - 9:00 p.m.
 - Based on the Summer parking turnover data results, the highest demand was Saturday afternoon with an average of 88% of spaces taken for Brown Street.

PUBLIC COMMENTS

Pare collected public comments through spring & summer surveys, and a public engagement meeting. These comments were collected through various methods such as online forms, resident mailers, guided feedback and in-person discussions. The community feedback varied as topics included pedestrian safety, emergency access, signage and parking convenience. Community members also shared thoughts on improvements that were used for the recommendation section's development for the parking study report.

FUTURE CONDITIONS

By 2025, there will be a loss of **14 parking spaces** due to future roadway and parking lot improvements. This will reduce the available parking inventory to **1,001 parking spaces**. Currently there are nine vacant or to be developed buildings within the study area. Based on the nine buildings selected, two parking projections scenarios were completed. Scenario one resulted in **209 future parking spaces** needed based on continued land use for future demand. Scenario two resulted in **621 future parking spaces** needed based on highest parking demand land use for future demand.

RECOMMENDATIONS

There is a perception by some of parking inadequacies in Wickford Village; however, investigations revealed that the shortage of parking is associated with particular times of day and specific situations. This can be managed by implementing parking strategies, since parking is not a chronic issue throughout the day but does have high demand at certain times. Based on the data collection and analysis performed for the parking study, the following parking strategies are summarized below:

- Parking management solutions will provide more benefits than additional parking inventory, since parking inventory is currently available. Providing better access to the existing parking inventory will be cost effective and compatible with Wickford Village's parking goals.
- Based on the future conditions assessment, additional parking inventory may be required under certain future land use scenarios which will be dependent on future land use.
- Improvements to visitor signage and public awareness. Currently, descriptive parking signage is lacking within Wickford Village for resources such as parking, walking, biking, destinations, and public amenities.
- Parking strategies must be implemented with special care to preserve the historic character of Wickford Village.
- Short-term and long-term parking management and physical parking strategies were created. A Strategy Implementation Worksheet was provided to help implement future strategies.

Please see the Wickford Village Parking Study Report for more detailed information and the full list of recommendations.



**Town of
North Kingstown**

Wickford Village Parking Study: Final Report

Section 1: Introduction

Section 1:

INTRODUCTION

PURPOSE

The purpose of the study was to perform an evaluation of the parking capacity within Wickford Village (Village). This is due to the Village experiencing growth since the installation of a new sewer system and the Wickford Village's historic charm. The study assesses the current and future parking needs for the Village. Understanding the current parking conditions is essential in the planning, design and operation of parking facilities for the Town of North Kingstown (Town).

The Town of North Kingstown engaged Pare Corporation to study parking within a defined study area to provide information that will be referenced for future parking demand management implementation within Wickford Village. The Town has an active village area consisting of mixed-use residential, commercial, and recreational uses. Residents, business owners, and visitors frequent the area. Many of the residents and businesses have shared off-street and on-street parking available to them. Many community events occur throughout the year within the Village. The Village's historic charm is what makes Wickford Village an important community asset.

PROJECT GOALS

To protect this important community asset, the Wickford Village parking study assesses the current and future parking needs within the Village and provides guidance on the best practices for parking inventory and demand management. The project goals include selecting recommendation strategies that are safe, convenient, consider future demands, encourage community reinvestment, create a vibrant environment, preserve the character of Wickford Village, and provide parking strategies that are "right-sized" for the community. By implementing parking strategies that provide effective parking management will enhance the built environment. Parking has an important role in creating a better-quality urban place, and it requires a carefully thought-out strategy to prevent nuisance within the community.



Figure 1: Wickford Village signs



**Town of
North Kingstown**

Wickford Village Parking Study: Final Report

Section 2: Project Approach

Section 2:

PROJECT APPROACH

This study investigates the existing parking supply/demand as well as projected future demand for the study area. The study area includes the business district and specific streets selected by the Town that are adjacent to the Wickford Village Center zoning district and are within the local historic district (Refer to **Map 1** on page 3). The North Kingstown Code of Ordinances was reviewed to determine if the specified parking regulation meets the demand based on industry standards. Data was solicited from the Department of Planning concerning past parking agreements as well as future development. The available parking data was determined through field observations for the on-street parking and the off-street parking lots.

The Town requested the parking conditions analysis be performed during two distinct periods: an off-peak period in the spring and a peak period in the summer. The spring season was determined to be the time interval of the first day of spring to the Friday prior to Memorial Day weekend (March 21st – May 25th, 2023). The summer season was determined to be the time interval of the first week of summer to just after Labor Day weekend (June 23rd – September 6th). The parking conditions analysis data, for both spring and summer, was collected through field interviews, surveys distributed to businesses for customers and employees, a public engagement meeting to solicit input regarding parking concerns, and parking turnover studies collected by foot and by drone footage.

Spring parking interviews were conducted on Thursday, May 4, 2023, and Saturday, May 6, 2023, from 11:30 a.m. – 5:30 p.m. Parking turnover data was also collected on Thursday, May 4, 2023, and Saturday, May 6, 2023, by Pare personnel that gathered information on-ground and through the use of a drone during the peak time intervals identified by the Town. Thursday parking turnover data was collected from 11:30 a.m.-1:30 p.m. and 4:00 p.m.-6:00 p.m. Saturday parking turnover data was collected from 11:30 a.m.-1:30 p.m. and 7:00 p.m.-9:00 p.m.

Summer parking interviews were conducted on Thursday, July 20, 2023, and Saturday, July 22, 2023, from 11:30 a.m. – 5:30 p.m. Parking turnover data

was also collected on Thursday, July 20, 2023, and Saturday, July 15, 2023, by Pare personnel that again gathered information on-ground and through the use of a drone during the peak time intervals identified by the Town. For the Summer parking turnover data gathering, it was also collected from 11:30 a.m.-1:30 p.m. and 4:00 p.m.-6:00 p.m. The Saturday parking turnover data was collected from 11:30 a.m.-1:30 p.m. and 7:00 p.m.-9:00 p.m.

A **public engagement meeting** was held on August 30th, 2023 at the North Kingstown Town Hall on Boston Neck Road from 6:00 p.m. to 8:00 p.m. The public engagement meeting invited community members to participate in the parking study data collection process. The meeting provided an overview of the study and to obtain feedback regarding parking in Wickford Village. Advertisements for the public engagement meeting included: meeting flyers posted at municipal buildings; poster and flyers distributed at the Wickford Art Festival held on July 8th; meeting advertisements placed on the Town website, North Kingstown social media pages and in the local newspaper for two weeks prior to the public meeting. During the meeting, feedback was collected through a question-and-answer presentation regarding the parking study, and an open discussion with guided questions and discussions with Pare staff. Feedback was also collected via residential mailers, and an online feedback form available to the public from August 4th, 2023 to September 11th, 2023.

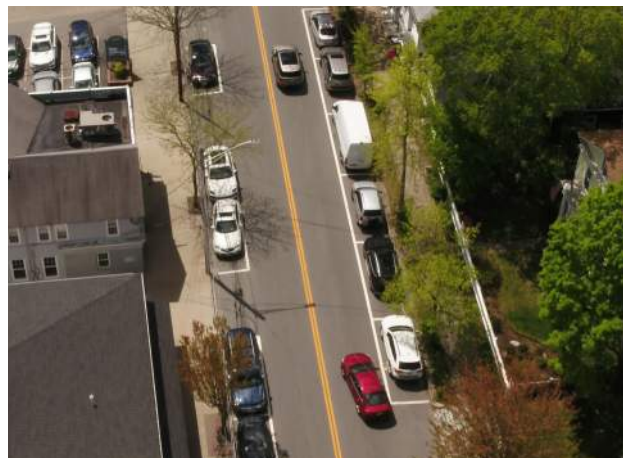


Figure 2: Drones utilized for monitoring and data collection



**Town of
North Kingstown**

**Wickford Village
Parking Study: Final Report**

**Section 3:
Existing
Conditions**



Section 3:

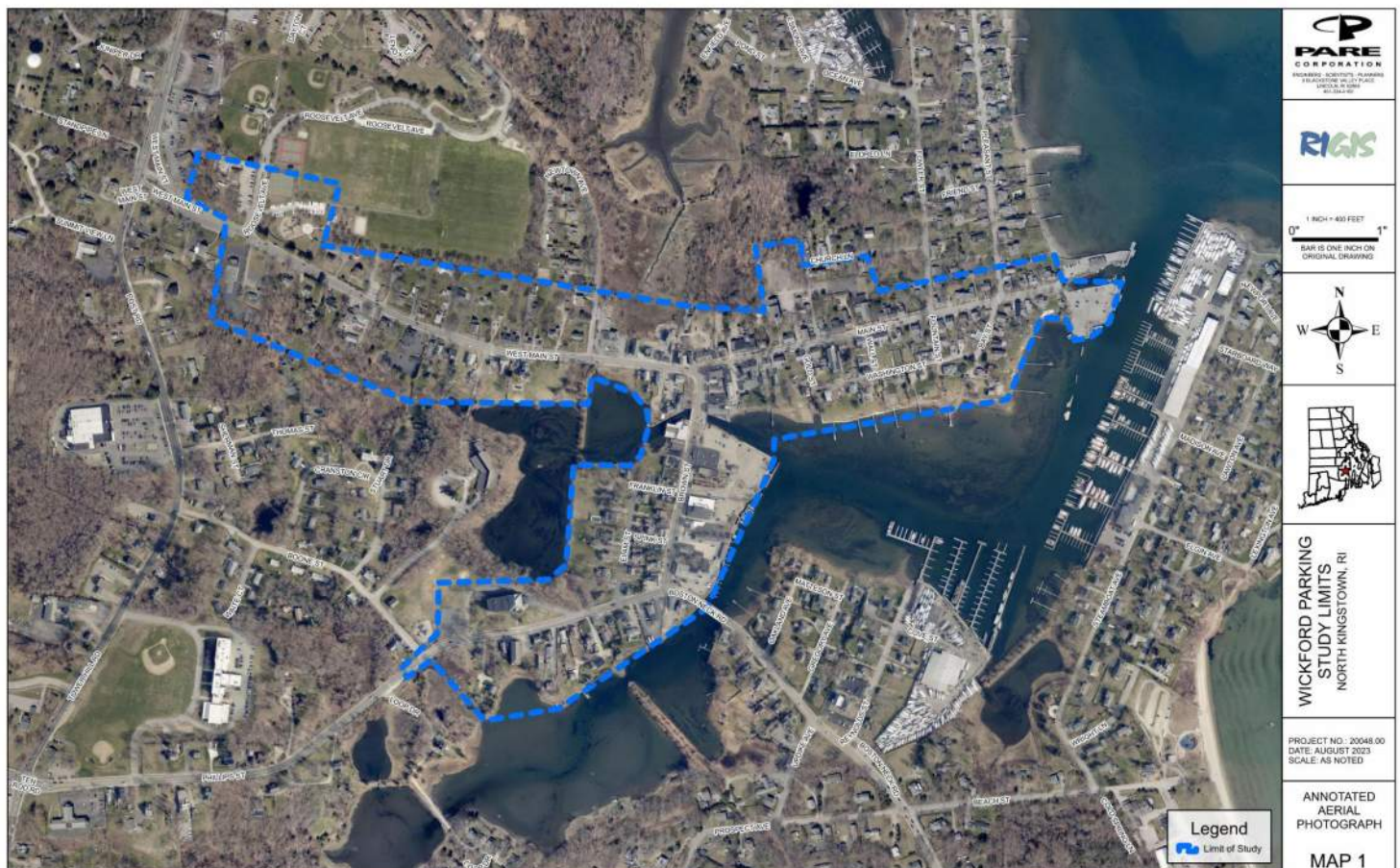
EXISTING CONDITIONS

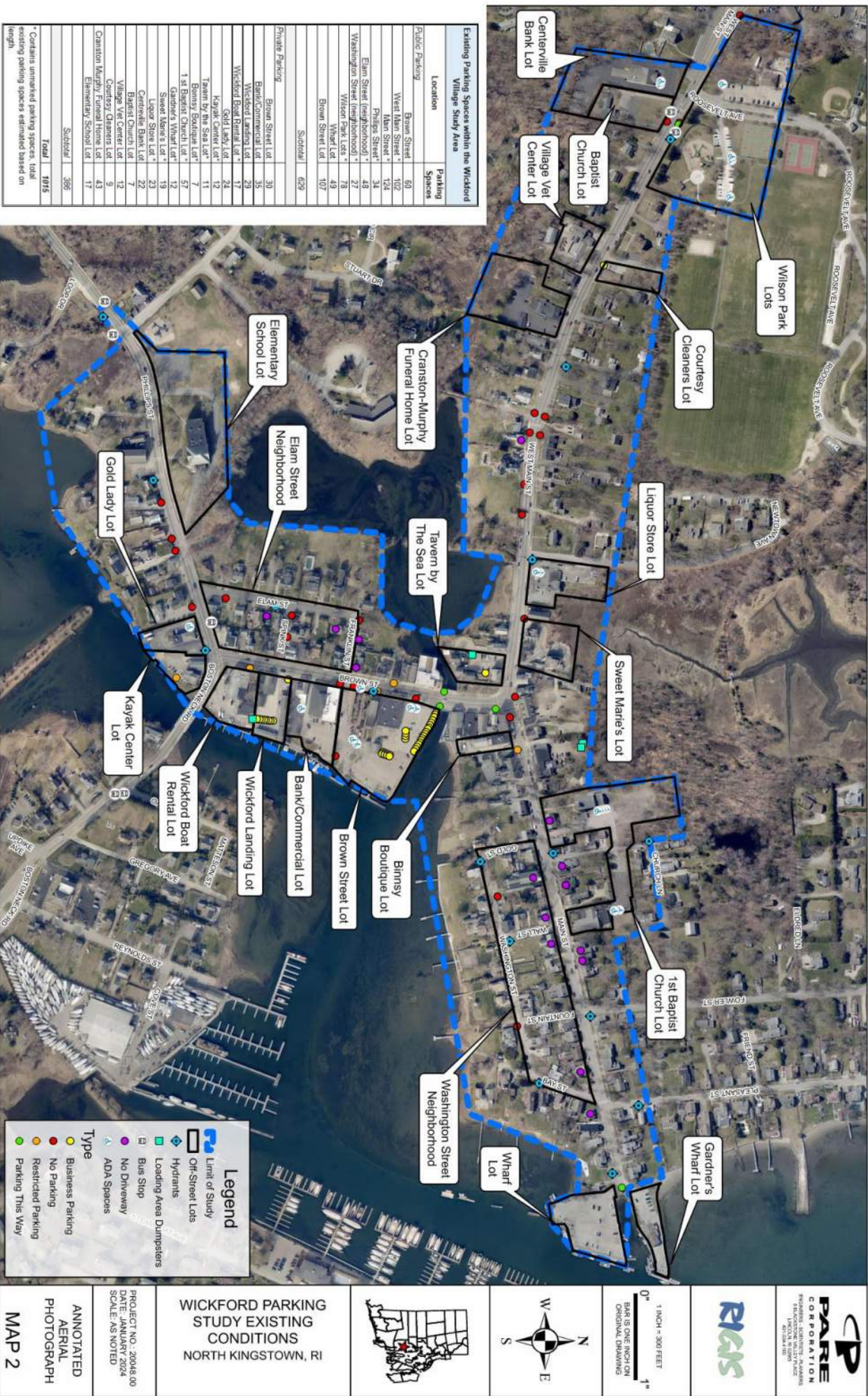
STUDY AREA

The Limit of Study Map can be found as **Map 1** below, which depicts the limits of Wickford Village that were studied for parking conditions. The study limit included the following streets and municipal lots:

- Main Street from Brown Street to the North Kingstown Town Wharf (Wharf)
- West Main Street between Roosevelt Avenue and Brown Street
- Brown Street between Phillips Street and Main Street
- Phillips Street between Boone Street and the Clarence L. Hussey Bridge
- Elam Street
- Franklin Street
- Spink Street
- Gold Street
- Wall Street
- Fountain Street
- Bay Street
- Washington Street
- The Main Street Town Wharf Parking Lot
- The Wilson Park Parking lot
- The Brown Street municipal lot

A portion of the study area includes the local historic district and the Wickford Village Design Guidelines overlay district. The properties within this area support a variety of land uses including residential, commercial, and recreational. The Existing Conditions Map and Zoning Map can be found as **Maps 2** and **3**, respectively. **Map 2** depicts the existing parking inventory within Wickford Village. All parking within Wickford Village is free with limited restricted areas indicated by signage. Each property and business within the district requires its own unique parking demands.





Existing Parking Spaces within the Wickford Village Study Area	
Location	Parking Spaces
Public Parking	
Brown Street	60
West Main Street	102
Main Street	124
Phelps Street	34
Elam Street (Neighborhood)	49
Washington Street (Neighborhood)	27
Wickford Boat Rental	78
Wharf Lot	49
Brown Street	107
Subtotal	
	629
Private Parking	
Brown Street Lot	30
Bank/Commercial Lot	35
Wickford Boat Rental	29
Wickford Boat Rental Lot	17
Gold Lady Lot	24
Kayak Center Lot	12
Tavern by the Sea Lot	11
Bunny Boutique Lot	7
1st Baptist Church Lot	57
Gardner's Wharf Lot	12
Sweet Marie's Lot	19
Liquid Store Lot	22
Centerville Bank Lot	23
Baptist Church Lot	7
Village Veit Center Lot	12
Courtesy Cleaners Lot	9
Cranston-Murphy Funeral Home Lot	43
Elementary School Lot	17
Subtotal	
	366
Total	
	1015

* Contains unmarked parking spaces. Total existing parking spaces estimated based on length.

TRANSPORTATION NETWORKS

Roadway Network

Wickford Village is located east of Route 1, south of Route 1A and west of Wickford Cove in North Kingstown. The roadways within the study area are classified based on mobility of vehicles and land access limitations. Based on the Highway Functional Classification definitions, the main roadways in the study area have the following classifications:

- **Brown Street:** Urban Local Roadway that has low mobility with moving traffic and a high degree of access from adjacent land uses. These roads are not intended for use in long distance travel, except at the origin or destination of a trip.
- **West Main Street, Main Street and Phillips Street:** These roadways are urban collector roads as they collect traffic from other streets and discharge them onto Route 1.

Bike Network

Within the study area, there is a lack of any bike network infrastructure. There are no bike lanes or sharrows and there are minimal bicycle racks present within the study area. Cyclists must share, with no pavement markings or signage, the roadway with vehicles to travel within Wickford Village. The closest bike infrastructure is an existing bike route along Route 1A which terminates at Boston Neck Road. To evaluate the bikeability of the area, Pare referred to WalkScore, a subsidiary of Redfin, which provides bikeability and walkability analysis of neighborhoods. A bike score is a number between 0 and 100 based on four equally weighted components:

- Bike lanes
- Hills
- Destinations and road connectivity, and
- Bike commuting mode share.

Wickford Village is considered to have minimal bike infrastructure and is rated a bike score of 48, “a somewhat bikeable area”. When conducting field reviews limited bicycles were seen within the study area. Bike racks were only observed located at Wilson Park.

Pedestrian Network

Wickford Village currently has a sidewalk network along both sides of Brown Street and Main Street. West Main Street and Phillips Street have fragmented sidewalk areas which include segments of sidewalks, asphalt shoulders or grassed area. All



Figure 3: Sidewalk along Brown Street

other streets that were assessed did not have any sidewalks. To determine the walkability in Wickford Village, WalkScore was used to analyze how walkable Wickford Village is in relation to area amenities. The scores for walkability are broken down the following way:

- 0-24 — Car-Dependent. This walk score usually denotes rural areas and remote suburbs. Residents who live in homes with this walk score will require a car or an extensive Uber budget to run simple errands.
- 25-49 — Mostly Car-Dependent. Homes or apartments with this walk score are probably on the outskirts of a major metropolitan area. Although people are able to bike or walk to a public transit stop, most access to urban amenities will require a car.
- 50-69 — Moderately Walkable. As residential properties reach the higher end of this segment, access is achievable by bicycle. For those that are okay walking a few miles to the store, movies, restaurants, or work, this walk score could fit your lifestyle just fine.
- 70-89 — Mostly Walkable. Almost all errands can be accomplished on-foot in an appropriate amount of time. Homes that earn this walk score are located within a mile of town.
- 90-100 — No Car Necessary. Downtown areas such as Chicago, New York, Boston, etc fit this category. Laundromats, markets, restaurants, and bars are located throughout the area. Doctor's offices, dry cleaners, and offices are well within walking distance. This walk score usually applies to metro areas or well-planned mid-size towns.

Wickford Village is considered to be an area where most errands can be accomplished on-foot and the analysis results in a score of 60. Numerous pedestrians were observed walking throughout the study area and the village appears to be a large walking destination, due to the Wickford Walk historic self-guided tour and storefronts. Please refer to **Map 4** for the Walking Distance Map that demonstrates walking times within the study area.

Transit Network

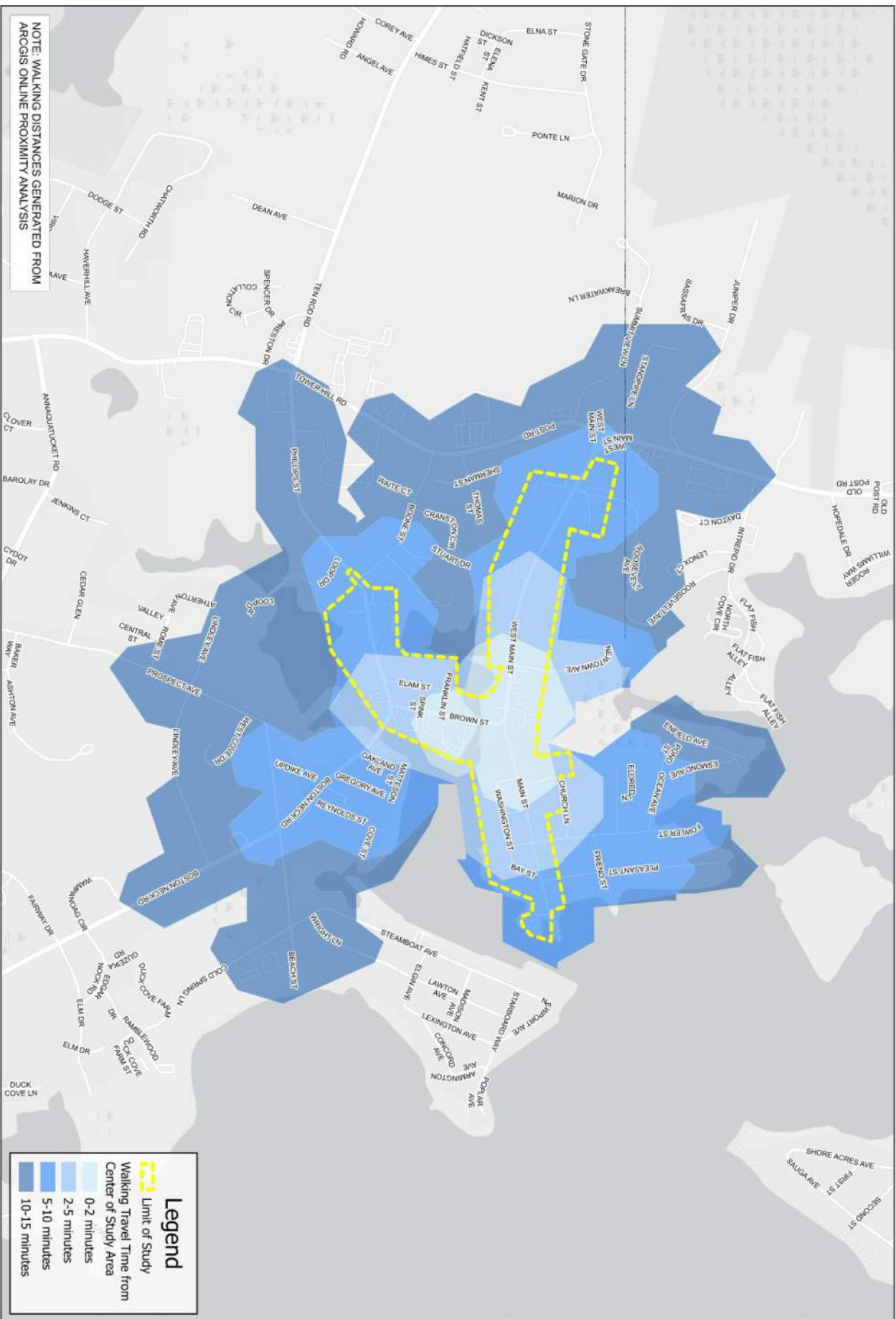
Within the study area, the Rhode Island Public Transit Authority (RIPTA) has a bus route (Route 14) that runs between Narragansett (Salt Pond Plaza) and downtown Providence. A stop occurs in the vicinity of Wickford Village near the Brown Street and Phillips Street intersection. Multiple bus stops are located along Route 1 and Route 1A (see **Map 2**), and a stop is located at Wickford Junction Station. Wickford Junction is a commuter rail station that connects the Massachusetts Bay Transit Authority (MBTA) Commuter Rail Providence/Stoughton Line. Wickford Junction is also a stop for the Amtrak Northeast Corridor which attracts visitors to the area for tourist attractions in Rhode Island.

