



# **RISD** **Transportation Management Plan**

## KEY ISSUES AND OPPORTUNITIES

AUGUST 2019

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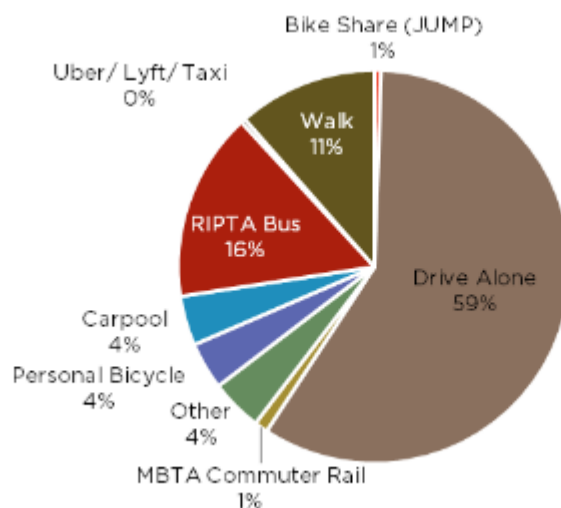
## OVERVIEW

This draft memorandum summarizes the data collection and initial analysis completed for the RISD Transportation Management Plan. Its focus is on identifying the key issues and opportunities for transportation at RISD. Each section describes observed and documented conditions for a specific aspect of campus transportation. Informed by further discussion with RISD, many of the observations and ideas in this memorandum will be addressed in the forthcoming Transportation Management Plan.

## HOW RISD TRAVELS

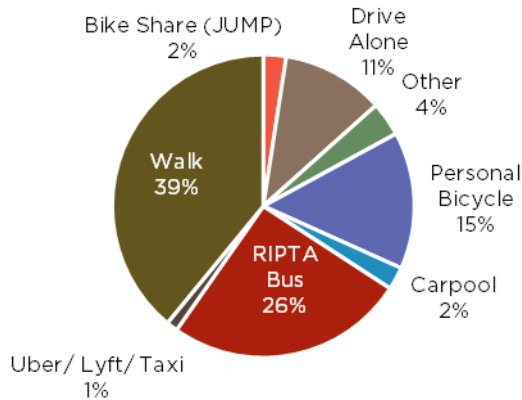
A travel behavior and preference survey was distributed to all members of RISD's community, the results of which form the baseline. From survey responses, we learned that two-thirds of faculty and staff drive alone to work, while the majority of students walk, take a RIPTA bus, or ride a bicycle (Figure 1), which is not surprising given most students reside on or near campus and RISD does not offer student parking.