ZONING ORDINANCES

The Town of North Kingstown Zoning Ordinance requires the following minimum parking requirements per Section 21.272 that are applicable to the businesses and residences in Wickford Village. Table 1 below provides information from the North Kingstown parking schedule and a comparison to the Institute of Transportation Engineers (ITE) parking rates from the 2023 Parking Generation Manual 6th edition:

Table 1: North Kingstown Parking Schedule Comparison to ITE

<i>Land Use</i>	<i>North Kingstown Parking Schedule</i>	<i>ITE Average Weekday Rates</i>	<i>Comparison</i>
Retail	1 parking space per 500 square feet (sf)	1.07 parking spaces per 1,000 sf	Above ITE average weekday rates
Office/Personal Services	1 parking space per 500 sf	1.95 parking spaces per 1,000 sf	Above ITE average weekday rates
Public Assembly (school, church)	1 parking space per every 4 seats	0.65 parking spaces per seat	Below ITE average weekday rates
Restaurants	1 parking space per 100 sf	16.18 parking spaces per 1,000 sf	Below ITE average weekday rates
Other indoor sports facilities	1 parking spaces per 200 sf	-	-
Health and fitness facilities	1 parking spaces per 28 sf of fitness space	5.20 parking spaces per 1000 sf	Above ITE average weekday rates
Bank drive-through	3 parking spaces per window	3.4 parking spaces per 1,000 sf	-
Funeral	1 parking space per 100 sf	-	-
One-family and two-family dwellings	2 parking spaces per dwelling unit	1.41 parking spaces per dwelling unit	Above ITE average weekday rates
Multifamily dwellings	2 parking spaces per two-bedroom unit.	1.27 parking spaces per dwelling unit	Above ITE average weekday rates



NOTE: WALKING DISTANCES GENERATED FROM
ARC GIS ONLINE PROXIMITY ANALYSIS

Limit of Study

0-2 minutes

2-5 minutes

5-10 minutes

10-15 minutes

Using available property record cards for the businesses within the study area and the minimum parking requirements per Section 21.272, the minimum parking spaces required for the limit of study is 936 spaces. Currently, all of the on-street and off-street parking is provided free of charge and there are no resident parking stickers required for the area. **Map 2** depicts the 14 residential houses identified as reliant on public parking due to the residential home not having a driveway.

Section 21.274 of the zoning ordinance—access to parking and loading—discusses the regulations regarding joint access. The study area is located within the zoning districts Wickford Village Center-WVC and Village Residential -VR. **Map 3** provides the zoning designations within the study area. It is also important to note that a portion of the study area is within the local historic district, which requires additional reviews when permitting by the historic commission and also other regulations regarding aesthetics that may impact parking. The study area includes the Wickford Village Design Guidelines overlay district, which adheres to the Brown Street Design Standards and Guidelines, which were created in 2018 and outline design guidelines that encourage parking to be located at the sides or rear of buildings, along with other guidelines to improve the aesthetics of parking.

COMPREHENSIVE PLAN

It is important to consider the goals, policies and recommended actions of the comprehensive plan



Figure 4: Existing parking restriction signage

while providing recommendations regarding parking concerns. The 2019 North Kingstown Comprehensive Plan contains transportation goals in Element 3. One of the goals for the Town and the Wickford Village area is to encourage more walking, biking and transit use to reduce carloads and provide accessible multi-modal transportation. Goal 3.2 details the action items to achieve these goals. Wickford Village was identified as a potential bike route to increase connectivity between the existing bike networks. However, due to Wickford Village containing state routes, designing infrastructure in this area requires the partnership with the Rhode Island Department of Transportation (RIDOT). According to the Town, no bike networks are currently being designed by RIDOT for the roadway; however, there are future plans to upgrade and install sidewalks on both sides of Route 1A.

AVAILABLE PARKING AND EXISTING CONDITIONS

Roadways in the study area were assessed in the field to determine the available number of parking spaces. Off-street parking lots were also reviewed to determine the number of parking spaces. A total of 395 on-street parking spaces and 620 off-street parking spaces were observed. This is a total of 1,015 parking spaces within the study area. Based on the required parking for business per the zoning code, Wickford Village has more parking spaces available than required. It is important to note that this total contains marked and unmarked parking spaces. Unmarked parking spaces were estimated based





Figure 4 (cont.): Existing parking restriction signage

on available length. During the field review, data was also collected to document driveways, signage, dumpster areas, sidewalk locations, ADA parking spaces, hydrant locations, bus stops and parking inventories on properties within the study area. There are an estimated 65 storefronts and 103 residential properties within the study areas. A list of the 65 businesses can be found in Appendix A. While Wickford Village does not have restricted parking for resident parking, the area does contain limited hour parking signs on Brown Street, West Main Street and Main Street that state, “3 Hour Parking 8AM to 6PM except Sundays and Holidays”. RIDOT standard “No Parking” signs were also identified along Phillips Street, West Main Street and near the intersections at Brown Street. RIDOT has placed the “No Parking” signs in locations based on the roadway’s width and where parking would further restrict the available width. **Map 2**, the Existing Conditions Map, includes the parking inventory and other field data collected within the study area. Map 2 also depicts the location of “No Parking” signs, parking signs indicating limited hours and busi-



ness parking signs. The business parking signs vary throughout the study area, including “Private Parking”, “[Business Name] Parking Only” and “No Parking Here”. Private residential signs are also posted on Brown Street, Elam Street, Spink Street, Franklin Street, Gold Street and Washington Street. Inventory of these signs are also depicted on the Existing Conditions Map, **Map 2**.

Vehicular crash data was obtained from the North Kingstown Police Department as part of the existing conditions review to understand crashes that occurred that were relative to parking. The police accident report data that was reviewed from 2019-2022 indicated that out of the sixty-five accidents that have occurred within the study area, only three accidents had significant damage. All other accidents resulted in minor damage. Only one accident involved a pedestrian/cyclist collision which resulted in no injuries. Based on the data reviewed, there are no apparent issues with reoccurring accidents or safety hazards due to the existing parking and roadway configuration.

Figure 5: Existing Condition Parking Inventory



Brown Street



Main Street



Elam Street



Washington Street



West Main Road



Wharf lot



Wilson Park lot



Brown Street municipal lot



**Town of
North Kingstown**

**Wickford Village
Parking Study: Final Report**

**Section 4:
Parking Conditions
Analysis**

Section 4:

PARKING CONDITIONS ANALYSIS

SPRING PARKING ANALYSIS

The spring parking analysis includes data collection and analysis from: the spring surveys, spring parking interviews and parking turnover data which determine parking usage.

Spring Survey Data

A survey was conducted in the spring to determine parking trends within Wickford Village. Surveys were available online and paper copies were placed in businesses within the study area. The spring survey was available from April 21st through May 25th. Public input was also an important component of this study. A total of 104 responses were collected. The survey included questions about the visitors' parking experience in Wickford Village. Appendix B includes the spring parking survey sheet for this study.

Overall, the surveys received a wide variety of responses. The figures below summarize the results of the survey for selected questions that provided trends within Wickford Village.

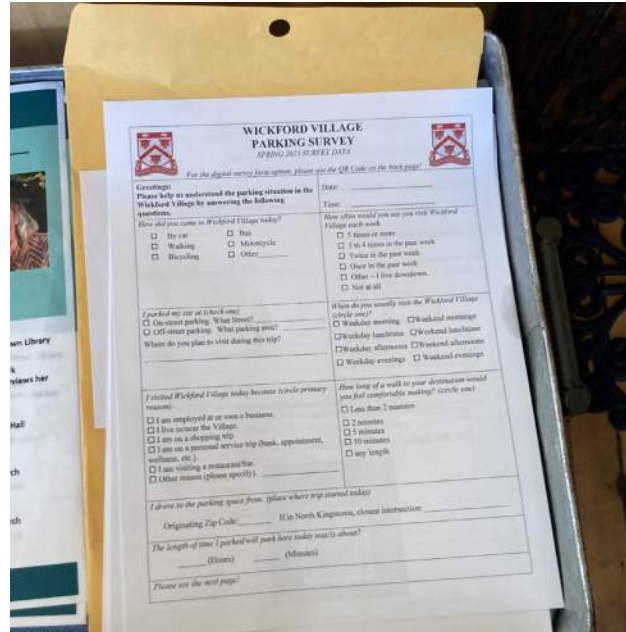


Figure 6: Spring parking survey within Wickford Village Business

Figure 7: Spring survey data

How did you come to Wickford Village today?

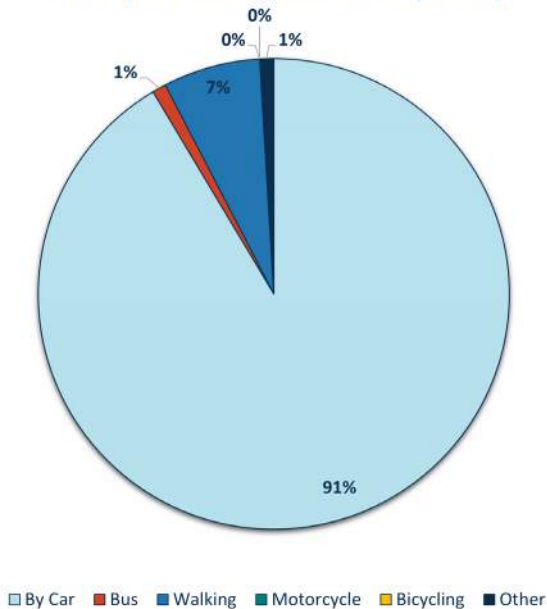


Figure 7A

How often do you visit Wickford Village?

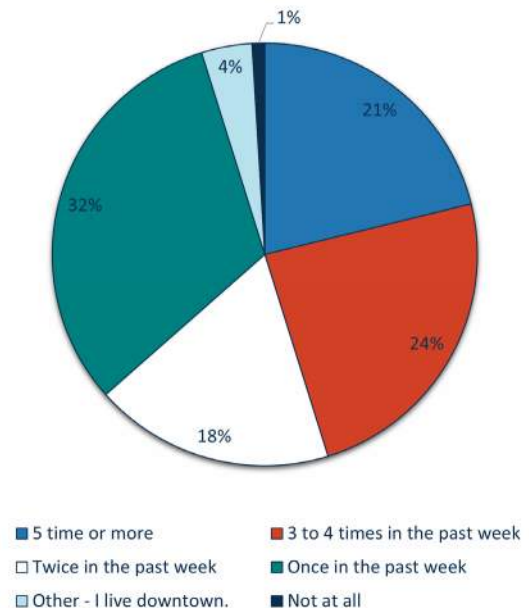


Figure 7B

Figure 5: Spring Survey Data (cont.)

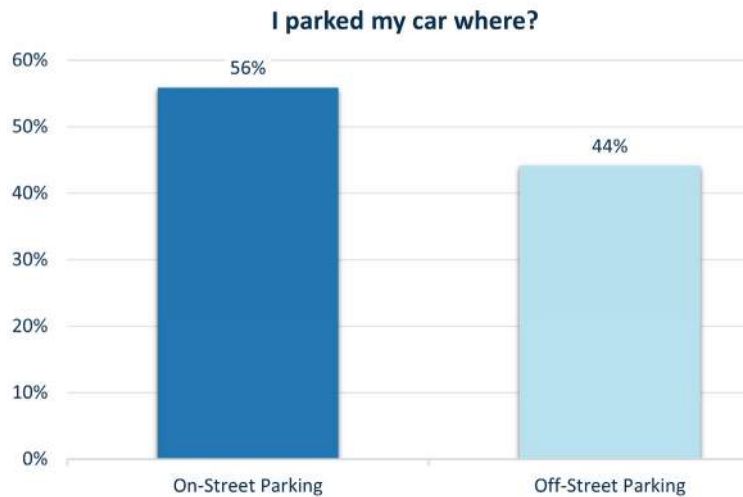


Figure 7C

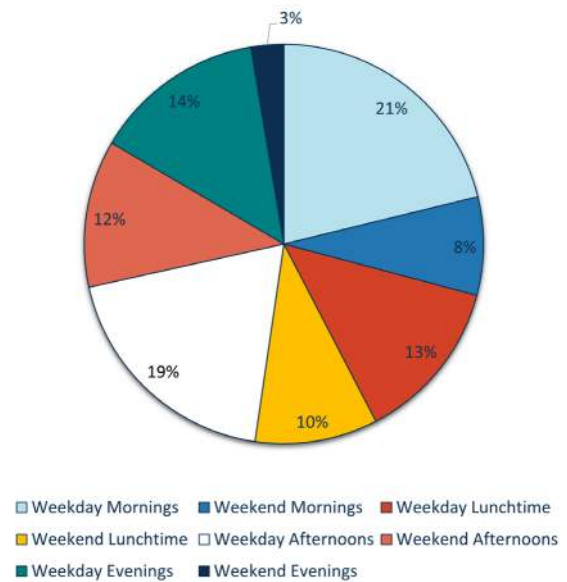
When do you usually visit the downtown?

Figure 7D

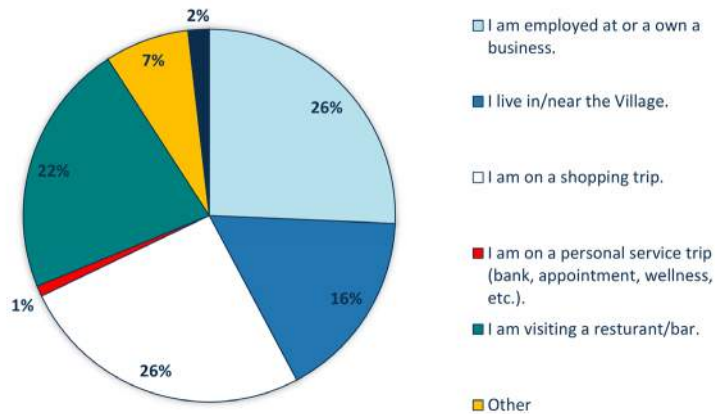
I visited Wickford Village today because (select primary reason):

Figure 7E

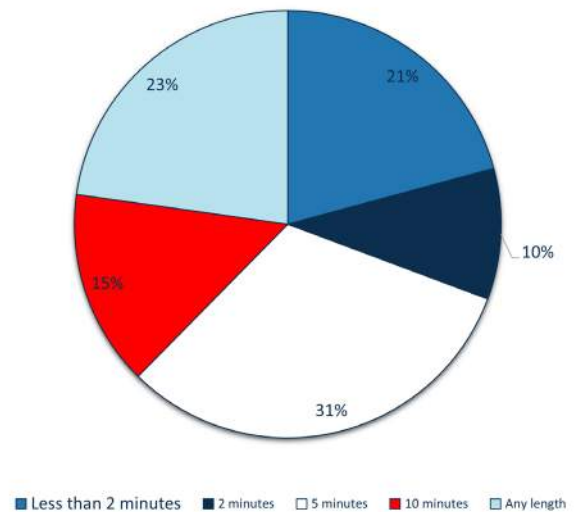
How long of a walk to your destination would you feel comfortable making? (pick one)

Figure 7F

Figure 5: Spring Survey Data (cont.)

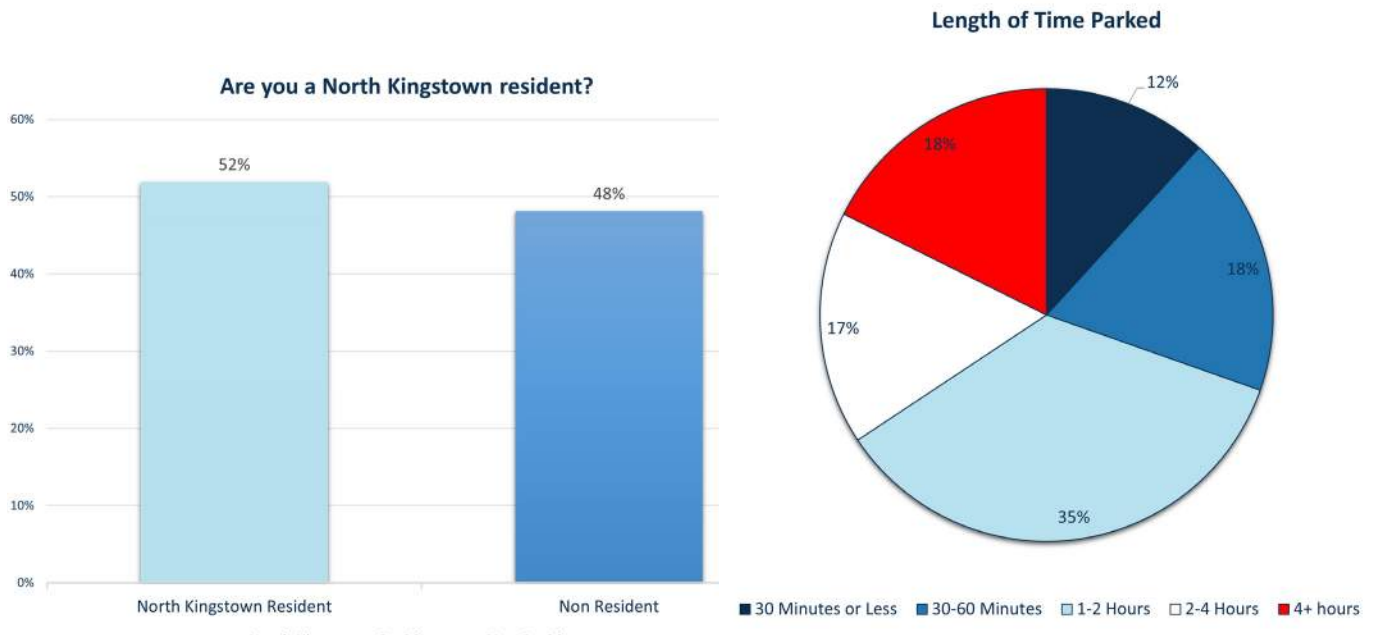


Figure 7G

Figure 7H



Figure 7I



Figure 7J

Figure 5: Spring Survey Data (cont.)

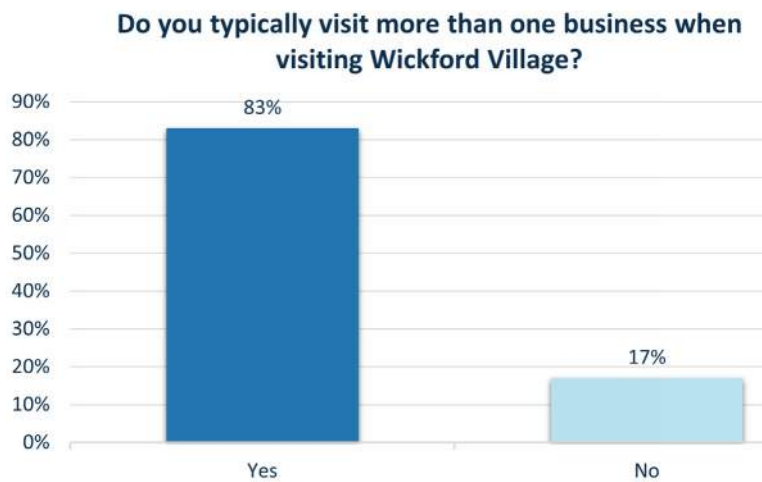


Figure 7K

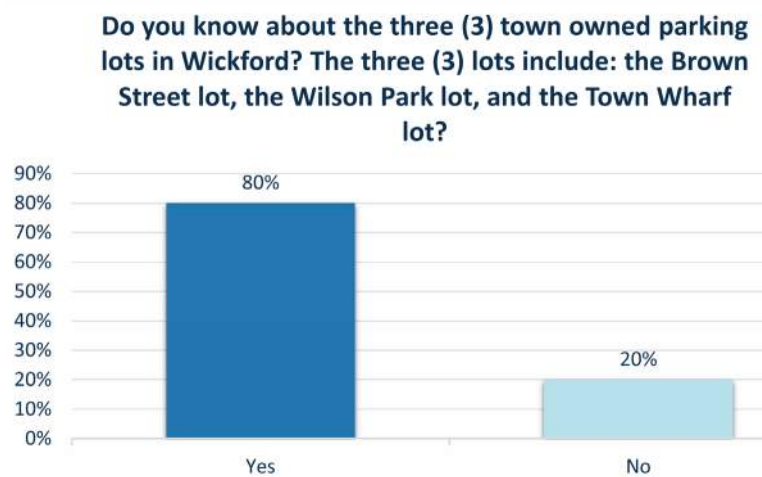


Figure 7L

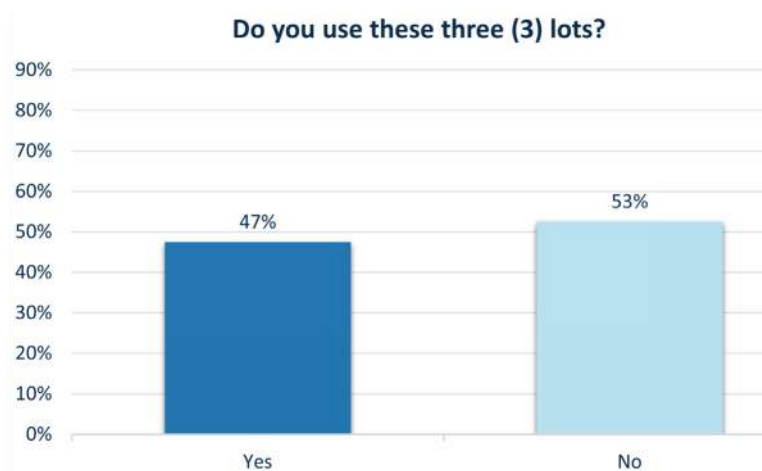


Figure 7M

Spring Survey Data Conclusions

Based on the survey responses, Wickford Village is primarily traveled by vehicle with 91% of respondents selecting a car as their method of transportation. The majority of respondents only visit Wickford Village once a week, and the two primary times respondents visit are weekday mornings and weekday afternoons.

Survey responses varied greatly for the primary reason for visiting Wickford Village, with 83% of the respondents stated that they visit multiple businesses within Wickford Village. This demonstrates the wide variety of reasons people come to the village. When comparing on-street vs. off-street parking questions and responses, 56% of the respondents stated that they use on-street parking and 20% of the respondents stated that they were not aware of the three municipal lots that are available for public parking. For respondents who were aware of the municipal lots, 53% stated that they do not use them. The majority of the people surveyed stated they feel comfortable parking within a five-minute walk. The survey results indicate that the current parking options within Wickford Village would not deter visitors due to parking availability all being within a five-minute walk.

SPRING INTERVIEW DATA

Oral interviews were conducted on the streets on Thursday, May 4, 2023 and Saturday, May 6, 2023 from 11:30a.m. to 5:30p.m. An interviewer covered the study area concentrating within the commercial business area. Appendix C includes the parking interview forms used for this study. The interview statements collected are summarized in the figures below.

Weekday Interview Data

A total of forty-eight people were interviewed on May 4, 2023 from 11:30 a.m. to 5:30 p.m. The weather during this time was cloudy with temperatures in the mid-50's. A small rain shower occurred between 12:45 p.m. to 1:45p.m. Based on the collected data, 50 percent of interviewees on this day stated that they were not North Kingstown residents. Sixty-seven percent of the interviewees stated they were in the area for a walk when asked how far they parked from their destination.



Figure 8: Spring parking conditions

Figure 9: Spring Interview Data - Weekdays

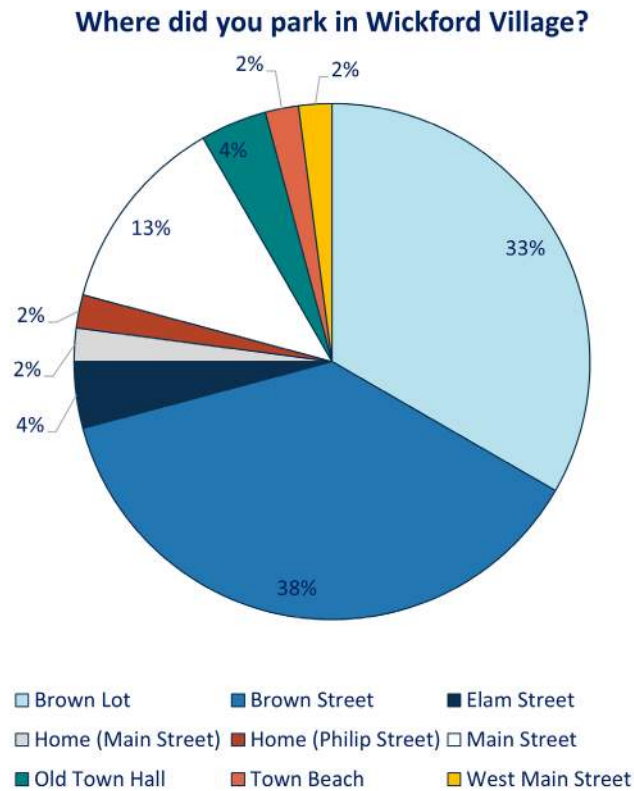


Figure 9A

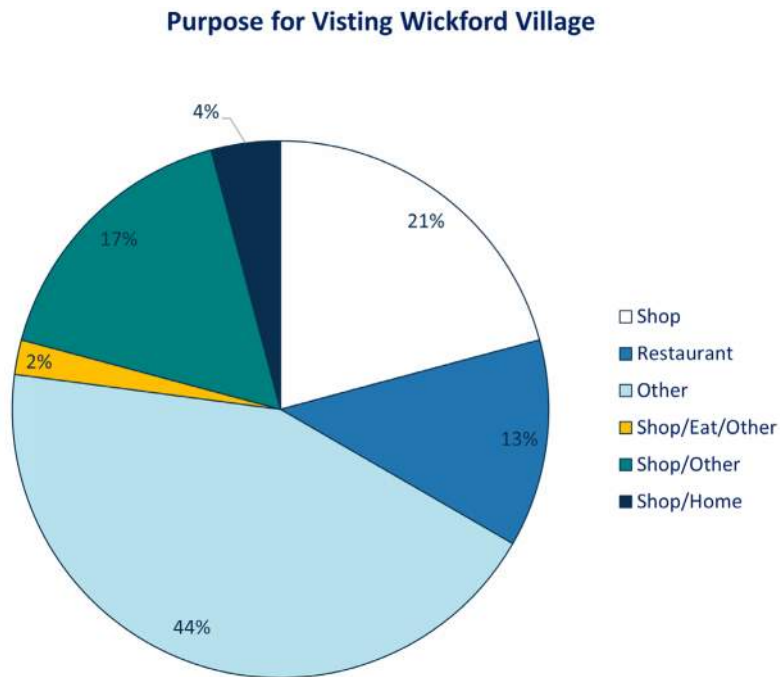


Figure 9B

Figure 9: Spring Interview Data - Weekdays (cont.)

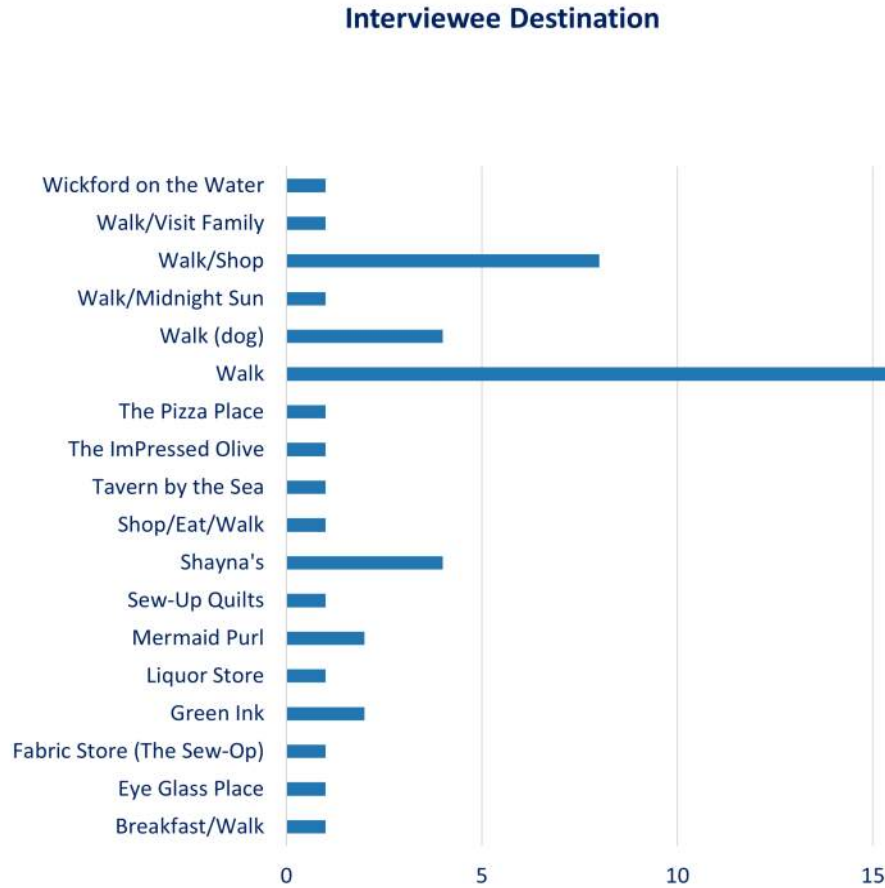


Figure 9C

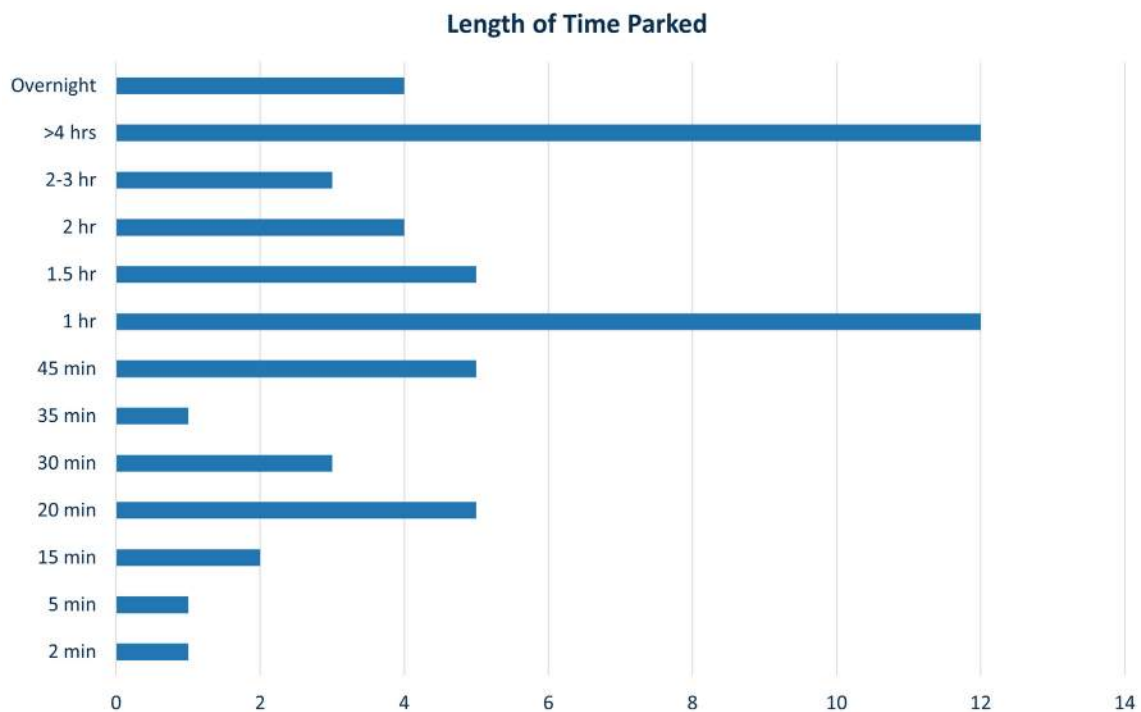


Figure 9D

Figure 9: Spring Interview Data - Weekdays (cont.)



Figure 9E

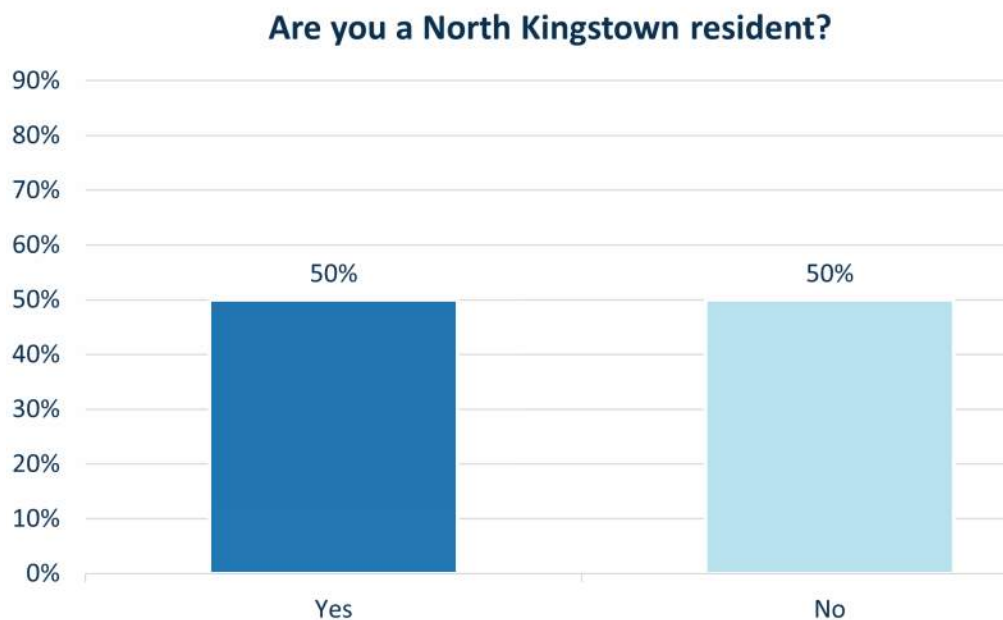


Figure 9F

Weekend Interview Data

A total of ninety-three people were interviewed on Saturday, May 6, 2023 between 11:30 a.m. to -5:30 p.m. The weather during this time was sunny with temperatures in the mid-70's. Based on the collected data, 77% percent of the interviewees were not North Kingstown residents. The majority of interviewees strolled Wickford Village and shopping with no particular destination. The interviewer observed many people walking their dogs, pushing strollers and/or walking with their families.

Figure 10: Spring Interview Data - Weekends

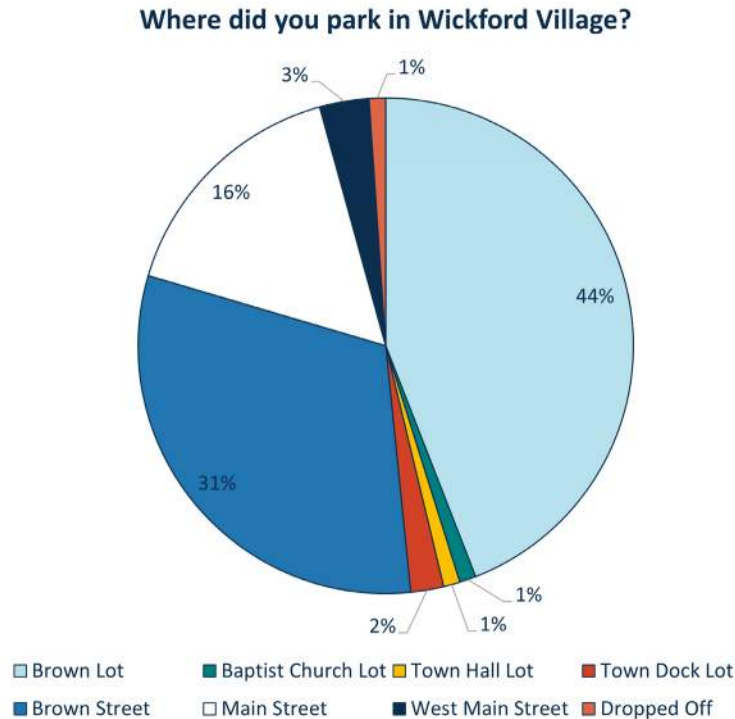


Figure 10A

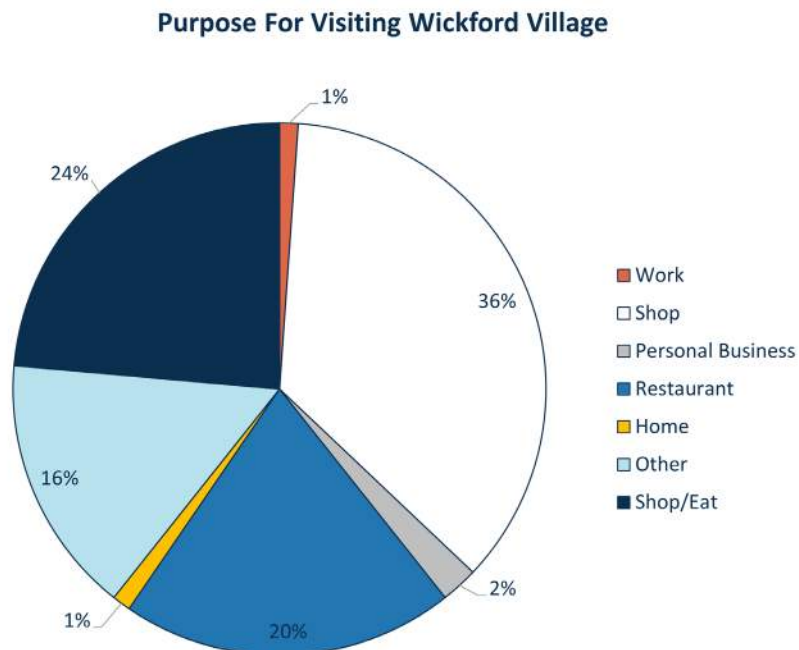


Figure 10B

Figure 10: Spring Interview Data - Weekends (cont.)

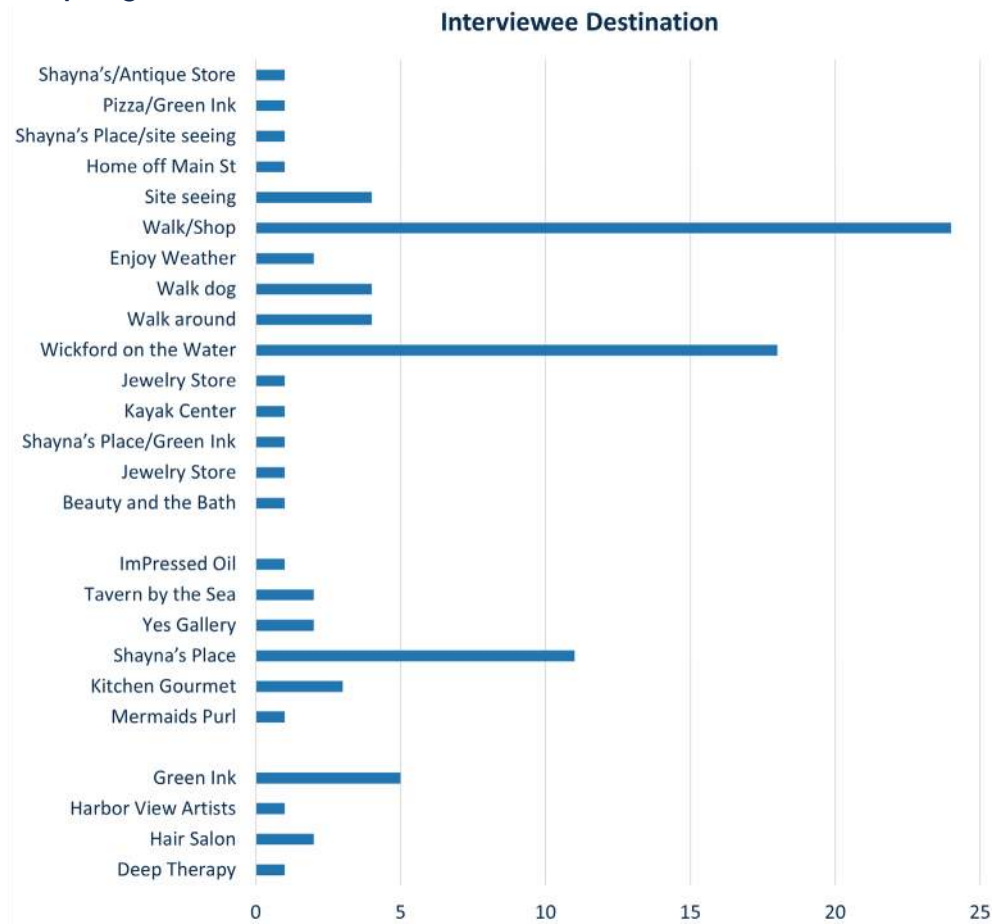


Figure 10C

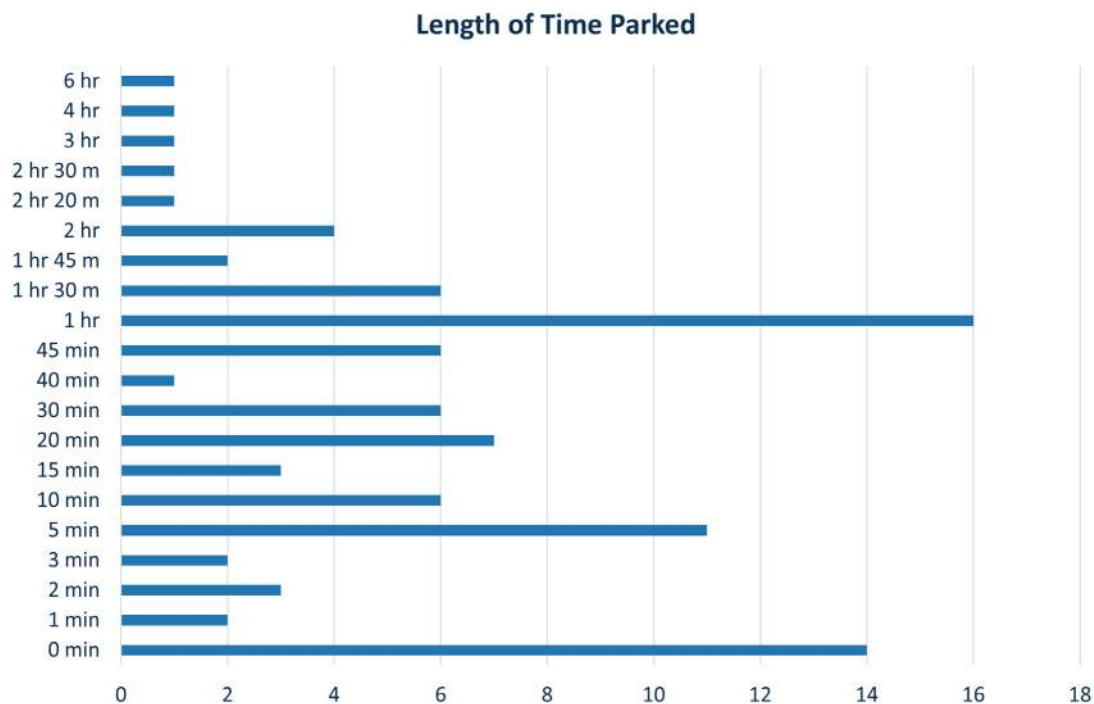


Figure 10D

Figure 10: Spring Interview Data - Weekends (cont.)