**Figure 1**      **How the RISD Community Gets to Campus**

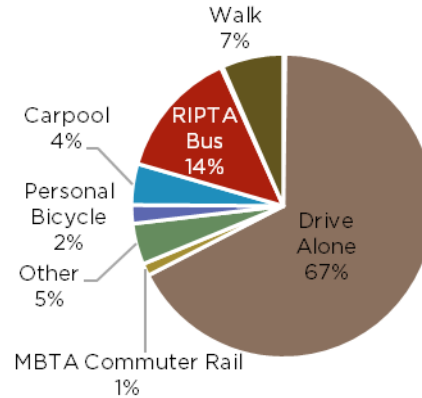




### Student Split



### Faculty and Staff Split



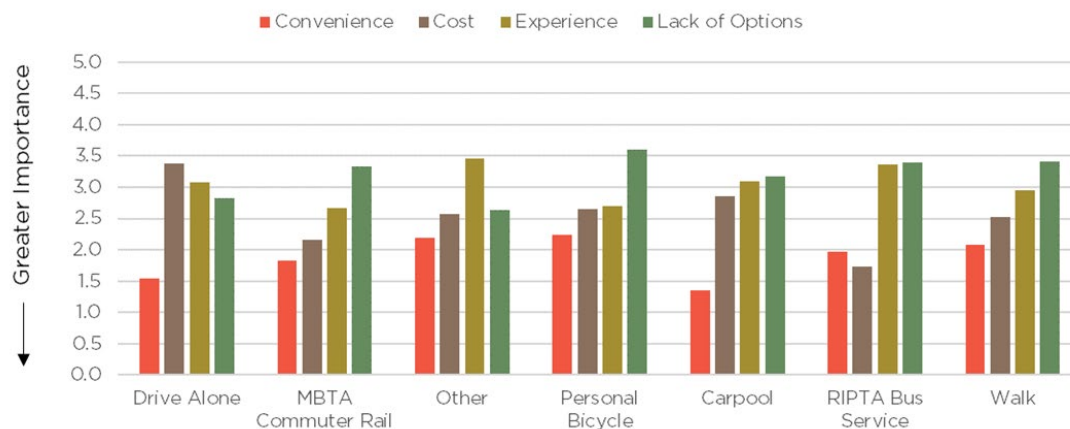
## Reasons for Choosing Primary Mode

The choice of commuting mode typically reflects the quality and cost of available options. The survey asked RISD commuters to rank the reasons (convenience, cost, experience, lack of options) they choose a particular travel option from 1 (most important) to 5 (least important).

Figure 2 shows the average score of each reason, where a lower average score indicates greater reported importance.

For all modes except RIPTA bus, convenience has the lowest average score, so for nearly all modes RISD commuters cite convenience as the most important factor in their choice. The one exception is among RIPTA commuters; this group cites cost as the most important factor, suggesting that RISD's program of fully subsidizing RIPTA fares is an effective incentive.

**Figure 2** RISD Commuters Say Convenience is Most Important for Choosing the Way They Commute



## Use of Available Alternatives to Driving

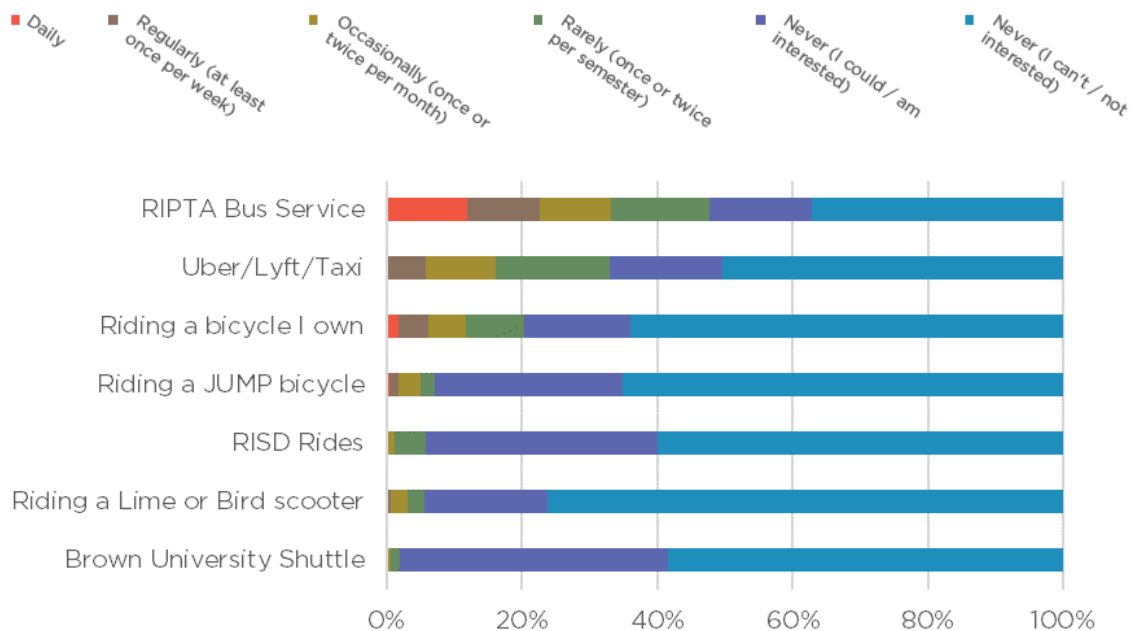
The survey asked about the use of other transportation services. Students reported very different patterns from faculty and staff. One common theme among all groups was that many respondents do not use the Brown University Shuttle, but reported interest in doing so.

### Faculty & Staff

Faculty and staff report low usage of alternatives to driving. The main exception is RIPTA bus service: about 14% of surveyed faculty and staff use RIPTA bus with some frequency and 12% use it daily. Usage of Uber and Lyft is also more common, but more faculty than staff report using these services (

Figure 3). About one-third of faculty and staff report not using, but being interested in, the Brown Shuttle.

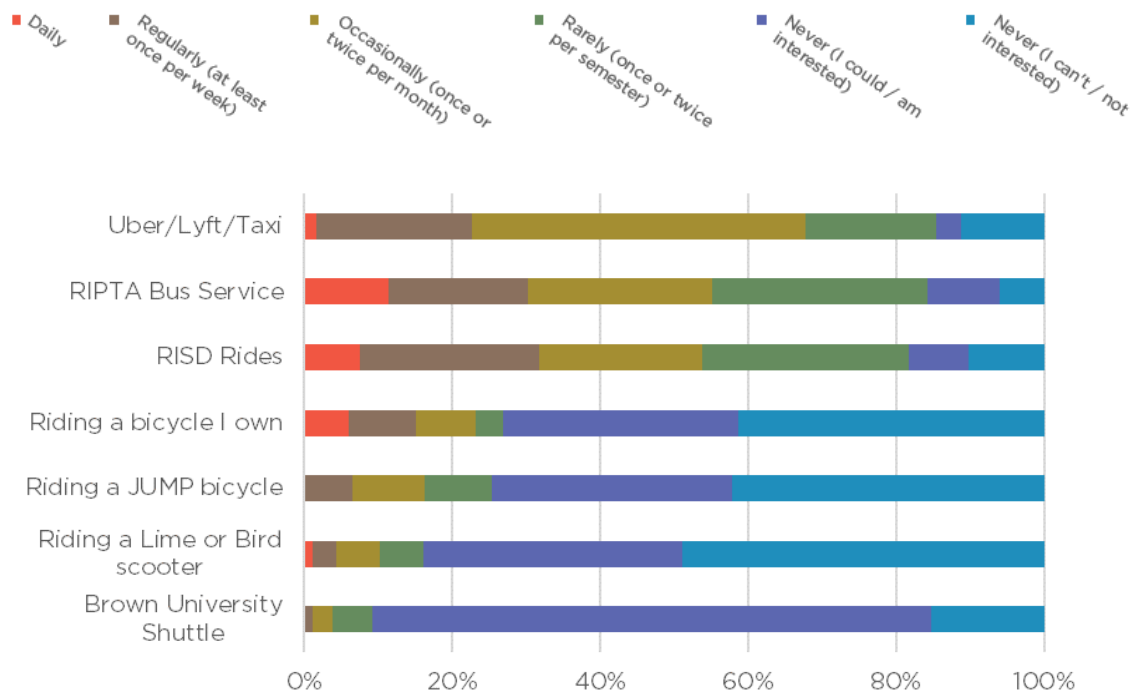
**Figure 3 Faculty and Staff Use Transportation Services Less Often**



## Students

Students report much greater usage of transportation services like Uber, RISD Rides, and the RIPTA bus. Undergraduate students who live on campus, off-campus undergraduate and graduate students all report different usage patterns. At least 75% of each group report not using the shuttle but being interested in doing so.

**Figure 4 RISD Students More Often use Transportation Services**



## Spatial Analysis

Faculty and staff commute patterns, motivations, and opportunities can be further understood through analyzing where these groups live.