Figure 10E

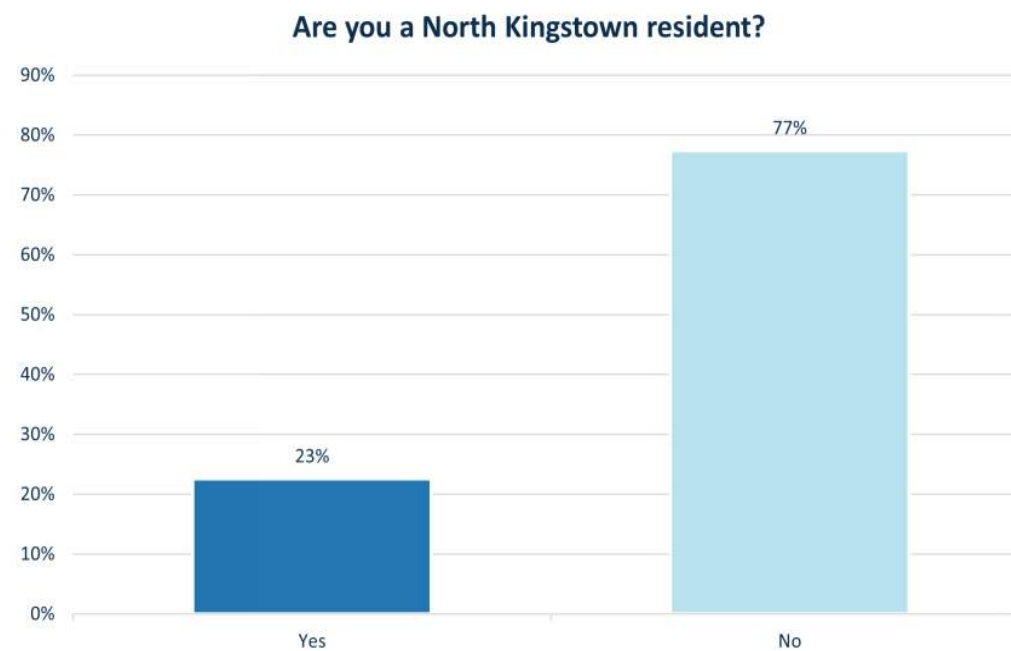


Figure 10F

Spring Parking Turnover Data

Parking usage counts were completed on Thursday, May 4, 2023, and Saturday, May 6, 2023, by Pare personnel who collected data through field walks and through the use of a drone. The data was collected during the peak time intervals identified by the Town. The Thursday data was collected from 11:30 a.m. to 1:30 p.m. and 4:00 p.m. to 6:00 p.m. The Saturday data was collected from 11:30 a.m. to 1:30 p.m. and 7:00 p.m. to 9:00 p.m. Drone footage was captured for the study area during these times then reviewed to determine the number of parking spaces occupied. This information helps provide an understanding of when and where the public is parking throughout the study area and also the amount of parking available during critical times. The percent of parking spaces taken for both on-street and off-street parking was calculated within the 2-hour time intervals and then averaged to produce an average percent of parking spaces taken for Thursday mid-day, Thursday late-afternoon, Saturday afternoon and Saturday night. The tables below summaries the data collected. The data includes some areas that were obstructed when using the drone which may contribute to minor variations in the usage.

Tables 2-5 and Maps 5-8 on the following pages depict the average percent of parking spaces taken during the summer afternoon data collection. Overall, there were very few parking lots or on-street parking spaces at maximum capacity demonstrating available parking within a 10-minute walking distance available to the public.

Figure 11: Typical parking usage during peak Spring times



Thursday Afternoon - Brown Street



Thursday Late Afternoon - Brown Street municipal lot



Saturday Afternoon - Brown Street



Saturday Evening - Brown Street

Table 2: Saturday Afternoon
Spring Parking Data (05/06/2023)

On Street	Average % Taken
Brown Street	95%
West Main Street	8%
Main Street	49%
Phillips Street	0%
Elam Street (neighborhood)	26%
Washington Street (neighborhood)	17%
Off Street Parking Lots	Average % Taken
Brown Street Lot	78%
Bank/Commercial Lot	18%
Wickford Landing Lot	47%
Wickford Boat Rental Lot	97%
Gold Lady Lot	11%
Kayak Center Lot	43%
Tavern by the Sea Lot	94%
Binnsy Boutique Lot	65%
1st Baptist Church Lot	-
Wharf Lot	39%
Gardner's Wharf Lot	47%
Sweet Marie's Lot	32%
Liquor Store Lot	7%
Wilson Park Lots	86%
Centreville Bank Lot	-
Baptist Church Lot	0%
Village Vet Center Lot	39%
Courtesy Cleaners Lot	13%
Cranston Murphy Funeral Home Lot	0%
Elementary School Lot	-

Table 3: Saturday Evening
Spring Parking Data (05/06/2023)

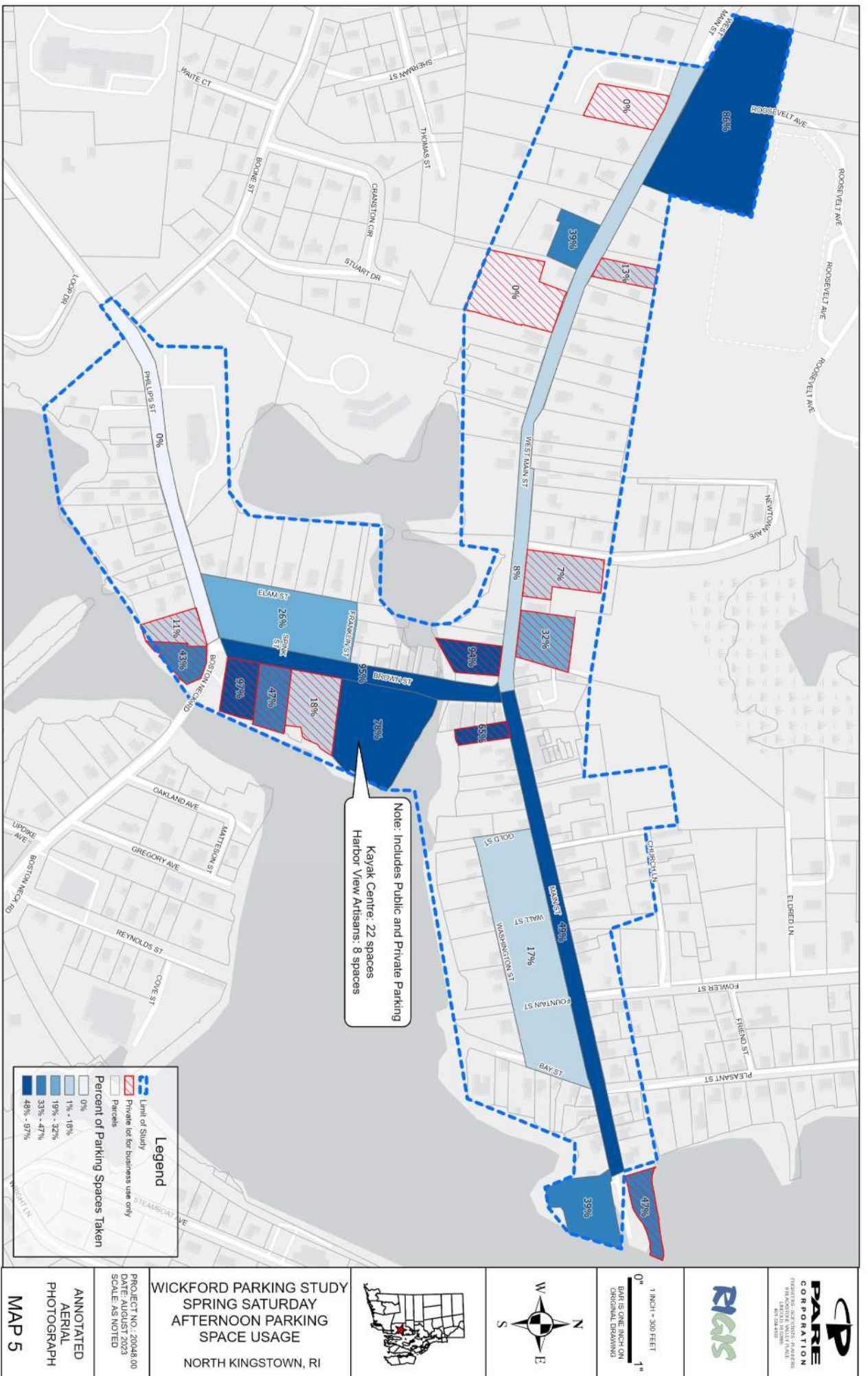
On Street	Average % Taken
Brown Street	64%
West Main Street	1%
Main Street	41%
Phillips Street	0%
Elam Street (neighborhood)	24%
Washington Street (neighborhood)	15%
Off Street Parking Lots	Average % Taken
Brown Street Lot	43%
Bank/Commercial Lot	11%
Wickford Landing Lot	-
Wickford Boat Rental Lot	31%
Gold Lady Lot	4%
Kayak Center Lot	33%
Tavern by the Sea Lot	97%
Binnsy Boutique Lot	50%
1st Baptist Church Lot	-
Wharf Lot	20%
Gardner's Wharf Lot	13%
Sweet Marie's Lot	3%
Liquor Store Lot	4%
Wilson Park Lots	11%
Centreville Bank Lot	-
Baptist Church Lot	200%
Village Vet Center Lot	-
Courtesy Cleaners Lot	-
Cranston Murphy Funeral Home Lot	-
Elementary School Lot	-

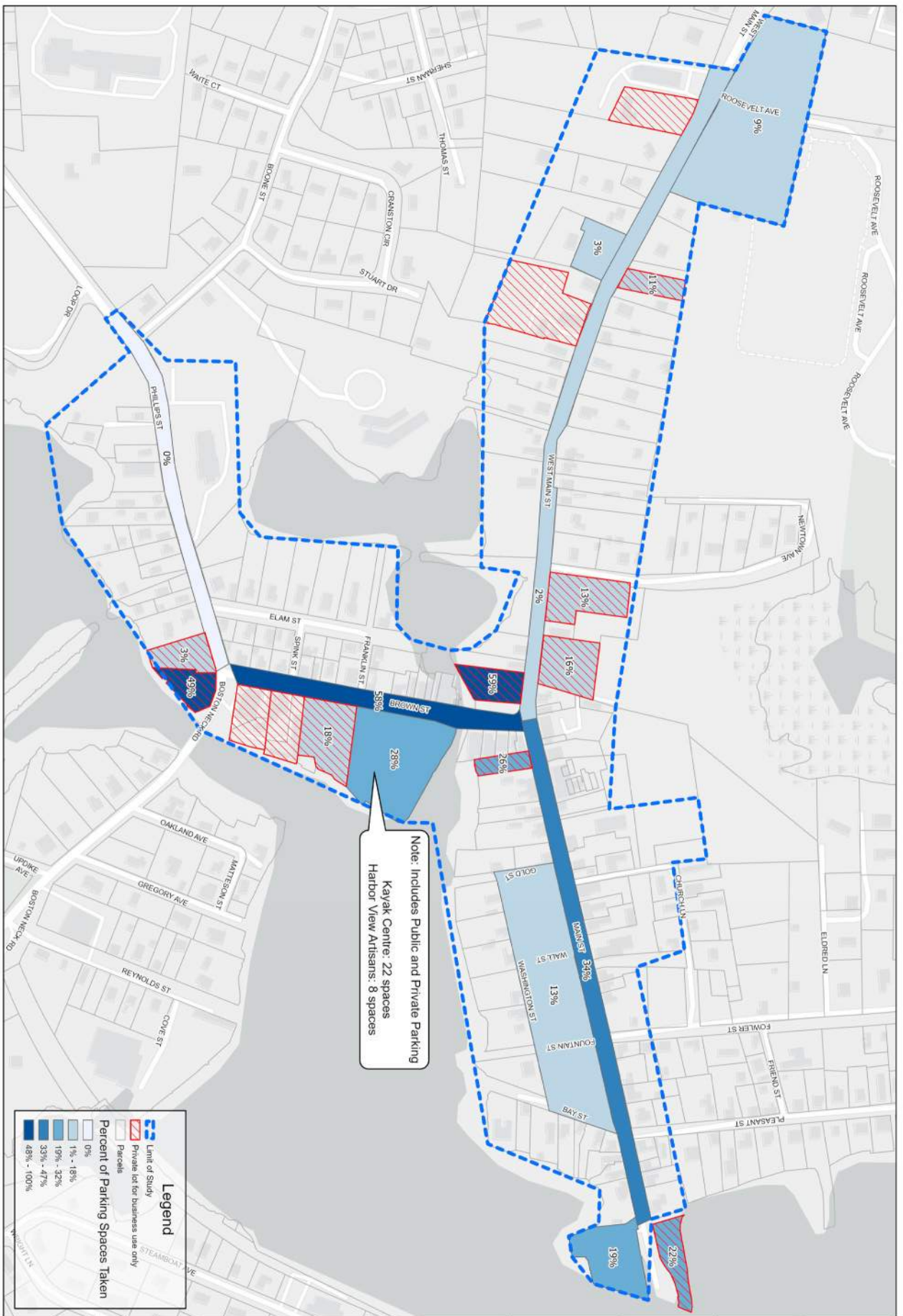
Table 4: Thursday Afternoon
Spring Parking Data (05/04/2023)

On Street	Average % Taken
Brown Street	62%
West Main Street	3%
Main Street	36%
Phillips Street	0%
Elam Street (neighborhood)	-
Washington Street (neighborhood)	-
Off Street Parking Lots	Average % Taken
Brown Street Lot	36%
Bank/Commercial Lot	27%
Wickford Landing Lot	24%
Wickford Boat Rental Lot	53%
Gold Lady Lot	15%
Kayak Center Lot	46%
Tavern by the Sea Lot	91%
Binnsy Boutique Lot	36%
1st Baptist Church Lot	-
Wharf Lot	33%
Gardner's Wharf Lot	42%
Sweet Marie's Lot	37%
Liquor Store Lot	10%
Wilson Park Lots	6%
Centreville Bank Lot	-
Baptist Church Lot	-
Village Vet Center Lot	28%
Courtesy Cleaners Lot	11%
Cranston Murphy Funeral Home Lot	11%
Elementary School Lot	-

Table 5: Thursday Late-Afternoon
Spring Parking Data (05/04/2023)

On Street	Average % Taken
Brown Street	58%
West Main Street	2%
Main Street	34%
Phillips Street	0%
Elam Street (neighborhood)	-
Washington Street (neighborhood)	13%
Off Street Parking Lots	Average % Taken
Brown Street Lot	28%
Bank/Commercial Lot	18%
Wickford Landing Lot	-
Wickford Boat Rental Lot	-
Gold Lady Lot	3%
Kayak Center Lot	49%
Tavern by the Sea Lot	59%
Binnsy Boutique Lot	26%
1st Baptist Church Lot	-
Wharf Lot	19%
Gardner's Wharf Lot	22%
Sweet Marie's Lot	16%
Liquor Store Lot	13%
Wilson Park Lots	9%
Centreville Bank Lot	-
Baptist Church Lot	-
Village Vet Center Lot	3%
Courtesy Cleaners Lot	11%
Cranston Murphy Funeral Home Lot	-
Elementary School Lot	-





SUMMER PARKING ANALYSIS

The summer parking analysis includes data collection and analysis from the summer surveys, summer parking interviews and parking turnover data to determine the parking usage.

Summer Survey Data

A survey was conducted for the summer period to determine parking trends within Wickford Village in this time period. Surveys were available online and paper copies placed in businesses within the study area, as seen in the photo below. The summer survey was available from June 23rd through September 6th. Public input was an important component of this study. A total of 147 responses were collected for this time period. The survey included questions about the visitors' parking experience in Wickford Village. Appendix B includes the summer parking surveys used for this study.

Overall, the surveys received a wide variety of responses. The figures below summarize the results of the survey for selected questions that provided valuable summertime parking trend information for Wickford Village.



Figure 12: Summer parking survey within Wickford Village business

Figure 13: Summer Survey Data

How did you come to Wickford Village today?

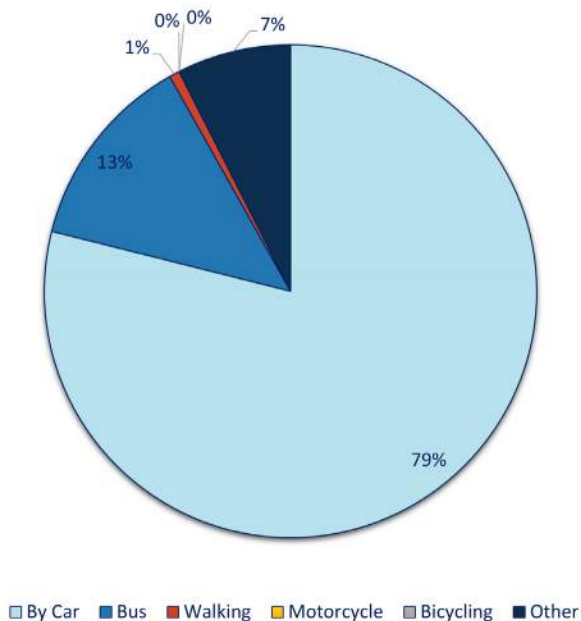


Figure 13A

How often do you visit Wickford Village?

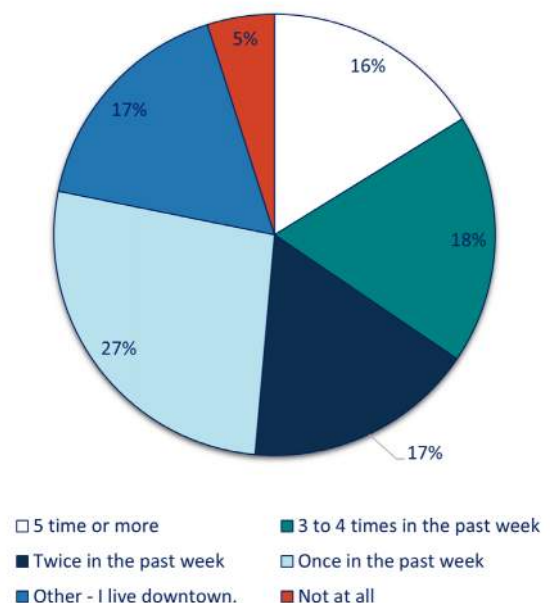


Figure 13B

Figure 13: Summer Survey Data (cont.)

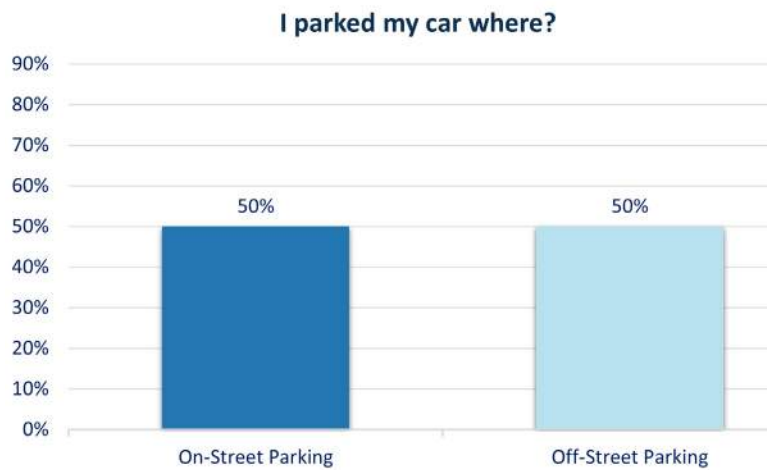


Figure 13C

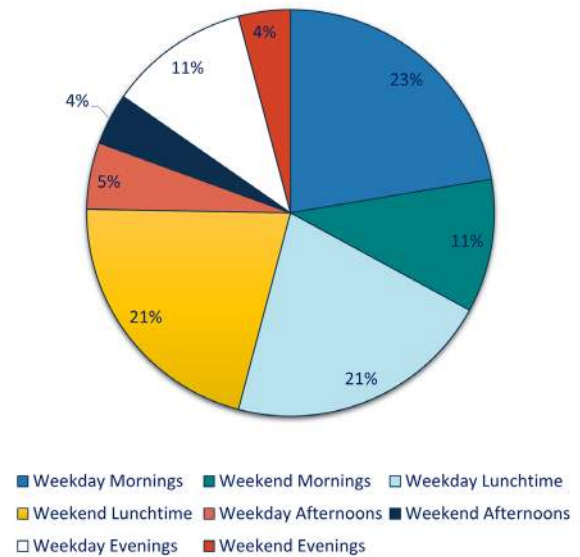
When do you usually visit the downtown ?

Figure 13D

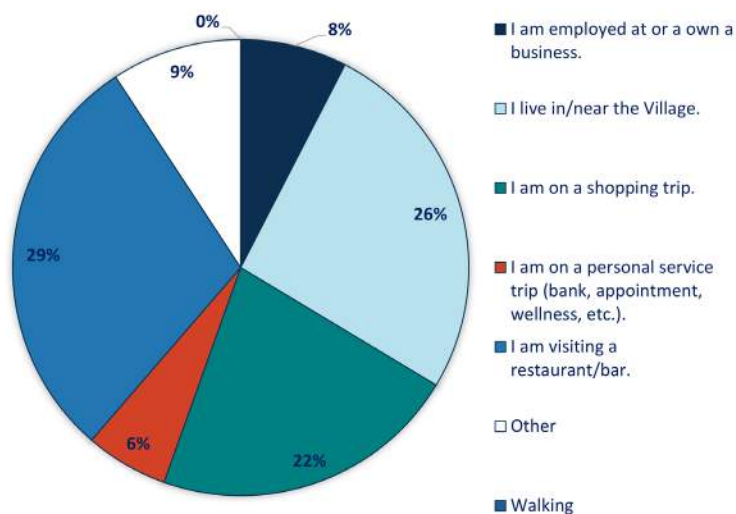
I visited Wickford Village today because (select primary reason):

Figure 13E

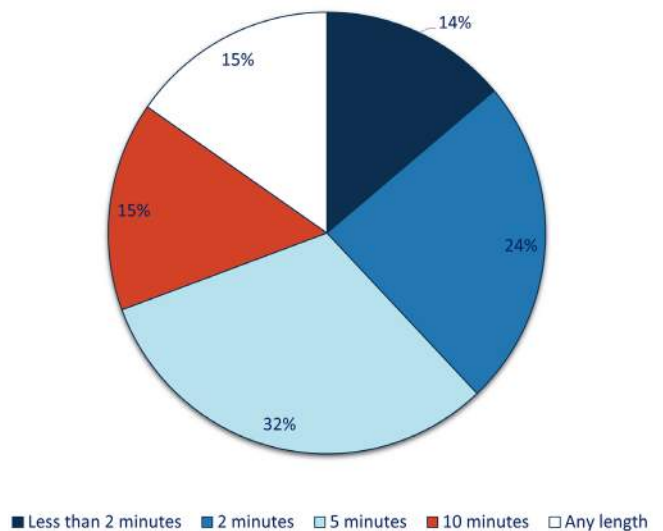
How long of a walk to your destination would you feel comfortable making? (pick one)

Figure 13F

Figure 13: Summer Survey Data (cont.)