Figure 5 shows that the RISD employee population is widely distributed throughout Providence and the surrounding area. In fact, only 7% of RISD employees live within a 1-mile commute of the RISD campus (an easy walk from campus). About 26% of RISD employees live 1-3 miles away (potentially an easy walk or bike ride), 12% live 3-5 miles away (potentially accessible by bus or a longer bike ride), and the majority (55%) live more than 5 miles from campus, meaning driving may be their only option unless a direct transit connection is possible.

## Issues & Opportunities

### Key Issues:

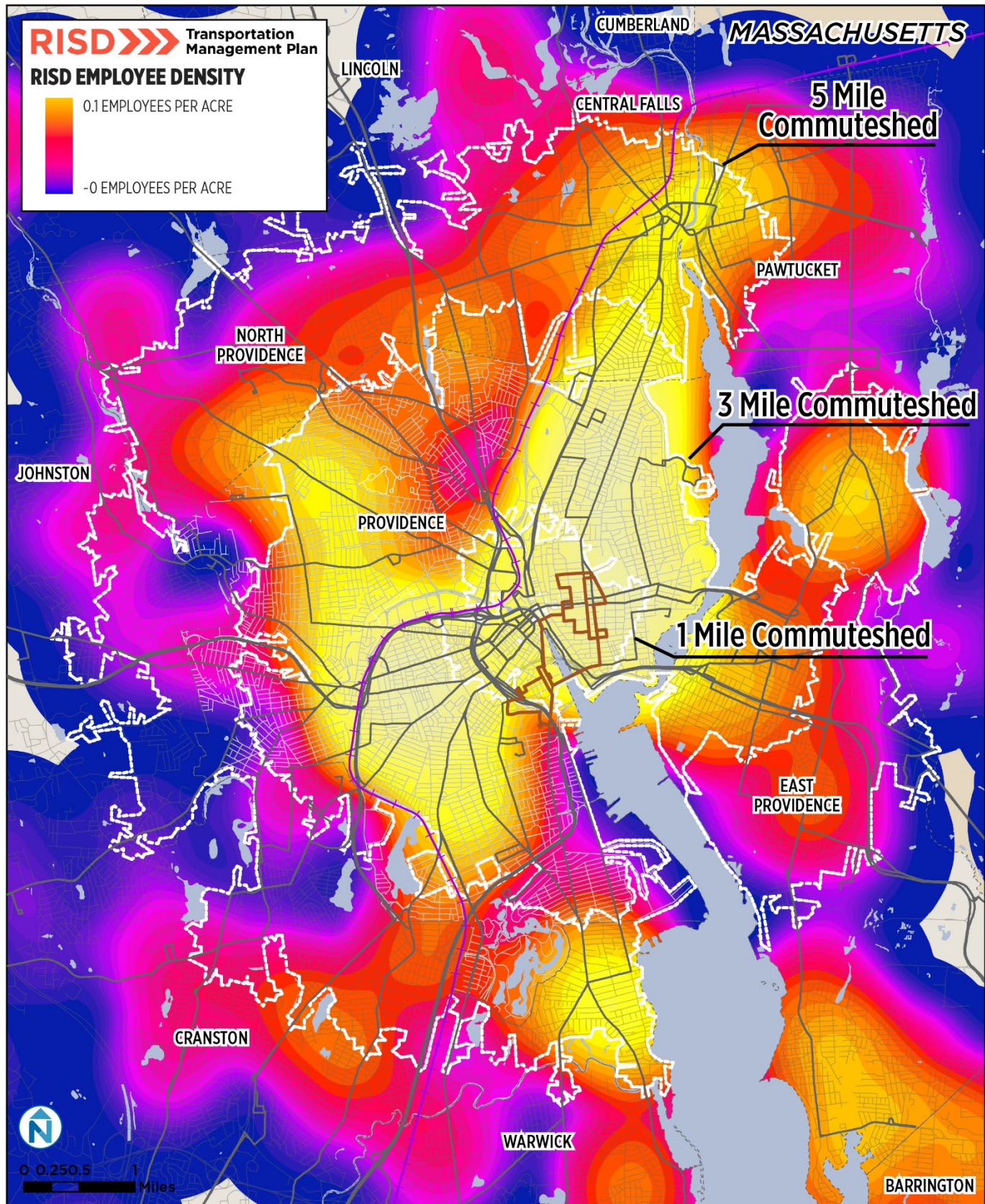
- A large percentage of faculty and staff do not feel they have a choice in how they travel to and from campus.
- Many RISD affiliates do not know they can make use of the Brown shuttle even though they have interest.