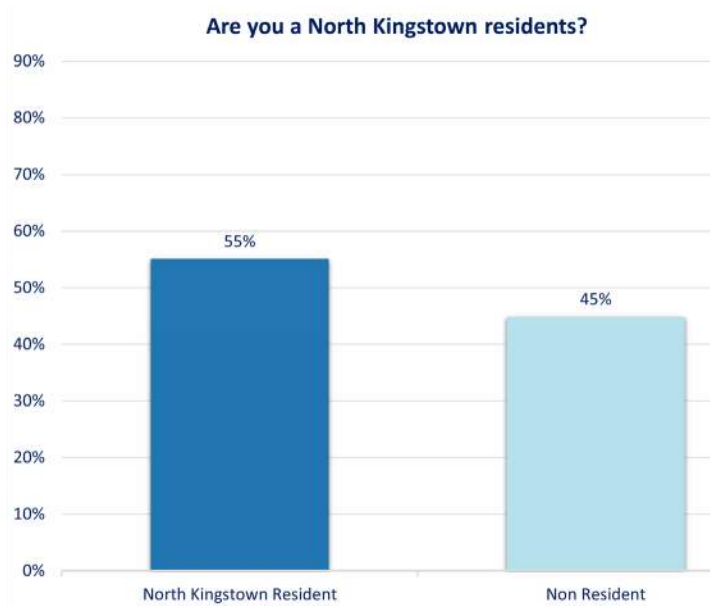


Figure 13G

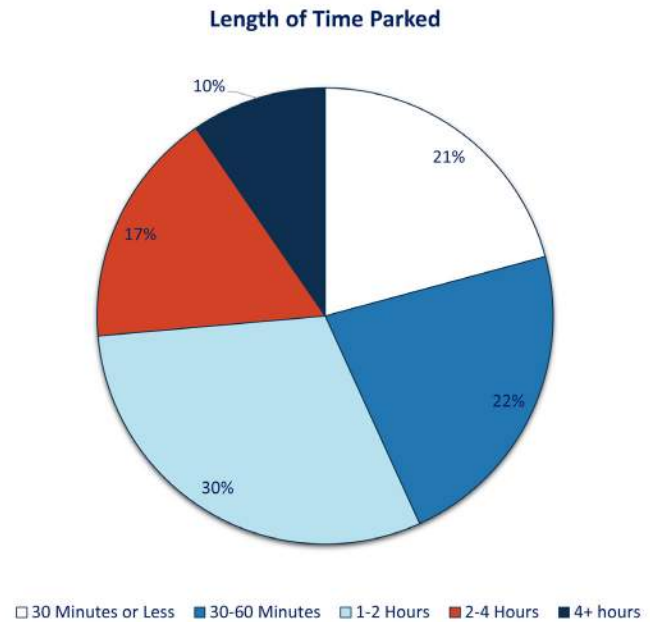


Figure 13H



Figure 13I



Figure 13J

Figure 13: Summer Survey Data (cont.)

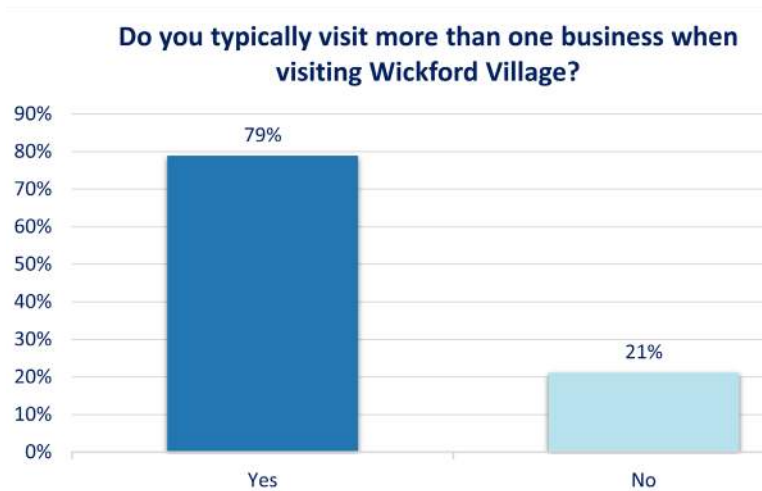


Figure 13K

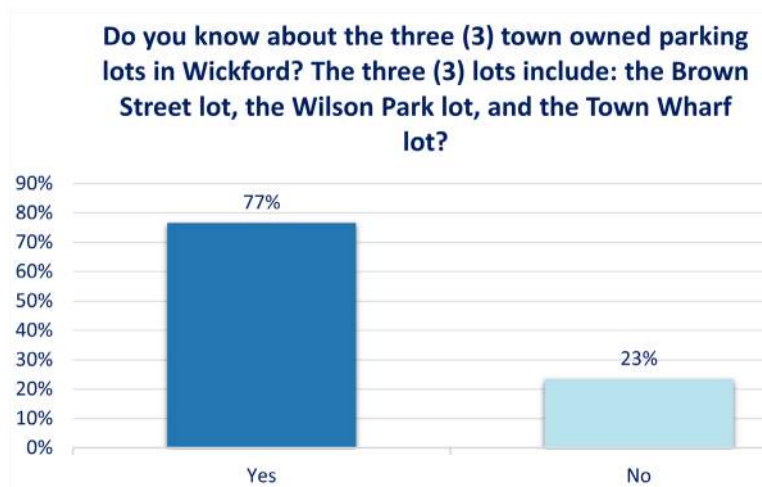


Figure 13L

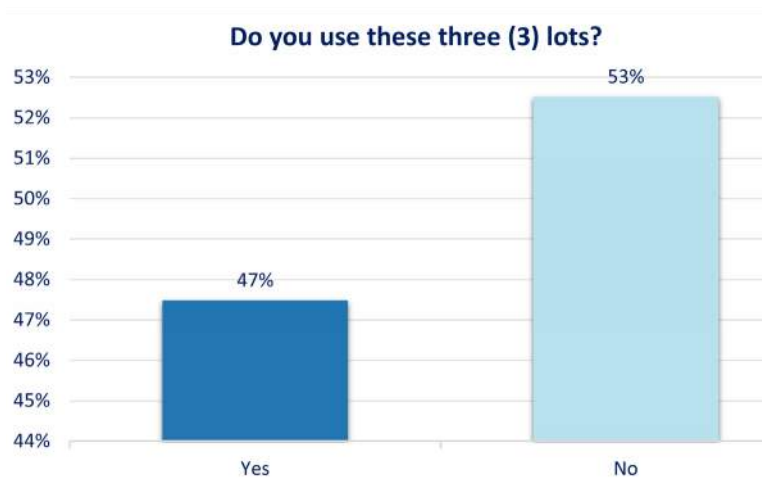


Figure 13M

Summer Survey Data Conclusions

Based on the survey responses, Wickford Village is primarily traveled to by vehicle since 79% of the respondents stated that a car is their method of transportation. The frequency of visiting Wickford Village varied with the highest percentage of visitors, 27%, stated that they visited Wickford Village once a week. The variety of responses may be attributed to more frequent activity within Wickford Village in the summer. The three primary times respondents visit Wickford Village are weekday mornings, weekday lunchtime and weekend lunchtime. Survey responses varied greatly for the primary reason for visiting Wickford Village, which demonstrates the wide variety of reasons people come to the Village. Seventy-nine percent (79%) of the respondents stated that they visit multiple businesses within Wickford Village. When comparing on-street vs. off-street parking questions and responses, 50% of the responders use on-street parking and 23% of the responders stated that they were not aware of the three municipal lots available for parking. For Respondents who were aware of the municipal lots, 53% stated that they do not use them.

The survey results also demonstrate that 42% of respondents left Wickford Village due to not finding a parking space available. This is a significant increase from the Spring survey data. This may be due to increased activities in the summer months which impact available parking; however, this may also be attributed to the lack of available parking space use within Wickford Village in other areas since 77% of respondents know of the three municipal lots; however, 53% of them do not use the lots. The lack of use within these lots creates parking deficiencies within areas such as the Brown Street municipal lot and the on-street parking being at capacity during peak hours.

SUMMER INTERVIEW DATA

Oral interviews were conducted on the streets on Thursday, July 20, 2023 and Saturday, July 22, 2023 from 11:30 a.m. to 5:30 p.m. An interviewer covered the study area concentrating within the commercial business area. Appendix C includes the parking interview forms used for this study. The interview statements collected are summarized in the figures below.

Weekday Interview Data

A total of seventy-five people were interviewed on July 20, 2023 from 11:30 a.m. to 5:30p.m. The weather during this time was sunny with temperatures in the mid-80's. Based on the collected data key results include 75% percent of interviewees on this day stated that they were not North Kingstown residents. Approximately 56% of interviewees stated they were in the area for a walk when asked how far they parked from their destination with the majority of respondents being parked for 1-2 hours. The data demonstrates that interviewees on this day were primarily in Wickford Village to stroll.



Figure 14: Summer parking conditions

Figure 15: Summer Interview Data - Weekdays

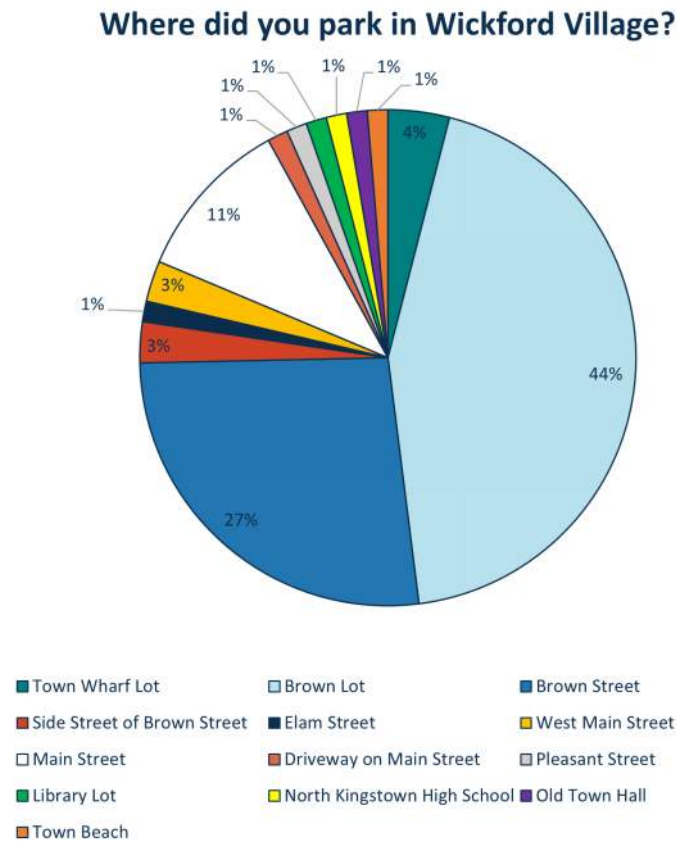


Figure 15A

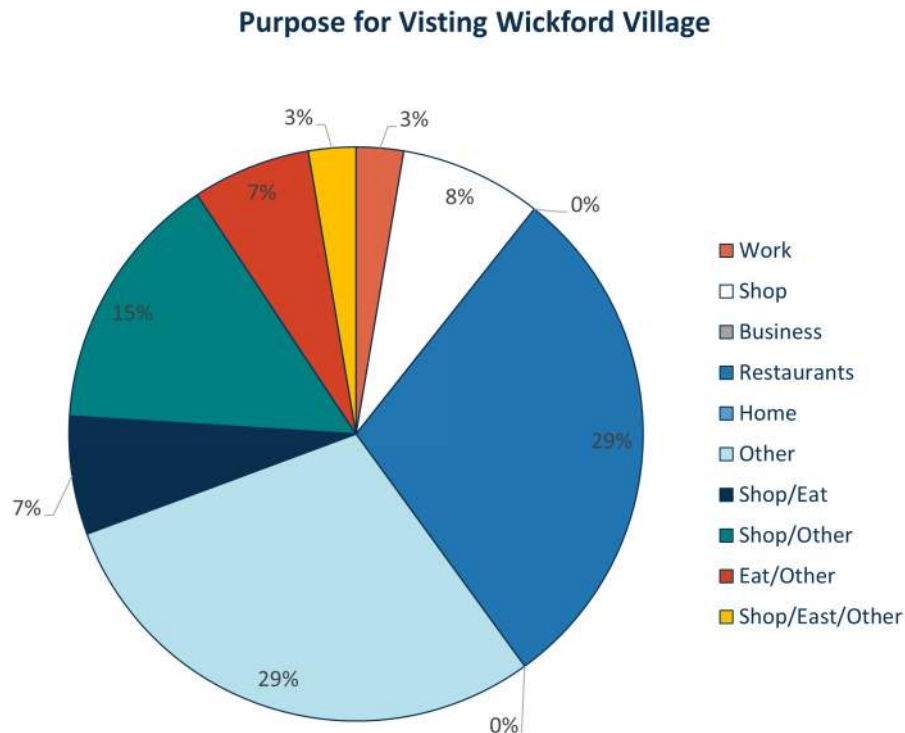


Figure 15B

Figure 15: Summer Interview Data - Weekdays (cont.)

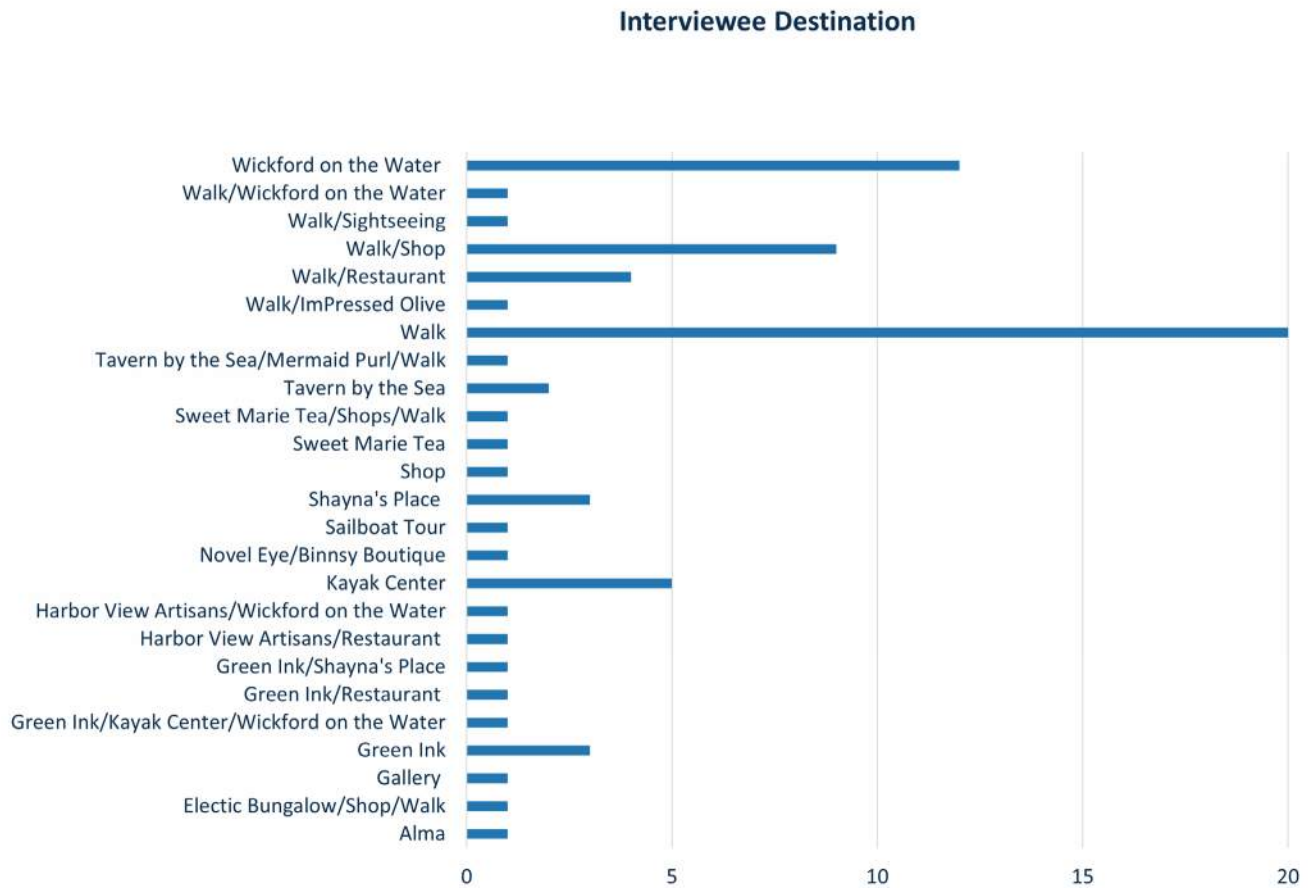


Figure 15C

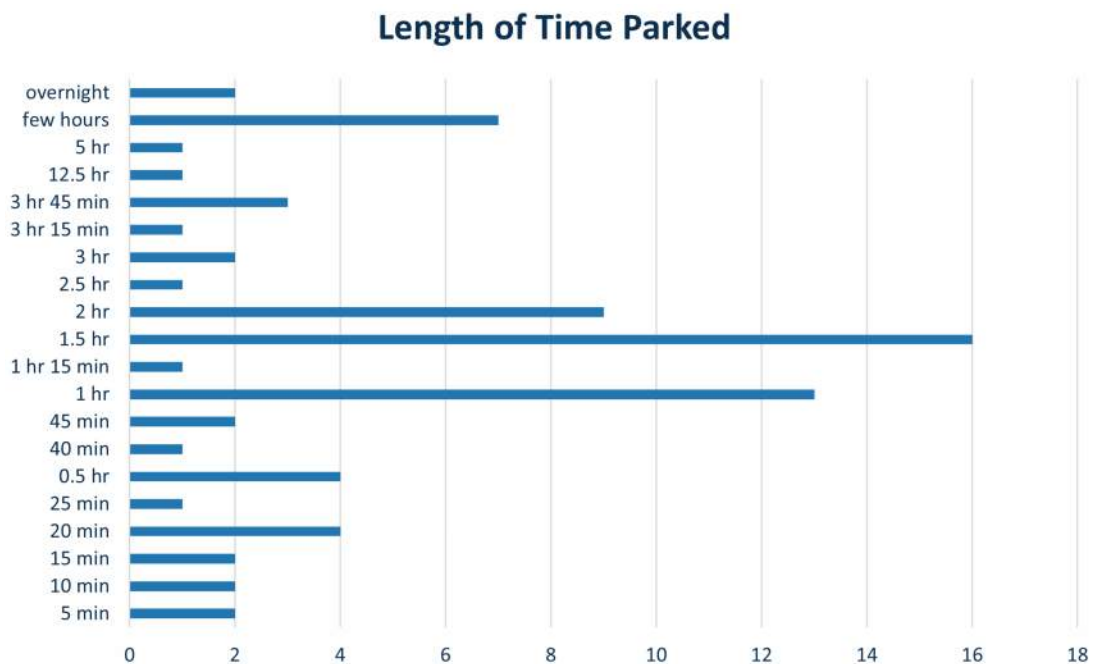


Figure 15D

Figure 15: Summer Interview Data - Weekdays (cont.)

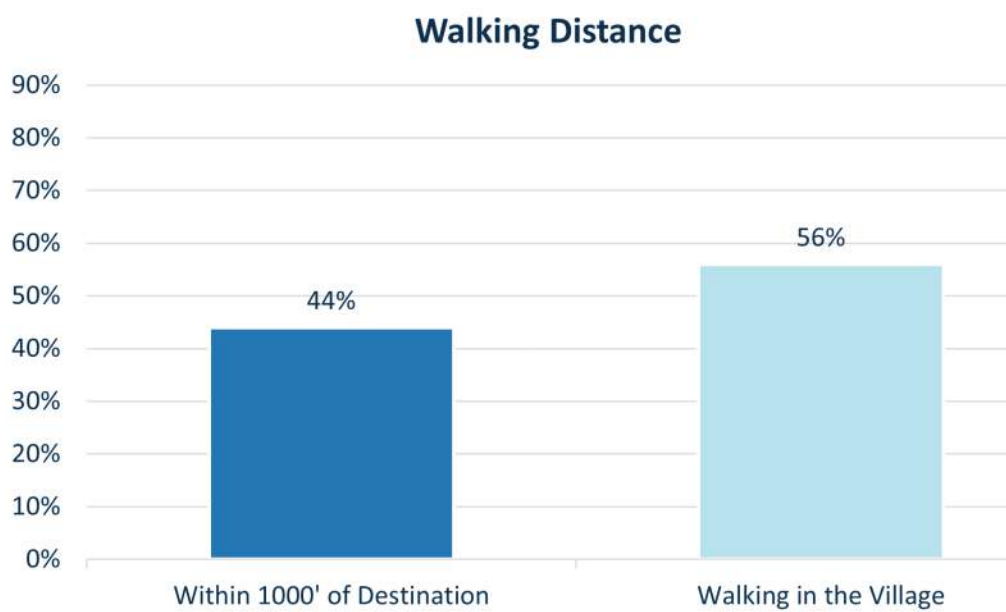


Figure 15E

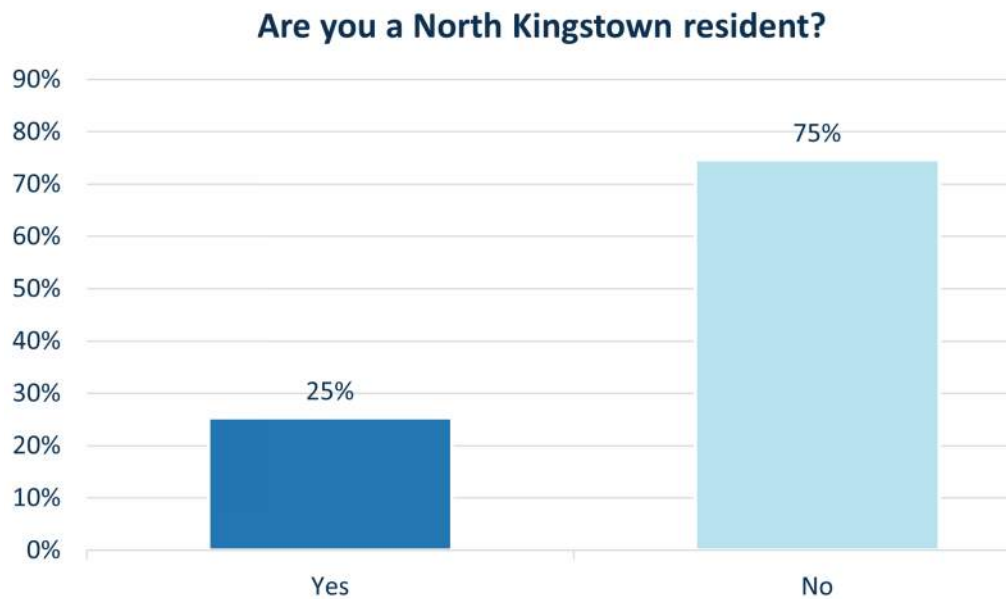


Figure 15F

Weekend Interview Data

A total of sixty-one people were interviewed on July 22, 2023 from 11:30 a.m. to 5:30p.m. The weather during this time was sunny with temperatures in the mid-80's. Based on the collected data, 75% percent of the interviewees on this Saturday were not North Kingstown residents. The majority of the interviewees strolled Wickford Village with no particular destination. The majority of the respondents parked within the Brown Street municipal lot.

Figure 16: Summer Interview Data - Weekends

Where did you park in Wickford Village?