### Key Opportunities:

- Explore options for alternatives, even if occasional, for faculty and staff that live within five miles of campus and have choices related to how they travel.
- Incentivize seasonal and annual flexibility in commuting habits.
- Examine potential for more use of the Brown Shuttle by all parties.



Figure 5 Most RISD Faculty and Staff Live more than 5 Miles from Campus





## WALKING

A majority (63%) of off-campus undergrads identified walking as their primary commute mode. By contrast, just 6% of staff and 10% of faculty respondents reported walking as their primary means of commuting, while 21% of graduate students walk to campus. The importance of walking, however, is not limited to its role as a commute mode. No matter how people travel to RISD, at some point everyone is a pedestrian or a wheelchair user, making pedestrian access/mobility conditions a core determinant of not just campus transportation patterns, but the overall RISD campus experience.

While sidewalks are present throughout the campus, conditions vary considerably both in terms of the available width and surface conditions. Survey responses indicate significant dissatisfaction with most aspects of the walking environment around RISD. More than 55% said sidewalk conditions are “frustrating” or “could be better”. Respondents find winter weather sidewalk conditions to be even more frustrating. In addition, field observations identified a number of impediments to walking, highlighted below.



## Safety

Conflicts between vehicles and pedestrians are common in most urban areas. Near RISD’s campus, high vehicle and pedestrian traffic results in some pedestrian safety concerns. Between 2011 and 2015, there were 234 crashes involving a bicycle or pedestrian in the study area (Reported by RIDOT).

Survey respondents expressed their concerns with pedestrian safety. Fifty percent of respondents said crossing vehicle traffic is “frustrating” or “could be better”. Additionally 58% percent of respondents said street crossing conditions are “frustrating” or “could be better”. Some survey respondents cited safety concerns at specific intersections, including Memorial Blvd and College St, Benefit St and Waterman/Angell St, and College St and Benefit St.



## Key Issues & Opportunities

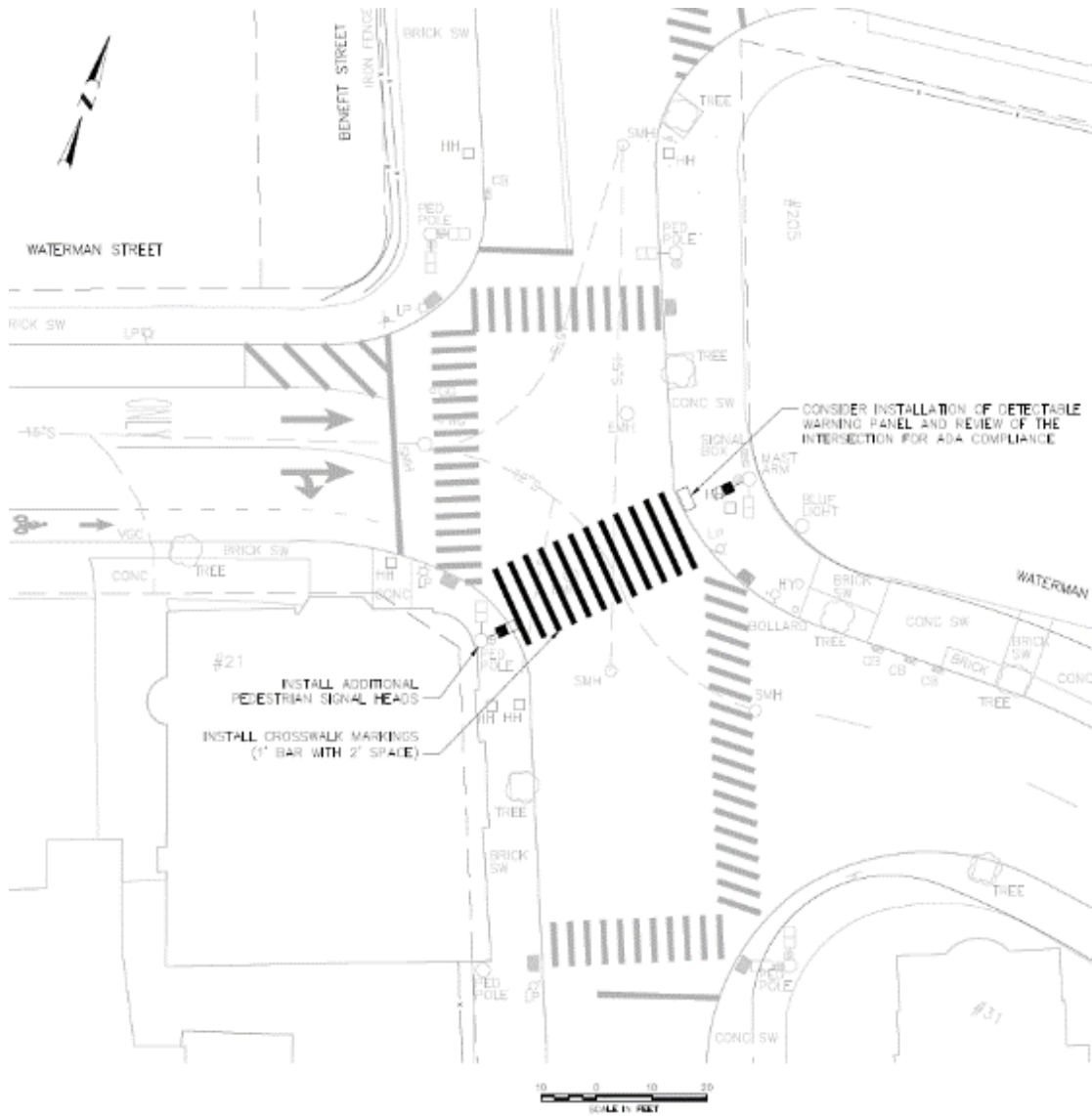
### Key Issues:

- Crosswalks do not align with campus user desire lines, both at intersections (at Waterman and Benefit, as an example) and along the path of the Canal Walk (at Washington and at College). Misaligned crossings can require someone walking to make a two-stage crossing (both north-south and east-west) in order to get between common campus destinations.
- Many campus intersections have crosswalks longer than forty feet, a distance that can feel uncomfortably long, especially if there is turning traffic in the same signal cycle.
- Speeding on very wide streets, including segments of Waterman and Angell creates safety concerns.
- Sign posts and other vertical obstructions impede walking.
- Sections of brick sidewalks and crosswalks are in disrepair.

### Key Opportunities:

- Examine ways to improve key intersections and crossings and narrow street crossings around RISD.
- Explore opportunities to improve safety on key streets around campus.
- Collaborate with City of Providence to upgrade the intersection of Waterman and Benefit using already-drawn plans (Figure 6).

**Figure 6 Opportunity: Proposed Crosswalk for Direct Crossing of Waterman & Benefit**



## BIKE PARKING

According to the RISD Master Plan, there are 298 outdoor bike parking spaces and 90 long-term interior spaces, which complies with the City of Providence zoning requirements. However, it is understood that RISD does not have a verified comprehensive bike parking inventory.