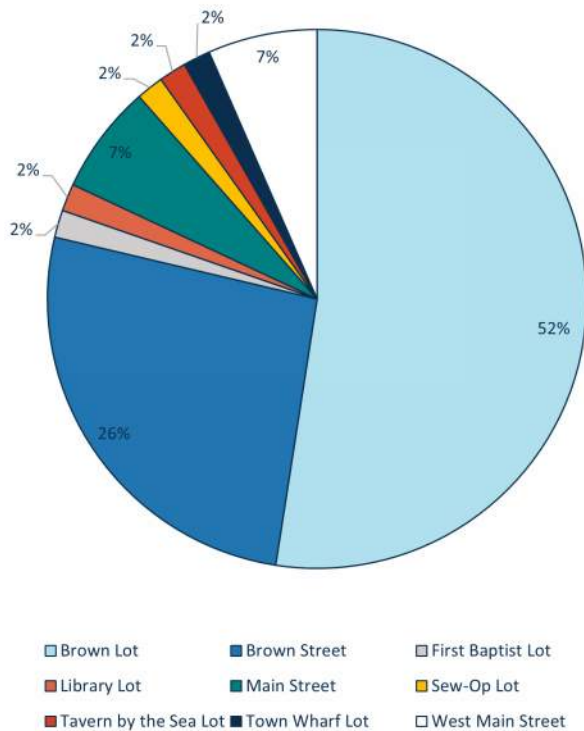


Figure 16A

Purpose for Visting Wickford Village

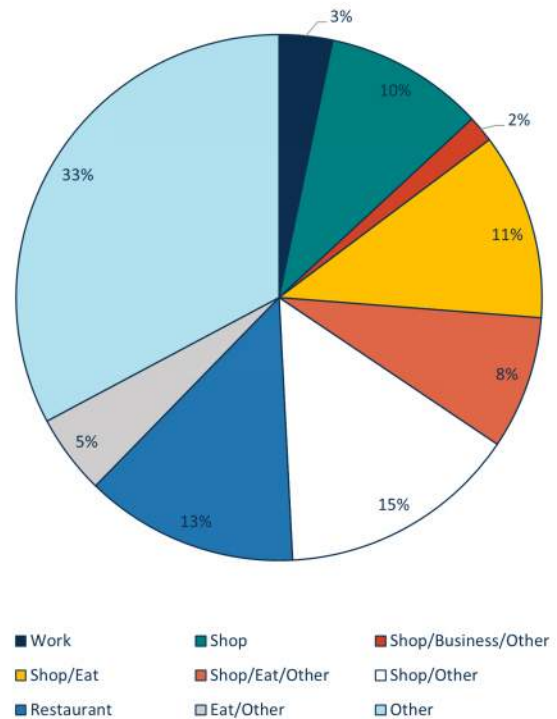


Figure 16B

Figure 16: Summer Interview Data - Weekends (cont.)

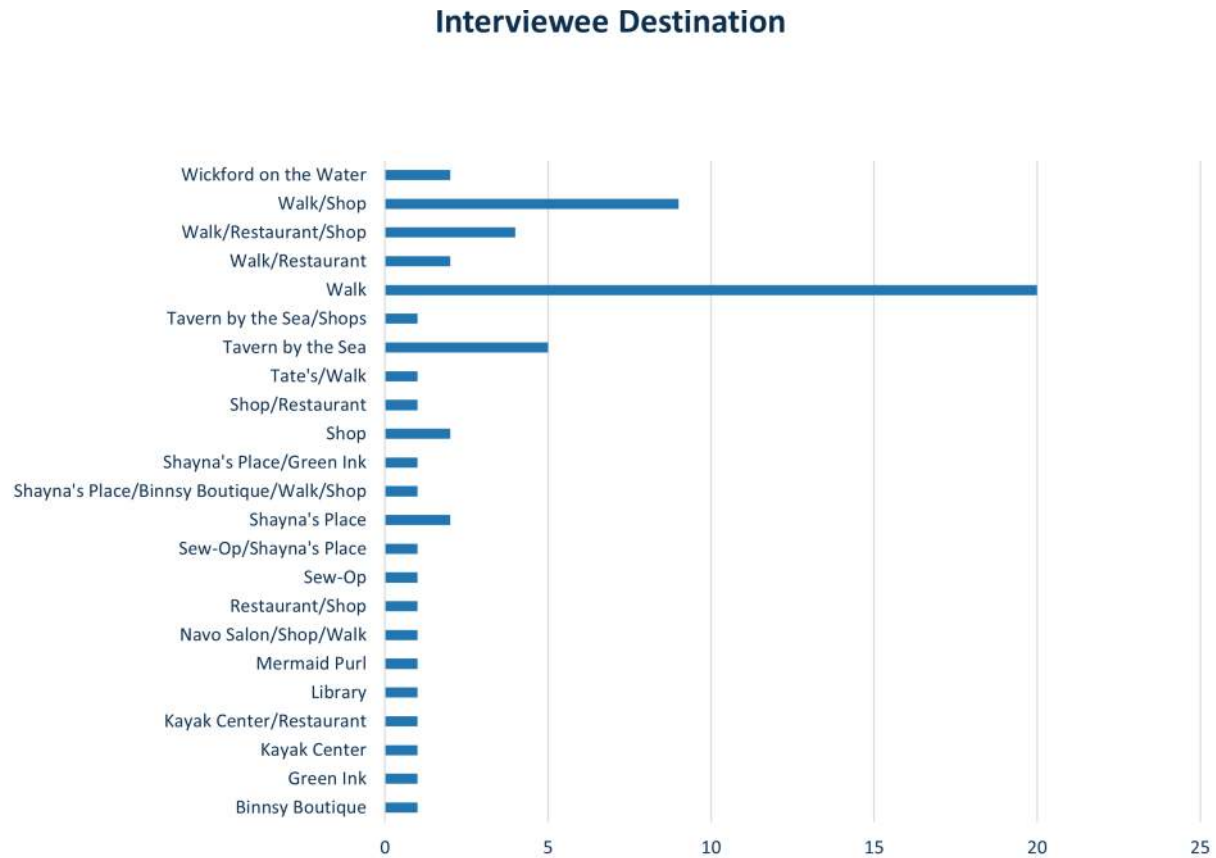


Figure 16C

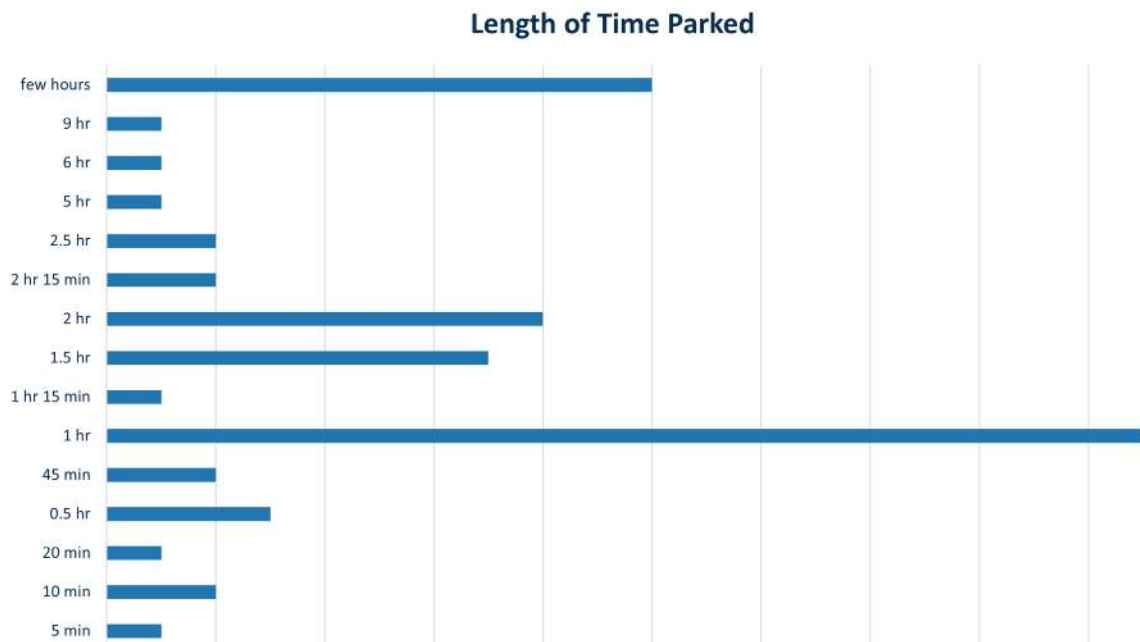


Figure 16D

Figure 16: Summer Interview Data - Weekends (cont.)

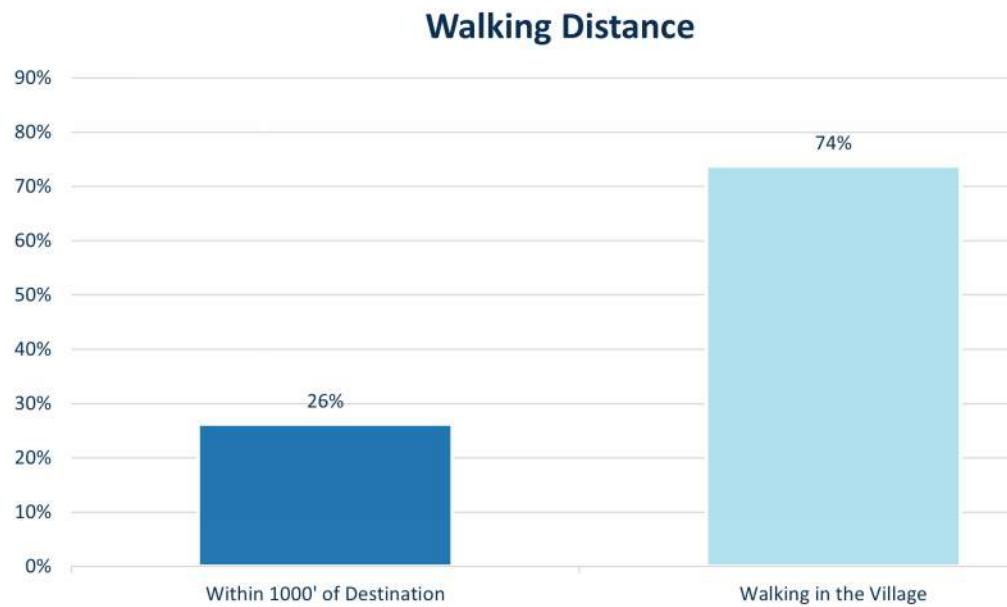


Figure 16E

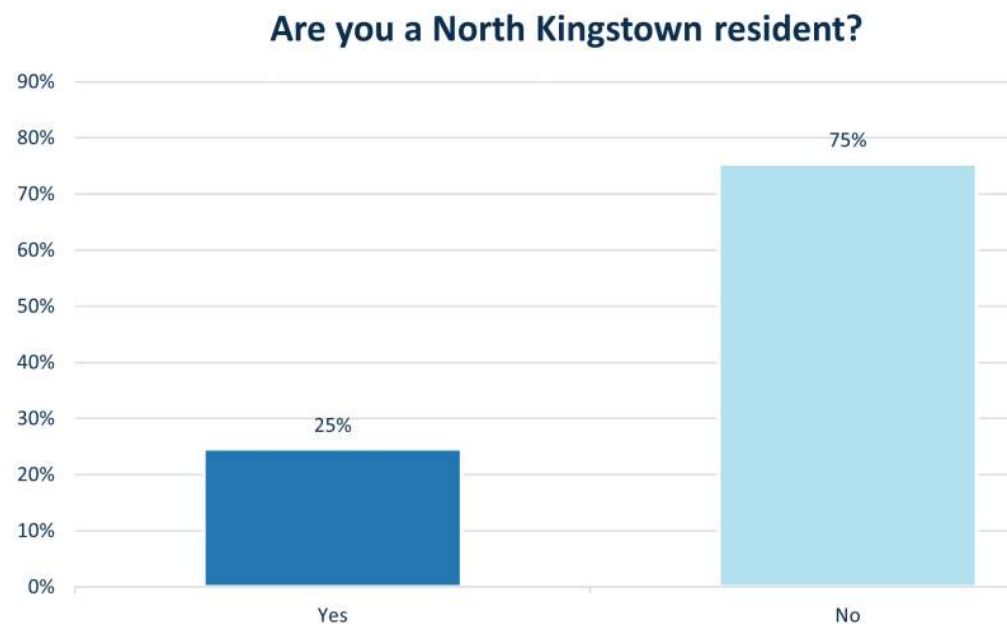


Figure 16F

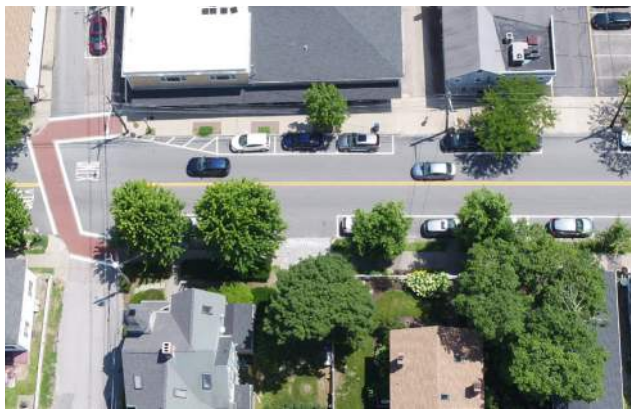
Summer Parking Turnover Data

Parking counts were completed on Thursday, July 20, 2023, and Saturday, July 15, 2023, by Pare personnel through the use of a drone and field observations. The data was collected during the peak time intervals identified by the Town. The Thursday data was collected from 11:30 a.m. to 1:30 p.m. and 4:00 p.m. to 6:00p.m. The Saturday data was collected from 11:30 a.m. to 1:30 p.m. and 7:00 p.m. to 9:00 p.m. Drone footage was captured for the study area during these times then reviewed to determine the number of parking spaces occupied. See the photo below for examples of drone footage captured during the parking turnover data collection days.

This information provides an understanding of when/where the public is parking throughout the study area and the amount of parking available during critical times. The percent of parking spaces taken for both on-street and off-street parking was calculated within the 2-hour time intervals and then averaged to produce an average percent of parking spaces taken for Thursday mid-day, Thursday late-afternoon, Saturday afternoon and Saturday night. The tables below summarize the data collected. The data includes some areas that were obstructed when using the drone which may contribute to minor variations in the usage.

Tables 6-9 and Maps 9-12 on the following pages depict the average percentage of parking spaces occupied during the summer afternoon data collection period. Overall, parking availability was desirable as the parking lots and on-street parking were not at maximum capacity. The results of this data review demonstrate that parking is available to the public within a 10-minute walking distance. While parking spaces are highly utilized in certain areas, the overall inventory suggests that there are still parking spaces available. There are certain time intervals that demonstrated 100% capacity peaks for Brown Street on-street parking and the Brown Street municipal lot between 12 p.m. to 1 p.m.; however, this should be anticipated due to the increased activities during the lunchtime hour.

Figure 17: Typical parking usage during peak summer times



Thursday Afternoon - Brown Street



Thursday Late Afternoon - Brown Street intersection



Saturday Afternoon - Brown Street municipal lot



Saturday Evening - Brown Street

Table 6: Saturday Afternoon
Summer Parking Data (07/15/2023)

On Street	Average % Taken
Brown Street	88%
West Main Street	18%
Main Street	41%
Phillips Street	3%
Elam Street (neighborhood)	22%
Washington Street (neighborhood)	19%
Off Street Parking Lots	Average % Taken
Brown Street Lot	64%
Bank/Commercial Lot	12%
Wickford Landing Lot	49%
Wickford Boat Rental Lot	100%
Gold Lady Lot	12%
Kayak Center Lot	27%
Tavern by the Sea Lot	92%
Binnsy Boutique Lot	38%
1st Baptist Church Lot	43%
Wharf Lot	37%
Gardner's Wharf Lot	55%
Sweet Marie's Lot	32%
Liquor Store Lot	17%
Wilson Park Lots	41%
Centreville Bank Lot	10%
Baptist Church Lot	0%
Village Vet Center Lot	44%
Courtesy Cleaners Lot	15%
Cranston Murphy Funeral Home Lot	4%
Elementary School Lot	10%

Table 7: Saturday Evening
Summer Parking Data (07/15/2023)

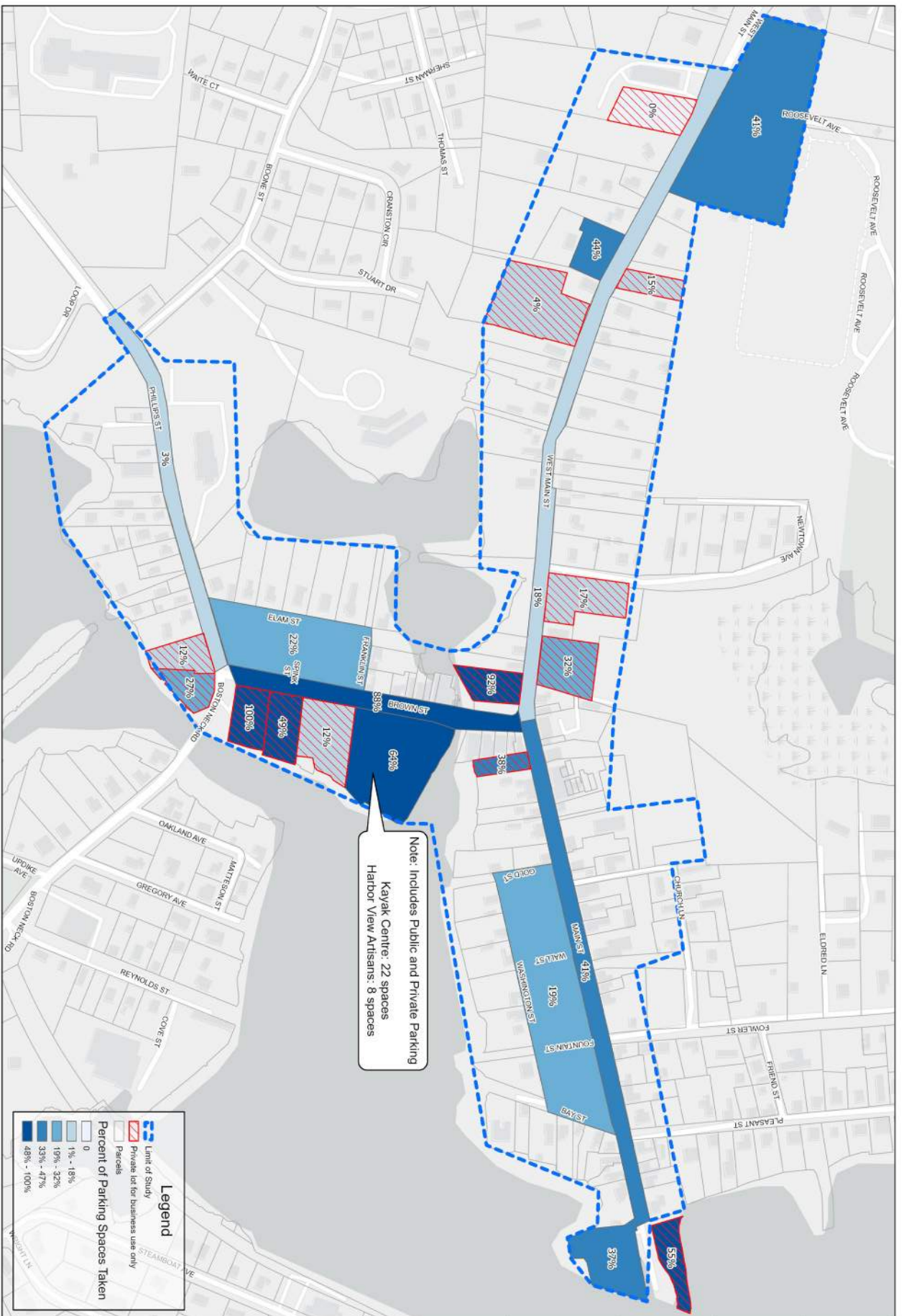
On Street	Average % Taken
Brown Street	61%
West Main Street	6%
Main Street	36%
Phillips Street	0%
Elam Street (neighborhood)	23%
Washington Street (neighborhood)	16%
Off Street Parking Lots	Average % Taken
Brown Street Lot	48%
Bank/Commercial Lot	9%
Wickford Landing Lot	10%
Wickford Boat Rental Lot	26%
Gold Lady Lot	0%
Kayak Center Lot	36%
Tavern by the Sea Lot	100%
Binnsy Boutique Lot	14%
1st Baptist Church Lot	38%
Wharf Lot	15%
Gardner's Wharf Lot	5%
Sweet Marie's Lot	12%
Liquor Store Lot	10%
Wilson Park Lots	9%
Centreville Bank Lot	0%
Baptist Church Lot	41%
Village Vet Center Lot	17%
Courtesy Cleaners Lot	0%
Cranston Murphy Funeral Home Lot	2%
Elementary School Lot	1%

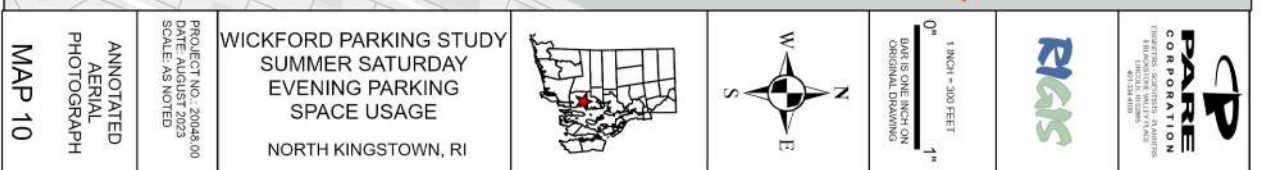
Table 8: Thursday Afternoon
Summer Parking Data (07/20/2023)

On Street	Average % Taken
Brown Street	88%
West Main Street	13%
Main Street	44%
Phillips Street	0%
Elam Street (neighborhood)	14%
Washington Street (neighborhood)	6%
Off Street Parking Lots	Average % Taken
Brown Street Lot	61%
Bank/Commercial Lot	47%
Wickford Landing Lot	48%
Wickford Boat Rental Lot	68%
Gold Lady Lot	18%
Kayak Center Lot	50%
Tavern by the Sea Lot	96%
Binnsy Boutique Lot	39%
1st Baptist Church Lot	35%
Wharf Lot	34%
Gardner's Wharf Lot	81%
Sweet Marie's Lot	55%
Liquor Store Lot	24%
Wilson Park Lots	58%
Centreville Bank Lot	23%
Baptist Church Lot	-
Village Vet Center Lot	52%
Courtesy Cleaners Lot	19%
Cranston Murphy Funeral Home Lot	3%
Elementary School Lot	9%

Table 9: Thursday Late-Afternoon
Summer Parking Data (07/20/2023)

On Street	Average % Taken
Brown Street	69%
West Main Street	7%
Main Street	32%
Phillips Street	0%
Elam Street (neighborhood)	17%
Washington Street (neighborhood)	19%
Off Street Parking Lots	Average % Taken
Brown Street Lot	37%
Bank/Commercial Lot	33%
Wickford Landing Lot	24%
Wickford Boat Rental Lot	50%
Gold Lady Lot	2%
Kayak Center Lot	36%
Tavern by the Sea Lot	96%
Binnsy Boutique Lot	20%
1st Baptist Church Lot	37%
Wharf Lot	21%
Gardner's Wharf Lot	89%
Sweet Marie's Lot	14%
Liquor Store Lot	20%
Wilson Park Lots	12%
Centreville Bank Lot	-
Baptist Church Lot	-
Village Vet Center Lot	46%
Courtesy Cleaners Lot	11%
Cranston Murphy Funeral Home Lot	2%
Elementary School Lot	6%





SUMMARY OF RESULTS

Based on the data collection, and the analyses of the current parking conditions in Wickford Village the following conclusions were made:

- The peak hours based on parking turnover data and the surveys performed are in the afternoon between 12 p.m. to 1 p.m.
- On weekends in the spring and summer, the Brown Street on-street parking capacity was observed to be at 100% during the peak hours.
- The Wharf lot at the end of Main Street is underutilized with the highest peak overall use at 61%. Based on the survey data this can be attributed to the lack of awareness of this lot as an option for off-street parking. Due to inadequate signage identifying this lot within Wickford Village, this may contribute to the lot's lack of use by the public.
- The Brown Street municipal lot's highest overall parking capacity was observed to be 80% while the lot's designated public spaces highest capacity use was 87%. This demonstrates that the Brown Street Municipal lot use is well utilized.
- Wilson Park's parking lot highest capacity usage was observed at 97%. The lot's peak usage was on Saturday afternoon; however, the lot does have available capacity that could be utilized more throughout the day for both weekdays and weekend days.
- The majority of occupied parking spaces occur on Brown Street and the Brown Street municipal lot. When this area is near capacity, parking overflows into areas such as Main Street, West Main Street, the Elam Street neighborhoods and the Washington Street neighborhoods; however, these areas were observed with parking usage at less than 50% at peak hours.