In conjunction with the Association of Pedestrian and Bicycle Professionals, the League of American Cyclists higher education guidelines recommend one short-term bicycle parking space for every ten students of planned enrollment capacity, and 1.5 long-term spaces per 10 employees, plus 1 space per 10 students<sup>1</sup> By these standards, 255 short-term spaces and 414 long-term interior spaces would be recommended for RISD.

During field observations, bicycles were locked to poles and stair railings, indicating bike parking may be insufficient or not located where needed. Also, some stakeholders reported issues being unable to park bikes outside of 15 West due to sprinklers that spray parked bikes. Theft of bikes and/or bike parts is also an issue for bikes parked outside overnight.



## Key Issues & Opportunities

### Key Issues:

- A lack of a thorough inventory of bike racks makes it difficult to benchmark progress and success.
- The absence of bicycle parking information may limit bicycle use.
- During field observations, bikes were seen locked to poles and stair railings, indicating unmet demand for secure, conveniently located bike parking.
- Stakeholders reported being unable to park bikes outside of 15 West, due to sprinklers which spray waters on bikes parked in that area – indicating a potential issue in the process of siting bike racks on campus.

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<sup>1</sup> APBP Bicycle Parking Guidelines, 2<sup>nd</sup> Edition p 3-6. 2010.

**Key Opportunities:**

- Explore where covered Association of Pedestrian and Bicycle Professionals (APBP)-compliant high capacity bike parking can be added throughout campus.
- Develop a bicycle parking information system.
- Create a formal system to request interior bike parking infrastructure.
- Improve the process of siting bike racks to ensure that locations meet user preferences as much as possible and avoid functionality issues that reduce their appeal/utility.

## CYCLING, SKATEBOARDING, AND SCOOTING

No dedicated in-road cycling facilities exist within the heart of RISD's campus, though the City of Providence's Great Streets Initiative<sup>2</sup> envisions many new such facilities (Figure 7). From the survey, 15% of students report biking to and from campus as their primary means of travel. Jump offers an electric bike-sharing service and Bird and Lime also offer electric scooter-sharing systems of which many affiliates noting using regularly.