PUBLIC COMMENTS

Parking impacts community members in different ways due to specific needs varying. Public engagement was an important aspect of the parking study. The comments received from the public provided a better understanding of parking issues, both positive and negative, in the Wickford Village. For example, a business owner perceives the priorities of parking different from their employees, patrons, visitors or residents. This is true for all users. To get different perspectives, public comments were collected in various methods throughout the study within the spring and summer periods. Parking surveys, collecting comments from the community through online forms, mailers sent to residents within the study area, and comments documented during the public engagement meeting were all vital in the process.

Spring Survey Comment Responses

Community members and visitors provided various feedback within the comment section of the spring parking surveys. The comments that community members had included similar ideas that have been consolidated to summarize the feedback.

- More signage needed within Wickford Village (3 responses).
- The use of library parking lot for public parking (1 response).
- Adding bike racks (1 response).
- Opposition to metered parking (7 responses).
- Boaters could be the source of the long-term parking issues (1 response).
- Concerns regarding food trucks in Wickford Village (4 responses).
- Concerns for future roundabout at Brown Street intersections (4 responses).
- Comment on how walkways are difficult to use due to deteriorated conditions (1 response).
- Visibility for pedestrians and drivers at intersections (1 response).
- Overall lack of parking (10 responses)
- Feelings that there is plenty of parking (14 responses)

Summer Survey Comment Responses

Community members and visitors provided various feedback within the comment section of the summer parking surveys. The comments that community members had are consolidated below.

- Suggested use of the old elementary school for public parking (1 response).
- Request for more ADA parking spaces (3 responses).
- The Wharf lot has poor directional signage which makes the lot difficult to locate (1 response).
- Problem with event parking (1 comment).
- Parking is confusing in Wickford Village (1 comment).
- Should be an employee parking area (1 response).
- Concerns regarding food trucks in Wickford Village (2 responses).
- Concerns at the Brown Street intersections (1 response).
- Lack of parking (7 responses).
- Feelings that there is plenty of parking (9 responses).
- Opposition to metered parking (1 response).
- Visibility concerns for pedestrians and drivers at intersections (2 responses).
- Comment on how visitors park outside of designated parking spaces or ignore no parking signage (1 comment).
- Concerns with emergency vehicle access (1 comment).
- Implement metered parking (1 comment).
- Provide designated on-street parking spaces (1 comment).
- Walkways are difficult to use due to deteriorated conditions (1 comment).
- Add benches and a shuttle service (1 comment).

Public Engagement Responses

Community members and public officials had the opportunity to provide feedback regarding their experiences parking in Wickford Village during a public engagement meeting and through filling out the feedback forms. This meeting occurred on August 30, 2023. Included in Appendix D are guided questions and feedback form utilized at the public meeting. The comments that community members provided have been consolidated to summarize the feedback.

- Problems with parking occur at lunchtime (1 response).
- Lack of parking (3 responses).
- Feelings that there is plenty of parking (3 responses).
- Need for a crosswalk on West Main Street (3 responses).
- The parking study should include a resident survey (3 responses).
- Parking enforcement does not occur (2 responses).
- Commercial parking takes away parking from residential parking needs (2 responses).
- New pavement markings, signage and allocated spaces are needed (2 responses).
- Residents that lack driveways have difficulty parking (2 responses).
- Noise due to on-street parking (1 response).
- Event parking concerns (1 response).
- Implementation of a public shuttle (4 responses).
- Sidewalk improvements (1 response).
- Parking issues can take away the village essence (1 response).
- Pleased by the extended shop hours and the Village's vibrancy (2 responses).



**Town of
North Kingstown**

Wickford Village Parking Study: Final Report

Section 5: Future Conditions



Section 5:

FUTURE CONDITIONS

Based on comments received at the public engagement meeting, parking interviews, and parking surveys, issues were raised regarding the future development of Wickford Village that should be considered when discussing parking availability.

FUTURE PARKING INVENTORY IMPACTS

Many comments were received regarding concerns with future improvements to the Brown Street intersections (Rt 1A). Based on discussions with RIDOT, a mini-roundabout is proposed at the intersection of Boston Neck Road (Rt.1A), Brown Street (Rt.1A) and Phillips Street (Rt.102). The roundabout design and implementation will be completed by RIDOT and is scheduled for construction in 2024/2025. The improvements will include new signage, pavement markings, sidewalks, ADA improvements and upgrades for the RIPTA bus stop on Phillips Street. The implementation of the roundabout will remove three parking spaces from Brown Street's on-street parking.



Figure 18: Main Street storefronts

The Brown Street municipal lot will undergo improvements in the Fall of 2024. This will include much-needed drainage improvements, pavement replacement and stormwater treatment. The lot's improvement will result in the loss of eleven parking spaces.

With these proposed construction projects, there will be a loss of fourteen parking spaces from the current available inventory by 2025. Based on the parking inventory of 1,015 parking spaces within the study area, the minimum parking requirements are still met even with the loss of the fourteen parking spaces.

FUTURE DEVELOPMENT IMPACTS

While no vacant lots are available for new development within the study area limits, there are buildings currently vacant that have potential to attract patrons which would increase the current parking demand. The vacant or in development commercial buildings include the following:

- Former Gallery Building, 26 Brown Street
- Former Bank Building, 27 Brown Street.
- Former Annex Building, 55 Brown Street
- Former Pharmacy Building, 59 Brown Street
- Former Retail Building, 93 Brown Street
- Former Office Building, 30 West Main Street
- Former Office Building, 22 West Main Street
- Former Elementary School, 99 Phillips Street
- Former Theatre, 90 Phillips Street

Some of these developments currently have private off-street parking available whereas others rely on the use of on-street parking and the Brown Street municipal lot.

Based on the information collected, there is future development within Wickford Village that should be considered. Currently, the buildings at 26 Brown Street and 27 Brown Street are to be developed into retail space. The building located at 59 Brown Street has received local approval for the use as retail space. There are four restaurants planned to be developed at 55 Brown Street, 95 Brown Street, 30 West Main Street and 22 West Main Street. Additionally, the current restaurant at 83 Brown Street plans to expand restaurant services by providing banquet space.

In 2021, two residential developments were proposed at 90 and 99 Phillips Street. These developments include the adaptive reuse of the existing elementary school building and the theatre. The proposed developments include a total of seventy-two units with 101 parking spaces provided. These developments conform to the zoning code for parking requirements. While the development of these buildings will create more of a parking demand, this demand will be managed onsite thereby having no effect on the existing parking inventory. Additionally, the development plans to provide 10 public parking spaces to service the Town's open space land which will be adjacent to the development.

FUTURE PROJECTIONS ANALYSIS

Based on the identified vacant buildings within the study area, two parking projection scenarios were completed. Scenario one applies to the parking schedule for the historic use of the building or the identified future use if the information was available. Scenario two applies to the parking schedule with the highest parking demand. This scenario demonstrates what the impacts of the highest parking rate would be if that use was applied to the vacant building. Based on section 21.272 of the Town's zoning code, the use that requires the highest parking demand within the Wickford Village Center zone is restaurants. The table below demonstrates the two future use scenarios based on the vacant buildings:

Table 10: Future Parking Projections

Address	Scenario One Parking space requirement estimate	Scenario Two Parking space requirement estimate
26 Brown Street	2 Parking spaces	11 Parking spaces
27 Brown Street	7 Parking spaces	33 Parking spaces
55 Brown Street	46 Parking spaces	46 Parking spaces
59 Brown street	16 Parking spaces	78 Parking spaces
93 Brown Street	5 Parking spaces	23 Parking spaces
95 Brown Street	10 Parking spaces	10 Parking spaces
22 West Main	15 Parking spaces	15 Parking spaces
30 West Main Street	17 Parking spaces	17 Parking spaces
90 Phillips Street	31 Parking spaces	65 Parking spaces
99 Phillips Street	60 Parking spaces	323 Parking spaces
Total	209 Parking spaces	621 Parking spaces

Scenario one resulted in 209 additional parking spaces being required, whereas scenario two results in 621 parking spaces being required. While these numbers do not reflect the potential business owners' needs, the numbers do demonstrate how future use of these vacant buildings may have a large impact on the parking needs within Wickford Village.

No other proposed developments were identified during the preparation of this report. Based on the analysis above, Wickford Village parking could be impacted by future development for the vacant buildings. If all the buildings were converted to restaurant use (which requires the greatest parking demand), this parking demand would impact Wickford Village negatively due to the existing parking inventory providing less parking spaces than the demand required. Therefore, the Town should keep track of the approved use changes as a Town growth management strategy. By tracking use changes for proposed developments, the Town will be able to determine how many additional parking spaces or parking demand management strategies the developer would need to provide to mitigate the impacts on Wickford Village.



**Town of
North Kingstown**






Wickford Village Parking Study: Final Report

Section 6: Recommendations

Section 6:

RECOMMENDATIONS

There is a perception by some of parking inadequacies in Wickford Village; however, investigations revealed that the shortage of parking is associated with particular times of day and specific situations. This can be managed by implementing parking strategies, since parking is not a chronic issue throughout the day but does have high demand at certain times. While there may not be a lack of parking, there is often a lack of what may be considered convenient parking. It is typical that visitors or residents desire to park directly in front of their destination. In mixed-use village center environment this is often difficult to achieve. Based on the data collection and analysis performed for the parking study, the following parking strategies are summarized below:

-  Parking management solutions will provide more benefits than additional parking inventory, since parking inventory is currently available. Providing better access to the existing parking inventory will be cost effective and compatible with Wickford Village's parking goals.
-  Based on the future conditions assessment, additional parking inventory may be required under certain future land use scenarios which will be dependent on future land use.
-  Improvements to visitor signage and public awareness. Currently, descriptive parking signage is lacking within Wickford Village for resources such as parking, walking and biking options.
-  Recommendation strategies must be implemented with special care to preserve the historic character of Wickford Village.
-  Short- and long-term parking management and physical parking strategies as detailed below.

Short-term parking management strategies should be considered which would include:

- Parking regulations are not currently enforced and should be considered specifically for the summer months. A parking enforcement officer is recommended for major village events and within the summer season.
- Wayfinding signage for important resources is recommended to help reduce confusion and to provide better information to visitors on where to park. Hiring a wayfinding consultant to provide signage to critical town resources in Wickford Village such as parking lots, Town Hall, Public Library, Wilson Park, and beach access. **Figure 19** provides examples for wayfinding signs.
- Create a parking demand management plan. While this study provides information regarding parking data within Wickford Village, it does not provide explicit action plans for implementation. By the Town and community working collaboratively to develop an action plan for parking, this will provide further guidance necessary for project implementation. **Appendix F** includes a project implementation guidance document that could be used in the future to help develop parking demand management within the Town of North Kingstown.

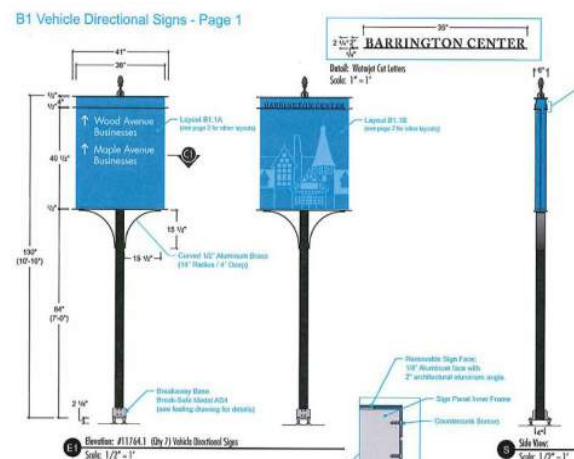


Figure 19: Existing and sample wayfinding signage
Source: Barrington, Rhode Island wayfinding signage (<https://www.barrington.ri.gov/385/Construction-Updates>)

- Create zoning language within section 21-275 of the Zoning Code to include alternative parking space options. Alternative parking space options can include bicycle parking, compact parking, or the use of other materials. Parking lots with non-asphalt materials are recommended to use timber, pavers or other markings to denote standard parking spaces to help reduce parking errors and maximize available parking.
- Create a public awareness campaign for public parking in Wickford Village. This campaign should market the use of free parking at the Brown Street municipal lot, the Wharf lot, Wilson Park, the Town Hall and the Town Library which are all within a 10-minute walk from the Village center. By working with business owners, and non-profits organizations, a public parking campaign that provides resources in Wickford Village and online to help spread the word on available parking could result in more use of the other municipal lots within Wickford Village. A standard graphic card or poster provided in each of the businesses would help spread awareness. By using the established art community in Wickford Village and developing marketing strategies from experiential learning programs from local universities this campaign could be achieved. **Figure 20** provides a parking campaign card example from a similar community.
- Create a walkway network campaign to encourage strollers to park at the Town Wharf parking lot or at Wilson Park. By creating a Wickford Village walking map that depicts the available historic “Wickford Walk” routes, available trails (behind Baptist Church and Wilson Park), and available sidewalks will provide visitors with the available walking space within Wickford Village. Many people come to Wickford Village to stroll, so by encouraging strollers to park at the Wharf Lot, this will make parking turnover within the Brown Street municipal lot more frequent and provides strollers with additional scenic routes along Main Street. By working with business owners and non-profits organizations a walkway network campaign that provides walking guidance in Wickford Village that can also be made available online will help spread the information on parking in underutilized areas such as the Wharf Lot or Wilson Park. A standard graphic card or map provided in each of the businesses would help spread awareness. By using the established art community in Wickford Village and developing marketing strategies from internship program from local universities this campaign could be achieved. **Figure 21** provides a walkway network campaign map example from a similar community.

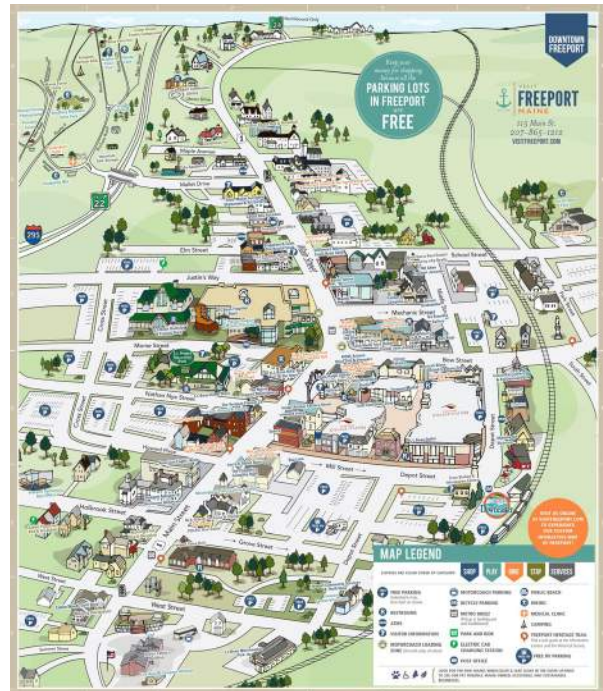


Figure 20: Sample parking campaign card

Source: Freeport, Maine Map (<https://www.visitfreeport.com>)

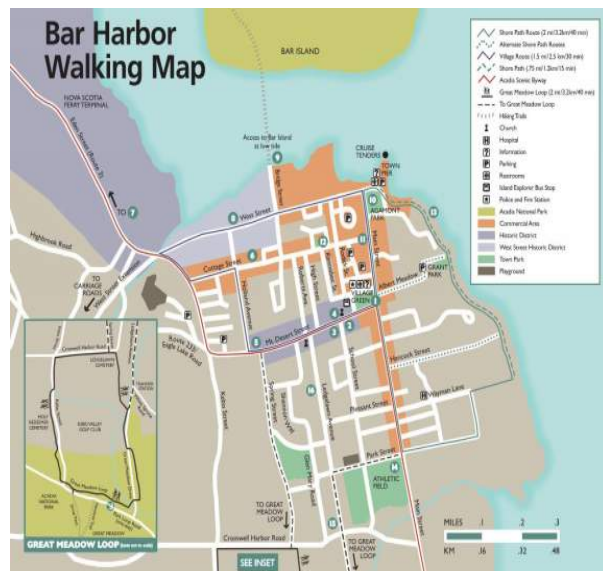


Figure 21: Sample walkway network campaign map

Source: Bar Harbor Maine Walking Map (http://www.shipdetective.com/ports/ports_of_call/pdf/BHbyFOOT_09_web.pdf)



Figure 22: Existing and recommended improvements to wayfinding signage and public awareness campaigns

- Provide an ADA shuttle for elderly and library members to Wickford Village from the Library. Communities similar to Wickford Village provide free seasonal shuttles that help reduce parking congestion at peak times of day. This could be implemented using the existing framework developed by the Department of Senior / Human Services transportation services that are currently provided.
- Provide company sponsored pontoon boat rides from the Wharf Lot to Brown Street municipal lot to increase the use of the Wharf Lot during the peak season or community events. By creating a free attraction to the Wharf Lot, this will increase the lot's usage during popular times of days or events. An example of this is the "Food Truck Fridays on the Pond" which occurs in Horicon, NY. While the Town cannot provide this service, it is an example of how a local business could use it if desired for such events as Harbor Lights.
- Create a visitor bulletin board with parking information to be installed at the Brown Street municipal lot, the Wharf lot and Wilson Park. The visitor board will provide public awareness for items such as the parking campaign, the walkway network campaign and additional notifications from the Town and business owners. **Figure 22** provides an example for a visitor bulletin board from a similar community.
- Develop and/or expand shared parking agreements between businesses. Examples of parking lots with additional capacity include the church parking lots and the funeral home. Regulations that encourage shared parking provide benefits such as reducing traffic congestion, reduces the number of required parking spaces compared to standalone developments and provides more land for better uses. Shared parking regulation language should also be added to section 21-271 of the zoning code.

Short-term physical parking strategies include:

- Create a loading area with signage and pavement markings on both sides of Main Street and Brown Street. The loading area signage will state that parking is permitted outside of designated hours. It is suggested that the loading zone be 40 feet long and striped to accommodate certain sized trucks and passenger vehicles.
- Current municipal parking lots should be updated to maximize parking. By restriping the Wharf parking lot to maximize parking, this will provide additional inventory at low cost. It appears based on the area of the lot, an additional 10 parking spaces may be available through reconfiguration of the parking lot.
- Implement sidewalk improvements on West Main Street. Currently this is on RIDOT's State Transportation Improvement Program (STIP) to begin construction in 2024 and be completed in 2025. It is recommended that a crosswalk be installed on West Main Street at the Newtown Avenue intersection to supply safe passage to the other commercial business in this area. On Brown Street there are crosswalks with less than 250 feet of separation; therefore, an additional crosswalk to be added at the West Main Street/Newtown Avenue intersection is recommended.

- Provide pedestrian crossing flags at the Brown Street crosswalks. This safety measure provides increased visibility to pedestrians crossing with the use of high visibility safety flags. Currently these flags are provided on West Main Street.
- Provide bike racks on Brown Street, Main Street and West Main Street to encourage bicycle use within Wickford Village.
- Provide speed feedback signs on Brown Street and West Main Street. A speed feedback sign provided by RIDOT could help calm traffic in these areas.
- Provide pavement markings on Main Street for parking spaces. Pavement markings denote standard parking spaces to help reduce parking errors and maximize available parking.

Long-term parking management strategies include:

- Create a sidewalk network on the North Kingstown Free Library driveway and on the 99 Phillips Street property to create connectivity to Phillips Street. By negotiating with the developer during preliminary plan review for the redevelopment of the 99 Phillips Street property, future sidewalk improvements could be made to achieve a pedestrian connection from the library to Phillips Street.
- Provide a summer season shuttle route for Wickford Junction, Wickford Village, Wilson Park and the North Kingstown Town Beach. Communities similar to Wickford Village provide free seasonal shuttles that help reduce parking congestion at peak times of day. This could be municipally funded or in partnership with RIPTA to provide expanded shuttle services within the North Kingstown area.
- Create “fees ‘in lieu’ of parking” regulations within the zoning code for developers. If a developer cannot meet the parking requirements per the zoning code, a fee structure could be developed to create equal benefit for the Town for the lack of parking. This annual payment to the Town could provide benefits to support construction and maintenance for municipal parking lots. “Fees ‘in lieu’ of parking” regulation language should be added to section 21-271 of the zoning code.
- Encourage valet service of the businesses, particularly the restaurants, and market these services within Wickford Village. This could be developed further with the parking demand management plan.
- Encourage shared electric bicycle use as an alternative to traveling by car.
- Advocate for a Wickford ferry service to be created from Port of Davisville. As ferry services as a form of transit increase in popularity, in the future RIDOT may find creating a seasonal West Bay ferry network is desirable due to the success of the Providence-Bristol-Newport ferry. If this service becomes available in the future, it is recommended that the Town advocate for Wickford Village to be a part of the potential ferry service route.



Figure 23: 99 Phillips Street



Figure 24: Historic signage for Wickford Harbor

Long-term physical parking strategies include:

- Implement sidewalk improvements on Phillips Street. Currently only pavement is on RIDOT's State Transportation Improvement Program (STIP) to begin construction in 2028 and be completed in 2031. It is recommended that sidewalks improvements be scoped with pavement improvements.
- Provide a speed table on Brown Street. Currently pavement and sidewalks are on RIDOT's State Transportation Improvement Program (STIP) to begin construction in 2028 and be completed in 2031. It is recommended that RIDOT consider designing a speed table to help calm traffic on Brown Street. This will need to be coordinated with Town services as well.
- Provide a bus shelter at Phillips Street (between Elam Street and Brown Street). Currently a bus stop for RIPTA resides between these two streets; however, with bus stop improvements such as a bus shelter, this may lead to increased use of the RIPTA bus stop for employees, visitors and residents.
- Parking lot improvements and parking amenities for the Wharf Parking Lot. While in the short-term updating the layout of the Wharf Parking Lot may provide some benefit, the Wharf Lot also provides opportunities for the lot to be updated to include better parking layouts, upgrades for resiliency, and similar parking amenities that make parking at the Brown Street municipal lot desirable such as bathrooms, water stations, pet stations, shade and access to the waterfront.
- Provide a bike lane from Wilson Park to Brown Street. This route would be along West Main Street. Currently in the RIDOT's State Transportation Improvement Program (STIP), West Main Street shall begin construction in 2024 and be completed in 2025. It is recommended that a bike lane or sharrow be included between Wilson Park and Brown Street to provide cyclists with a safe route to park at Wilson Park for recreation and then bike down to the Wickford Village.
- Provide additional parallel parking spaces at the North Kingstown Free Library entrance drive from Boone Street for an additional 15-25 parking spaces. Boone Street provides available space for parking expansion within a walkable distance to Wickford Village. This parking expansion would provide more inventory to the businesses to the south of Wickford Village that are a greater distance from the available municipal lots.
- Provide parking lot technologies for the Brown Street municipal lot. Technologies that would be compatible with the Brown Street municipal lot include digital signage that alerts patrons that the lot is full via cameras tracking the number of cars that have entered the lot. The Town can also select parking technologies that are compatible with phone applications to provide users with available parking information. Upgrading the Brown Street municipal lot with parking technologies also provides an opportunity to address the North Kingstown Comprehensive Plan goal to install electric vehicle charging stations in municipal lots.



Figure 25: Brown Street municipal lot



Figure 26: Phillips Street

Table 11: Parking Study Recommendations

WICKFORD VILLAGE PARKING STUDY RECOMMENDATIONS				
Strategy	Time Frame	Cost*	Implementation	Potential Funding Sources
Provide a parking enforcement officer.	Short term (1-3 years)	\$\$/ Annually	Police Department	Community Funds
Hire a wayfinding consultant to provide signage to critical town resources in Wickford Village such as parking lots, Town Hall, Public Library, Wilson Park, and beach access.	Short term (1-3 years)	\$\$\$	Department of Planning and Development, Department of Public Works, Wickford Advisory Committee, and Wickford Village Design Guidelines Committee	Main Street RI Streetscape Improvement Fund Grant Program
Create a loading area with signage and pavement markings on both sides of Main Street and Brown Street. The loading area signage will state that parking is permitted outside of designated hours.	Short term (1-3 years)	\$	Department of Planning and Development, RIDOT, and Department of Public Works	RIDOT Municipal Road Fund Program
Restripe the Wharf parking lot to maximize parking.	Short term (1-3 years)	\$	Department of Planning and Development and Department of Public Works	Main Street RI Streetscape Improvement Fund Grant Program
Create a parking demand management plan.	Short term (1-3 years)	N/A	Department of Planning and Development	Community Funds
Provide zoning language to include alternative parking spaces and driveway requirements.	Short term (1-3 years)	N/A	Department of Planning and Development	Roger Williams University Community Partnerships Center
Sidewalk improvements and crosswalks on West Main Street.	Short term (1-3 years)	N/A (RIDOT)	Department of Public Works, Wickford Advisory Committee, Department of Planning and Development, and RIDOT	RIDOT
Sidewalk improvements and crosswalks on Phillips Street.	Long Term (3-10 years)	N/A (RIDOT)	Department of Public Works, Wickford Advisory Committee, Department of Planning and Development, and RIDOT	RIDOT
Provide a speed table on Brown Street.	Long Term (3-10 years)	N/A (RIDOT)	Department of Public Works, Police Department, Department of Planning and Development, and RIDOT	RIDOT
Provide pedestrian crossing flags at Brown Street crosswalks.	Short Term (1-3 years)	N/A (RIDOT)	Department of Planning and Development, Police Department, and Department of Public Works	RIDOT
Provide bus shelter at Phillips Street.	Long Term (3-10 years)	N/A (RIPTA)	Department of Planning and Development, Department of Public Works and RIPTA	RIPTA

Table 11: Parking Study Recommendations (cont.)

WICKFORD VILLAGE PARKING STUDY RECOMMENDATIONS				
Strategy	Time Frame	Cost*	Implementation	Potential Funding Sources
Create a public awareness campaign for public parking in Wickford Village.	Short Term (1-3 years)	N/A	Department of Planning and Development, Wickford Art Association, Wickford Advisory Committee, Town Council, Economic Development Advisory Board, and Arts Council Committee	Roger Williams University Community Partnerships Center
Parking lot improvements and parking amenities for Wharf parking lot.	Long Term (3-10 years)	\$\$\$\$	Department of Planning and Development and Department of Public Works	Municipal Infrastructure Grant Program, and Main Street RI Streetscape Improvement Fund Grant Program
Provide a bike lane from Wilson Park (West Main Street) to Brown Street	Long Term (3-10 years)	N/A (RIDOT)	Department of Public Works, Department of Planning and Development and RIDOT	RIDOT
Provide bike racks on Brown Street, Main Street and West Main Street	Short Term (1-3 years)	\$	Department of Planning and Development and the Department of Public Works	Main Street RI Streetscape Improvement Fund Grant Program
Provide speed feedback signs on Brown Street	Short Term (1-3 years)	N/A (RIDOT)	Department of Public Works, Police Department, and RIDOT	RIDOT
Provide parallel parking space expansion on Library entrance (Boone Street) for additional 15-25 parking spaces	Long Term (3-10 years)	\$\$\$\$	Department of Planning and Development and the Department of Public Works	Municipal Infrastructure Grant Program
Create a sidewalk network on Library driveway and Elementary school parcel that creates connectivity to Phillips Street.	Long Term (3-10 years)	\$\$\$\$	Department of Planning and Development and the Department of Public Works	Use of RFP process to negotiate with Private Developer and Municipal Infrastructure Grant Program
Create a walkway network campaign to encourage strollers to park at Wharf parking lot.	Short term (1-3 years)	N/A	Department of Public Works, Wickford Advisory Committee, Arts Council Committee, and Economic Development Advisory Board	Roger Williams University Community Partnerships Center
Provide seasonal shuttle route (Wickford Junction, Wickford Village, Wilson Park and North Kingstown Beaches).	Long term (3-10 years)	N/A (RIPTA)	Department of Planning and Development, Department of Public Works, RIPTA, Economic Development Advisory Board, and Wickford Advisory Committee	RIPTA Shuttle - Federal Transit Administration (FTA) grants

Table 11: Parking Study Recommendations (cont.)

WICKFORD VILLAGE PARKING STUDY RECOMMENDATIONS				
Strategy	Time Frame	Cost*	Implementation	Potential Funding Sources
Provide ADA shuttle for elderly and library members to Wickford Village.	Short term (1-3 years)	\$\$\$	Department of Senior / Human Services and North Kingstown Free Library	Community Funds
Provide company sponsored Pontoon Boat rides from Wharf Lot to Brown Street municipal lot.	Short term (1-3 years)	N/A	Department of Planning and Development, Town Council	Business Owner
Provide pavement markings on Main Street for parking spaces.	Short term (1-3 years)	\$	Department of Public Works	RIDOT Municipal Road Fund Program
Create a visitor bulletin board with parking information at Brown Street municipal lot and Wharf lot.	Short term (1-3 years)	\$	Department of Planning and Development, Department of Public Works	Main Street RI Streetscape Improvement Fund Grant Program
Expand shared parking options between businesses.	Short term (1-3 years)	N/A	Department of Planning and Development	Roger Williams University Community Partnerships Center
Create "Fees 'In Lieu' of Parking" within the zoning code for developers.	Long term (3-10 years)	N/A	Planning Commission and Department of Planning and Development	Roger Williams University Community Partnerships Center
Encourage valet service and market these services within Wickford Village.	Long term (3-10 years)	N/A	Department of Planning and Development, Wickford Advisory Board, and Economic Development Advisory Board	Roger Williams University Community Partnerships Center
Provide parking lot technologies and electric vehicle charging stations in Brown Street municipal lot.	Long Term (3-10 years)	\$\$\$	Department of Planning and Development, Wickford Advisory Committee, Department of Public Works, and Economic Development Advisory Board	RIDOT's National Electric Vehicle Infrastructure Formula Program (NEVI) or Main Street RI Streetscape Improvement Fund Grant Program.
Encourage shared electric bicycle use as an alternative to traveling by car.	Long term (10-15 years)	N/A	Department of Planning and Development, and Town Council	PeopleForBikes' Bike Industry Community Grant Program
Advocate for Wickford ferry service to be created from Port of Davisville.	Long term (10-15 years)	N/A (RIDOT)	Department of Planning and Development, Wickford Advisory Committee, RIDOT, RIPTA, Quonset Development Corporation, and Economic Development Advisory Board	RIDOT with the (FTA) Ferry Boat Program

*Cost: \$ = less than \$25,000; \$\$ = \$25,000 to \$100,000; \$\$\$ = \$100,000 to \$500,000; \$\$\$\$ = \$500,000+; N/A = no cost



**Town of
North Kingstown**

**Wickford Village
Parking Study: Final Report**

Appendices



**APPENDIX A
LIST OF BUSINESSES WITHIN STUDY AREA**

Appendix A:

LIST OF BUSINESSES WITHIN STUDY AREA

NAME	ADDRESS
Gold Lady	Boston Neck Road
The Shore	Boston Neck Road
Kayak Center	Boston Neck Road
Art Glass	Brown Street
Narragansett Realtors	Brown Street
Wild Flower	Boston Neck Road
Eclectic Bungalow	Brown Street
Callaghan Law	Brown Street
Wickford Boat Rentals	Boston Neck Road
In Command Training	Boston Neck road
Woven Pattern	Brown Street
Teddy Bearskins	Brown Street
Yes Gallery	Brown Street
Compass	Brown Street
Simple Balance	Brown Street
Medical Aesthetics	Brown Street
Insurance	Brown Street
Office	Brown Street
Vacant Bank	Brown Street
Vacant Pharmacy	Brown Street
Vacant Store Front	Brown Street
Wickford Woodworking	Brown Street
Shayna's	Brown Street
Spring Pottery	Brown Street
New Wave	Brown Street
Pink Parasol	Brown Street
Vacant Gallery	Brown Street
CPA office	Brown Street
Mickey's pizza	Brown Street
Tate's	Brown Street
Mermaid Purl	Brown Street
Kayak Center	Brown Street
Wickford on the Water	Brown Street
Green River Silver	Brown Street

NAME	ADDRESS
Green Ink	Brown Street
Impress Oliver Oil	Main Street
The Place	Brown Street
Serendipity	Main Street
Binnsy Boutique	Main Street
1st Baptist Church	Main Street
Nova Salon	Main Street
Flat Fish Cottage	Main Street
Vanesse Kiche	Main Street
Lady Sycamore Bridal	Main Street
Alma	Main Street
Novel Eye	Main Street
Therapy Boutique	Main Street
Chocolate Shoppe	Main Street
Beauty and the Bath	Main Street
Midnight Sun	Main Street
Different Drummer	West Main Street
Sweet Marie's	West Main Street
Wickford Gourmet Outlet	West Main Street
The Sew op	West Main Street
Wickford Package Store	West Main Street
Tavern by the Sea	West Main Street
World Store	West Main Street
Springs	West Main Street
Law Office	West Main Street
St. Paul Church	Main Street
Gardner's Wharf Seafood	Main Street
Baptist Church	West main Steet
Village Veterinary Center	West Main Steet
Courtesy Center	West Main Street
Cranston -Murphy Funeral Home	West Main Street

**Town of North Kingstown
Wickford Village Parking Study
Final Report**

**APPENDIX B
SPRING & SUMMER SURVEY**



WICKFORD VILLAGE PARKING SURVEY

SPRING 2023 SURVEY DATA



For the digital survey form option, please use the QR Code on the back page!

Greetings:

Please help us understand the parking situation in the Wickford Village by answering the following questions.

Date: _____

Time: _____

How did you come to Wickford Village today?

- | | |
|------------------------------------|-------------------------------------|
| <input type="checkbox"/> By car | <input type="checkbox"/> Bus |
| <input type="checkbox"/> Walking | <input type="checkbox"/> Motorcycle |
| <input type="checkbox"/> Bicycling | <input type="checkbox"/> Other_____ |

How often would you say you visit Wickford Village each week.

- ☐ 5 times or more
☐ 3 to 4 times in the past week
☐ Twice in the past week
☐ Once in the past week
☐ Other – I live downtown.
☐ Not at all

I parked my car at (check one)

- ☐ On-street parking. What Street? _____
☐ Off-street parking. What parking area? _____

Where do you plan to visit during this trip?

When do you usually visit the Wickford Village (circle one)?

- | | |
|---|---|
| <input type="checkbox"/> Weekday morning | <input type="checkbox"/> Weekend mornings |
| <input type="checkbox"/> Weekday lunchtime | <input type="checkbox"/> Weekend lunchtime |
| <input type="checkbox"/> Weekday afternoons | <input type="checkbox"/> Weekend afternoons |
| <input type="checkbox"/> Weekday evenings | <input type="checkbox"/> Weekend evenings |

I visited Wickford Village today because (circle primary reason):

- ☐ I am employed at or own a business.
☐ I live in/near the Village.
☐ I am on a shopping trip.
☐ I am on a personal service trip (bank, appointment, wellness, etc.).
☐ I am visiting a restaurant/bar.
☐ Other reason (please specify). _____

How long of a walk to your destination would you feel comfortable making? (circle one)

- ☐ Less than 2 minutes
☐ 2 minutes
☐ 5 minutes
☐ 10 minutes
☐ any length

I drove to the parking space from: (place where trip started today)

Originating Zip Code:_____ If in North Kingstown, closest intersection:_____

The length of time I parked/will park here today was/is about?

_____ (Hours) _____ (Minutes)

Please see the next page!

<i>Have you ever left Wickford Village because you could not find a parking space?</i>	Yes	No
<i>Have you ever left Wickford Village because you thought the available parking was not convenient to your visit?</i>	Yes	No
<i>Do you typically visit more than one business when visiting Wickford Village?</i>	Yes	No
<i>Do you know about the three (3) town owned parking lots in Wickford? The three (3) lots include: the Brown Street lot, the Wilson Park lot, and the Town wharf lot?</i>	Yes	No
<i>Do you use these three (3) lots often?</i>	Yes	No
<i>If so, which lot do you use the most often? _____</i>		
Comments:		
<p align="center">THANK YOU FOR YOUR PARTICIPATION!</p> <p align="center">Please leave this form at this establishment so your opinions can be heard.</p>		

For the digital survey form option, please use the QR Code!



APPENDIX C
SPRING & SUMMER INTERVIEW FORM

Town: North Kingstown Date: _____

Recorded By: _____ Tabulated By: _____

[illegible]

APPENDIX D

**PUBLIC ENGAGEMENT MEETING GUIDED
QUESTIONS AND FEEDBACK FORM**



WICKFORD VILLAGE PARKING SURVEY

Public Engagement Meeting

Discussion Questions



One of the top priorities is public safety, describe your pedestrian safety concerns and how that related to parking within Wickford Village?

When you have visitors come to Wickford Village, what has their experience been like parking?

Has parking in Wickford Village impacted the community's character? If so how?

Why do you feel wharf parking lot is underutilized?



WICKFORD VILLAGE PARKING SURVEY
Public Engagement Meeting
Feedback Form



Greetings,

Please provide your feedback regarding your experience parking in Wickford Village.

North Kingstown Resident (Yes/No): ____

Wickford Resident (Yes/No): ____

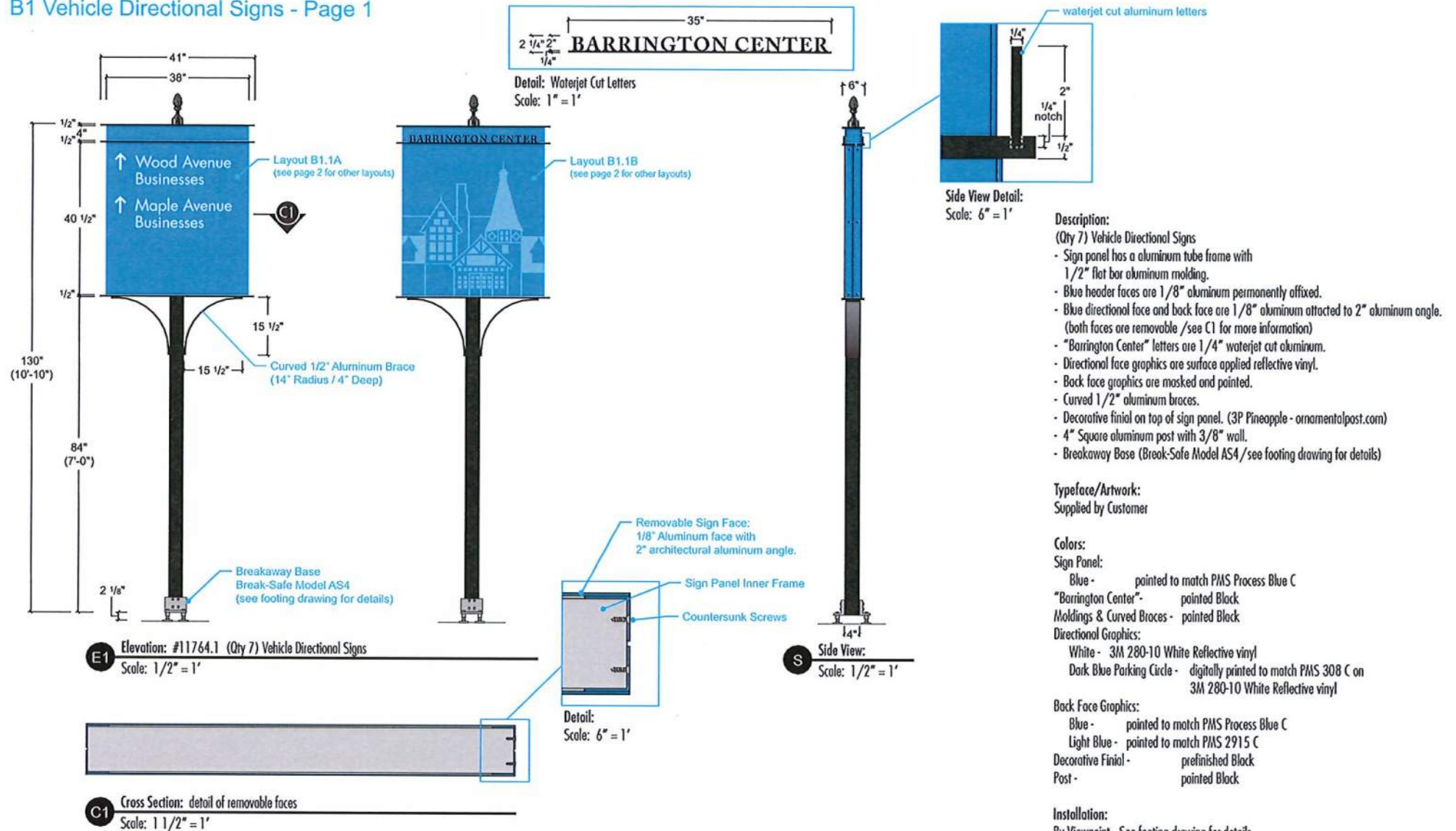
Business Owner in Wickford (Yes/No): ____

As a community member, how has parking in Wickford Village impacted you?

THANK YOU FOR YOUR PARTICIPATION!

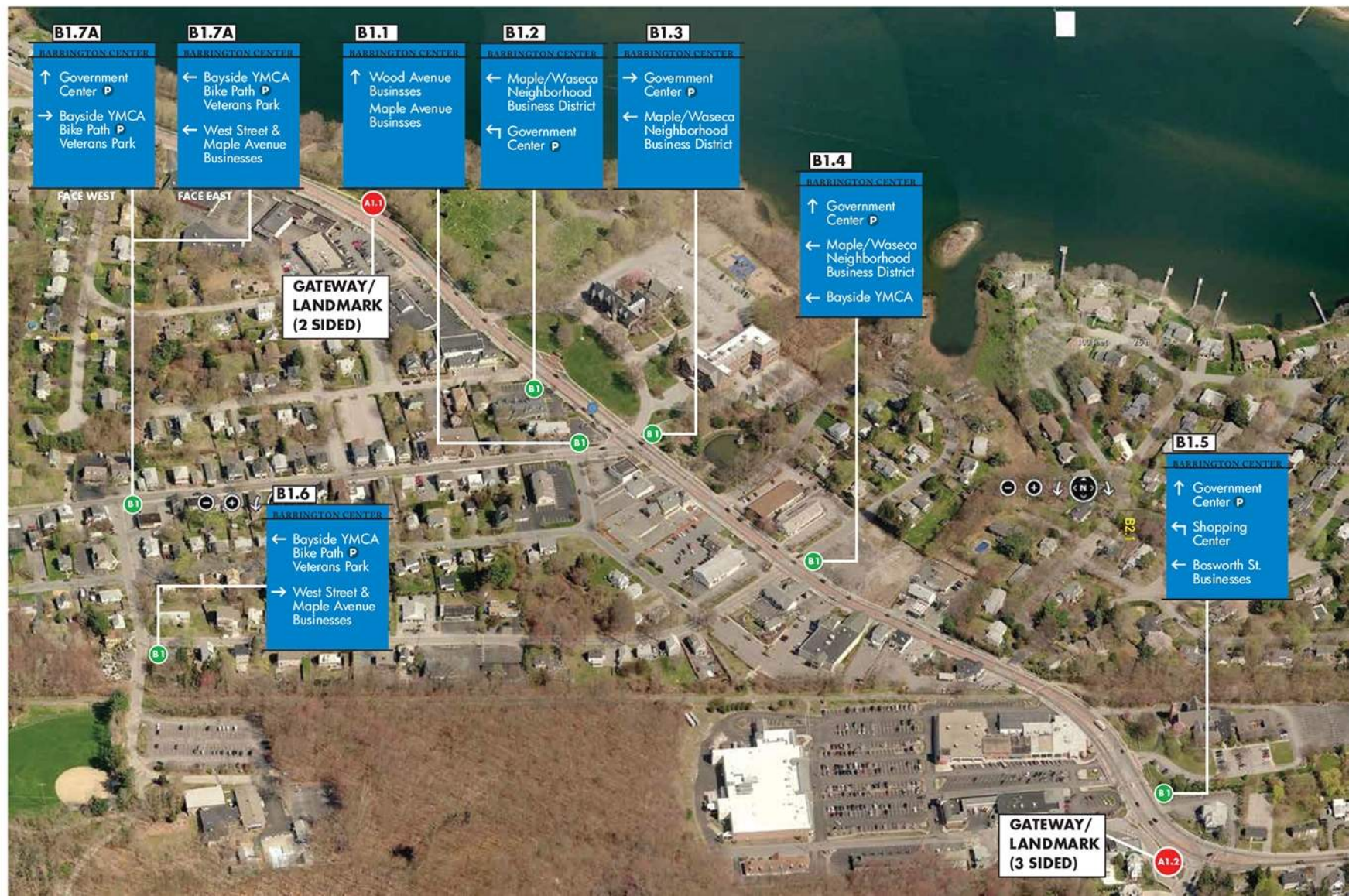
APPENDIX E
EXAMPLE WAYFINDING SIGN MAPS

B1 Vehicle Directional Signs - Page 1



BARRINGTON TOWN CENTER – LOCATION PLAN

09.10.22



APPENDIX F
**EXAMPLE PROJECT IMPLEMENTATION
GUIDANCE**



WICKFORD VILLAGE PARKING STUDY

Strategy Implementation Worksheet



ACTION:

(Title and describe the strategy the Town wished to implement that creates actionable tasks.)

STRATEGY LEADERS:

(List the names or titles of staff who will manage the implementation of this strategy.)

OVERALL TIMELINE:

(Define how many months or specific deadline to implement the strategy.)

IMPLEMENTATION TASKS:

(Breakdown achievable tasks that can be phased or delegated to help detail the strategy's implementation.)

Description	Cost Range	Partners	Timeline	Resources

DESIRED OUTCOMES:

(What benefits would the Town gain from executing the steps outlined above?)



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