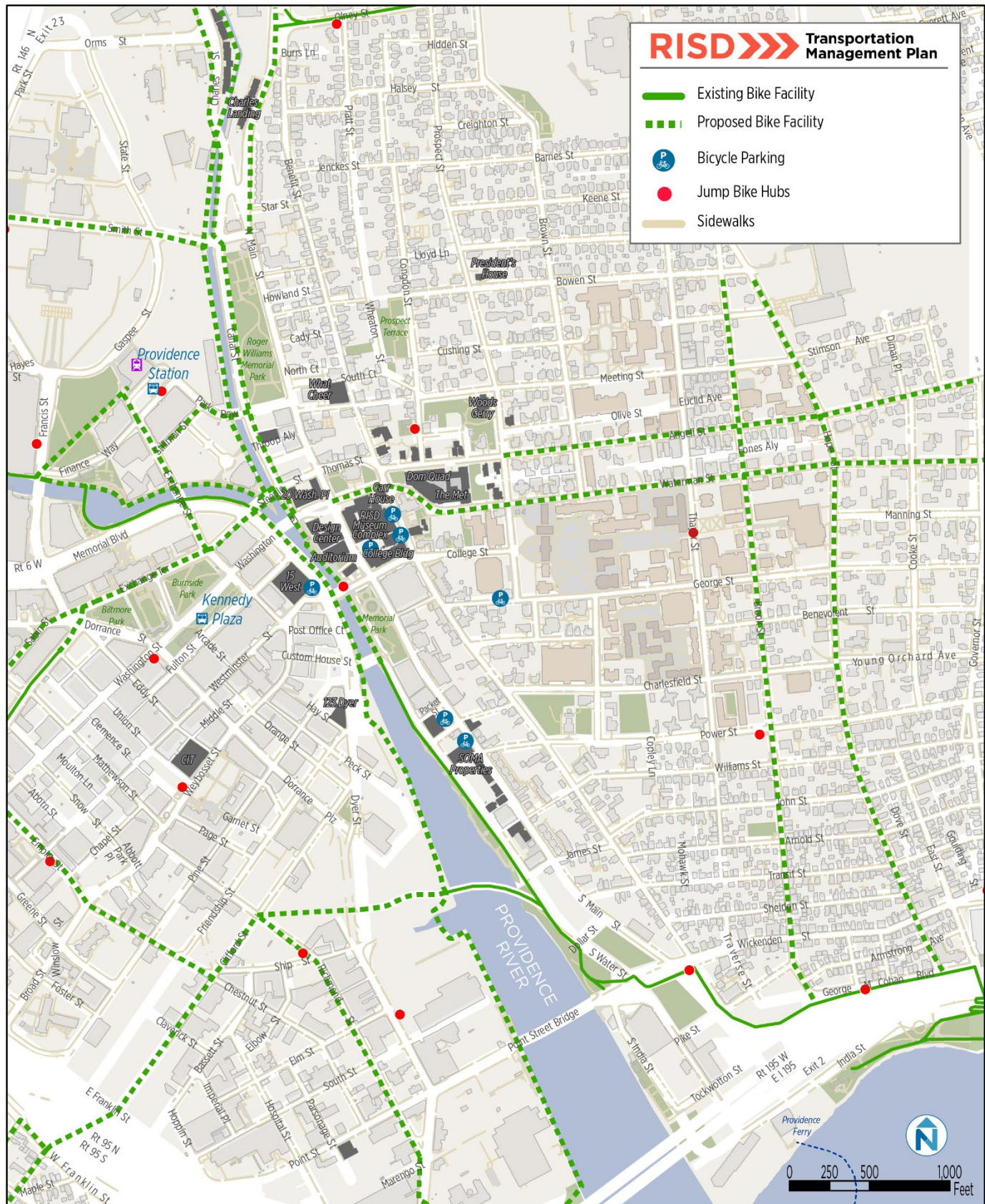


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<sup>2</sup> <http://www.providence.ri.gov/planning/great-streets/>



**Figure 7** Many Proposed Bicycle Facilities Would Connect to RISD Campus





## Key Issues & Opportunities

### Key Issues:

- Cycling to campus is not a comfortable choice for those that are willing and interested but concerned about safety.

### Key Opportunities:

- Many roadways around the campus are wide enough to include cycling facilities without reducing capacity.
- Were proposed facilities built, RISD could be well connected to many neighborhoods where students live and many trails could have more contiguous connections to the campus.

## TRANSIT

The RISD campus is located within a transit-rich environment, with multiple options for getting to and from the area by transit (Figure 8). As discussed, 53% of RISD employees live within a five-minute walk of a one-seat RIPTA bus ride to campus and/or a 10-minute walk from a commuter rail stop (Figure 9).

### RIPTA U-Pass

Through the University Pass Program (U-Pass), RISD staff, faculty, and students ride RIPTA buses for free by swiping their school ID. RISD pays RIPTA \$1.40 per ride as a discounted fare. In Fiscal Year 2018, 59% of RIPTA U-Pass usage came from students, and 41% came from faculty and staff. A recent transit ridership analysis illuminated that RISD faculty and staff who make use of the U-Pass use it regularly as part of typical commute patterns, and though a wider set of students have made use of a RIPTA pass to ride at least once, they do not use it regularly.

In Fiscal Year 2018, students used the service almost 61,000 times and RISD paid RIPTA \$85,300 for student usage, while faculty and staff tapped their cards almost 43,000 times at a cost of \$61,000. The trend for pass usage has been relatively steady over the last decade, but the number of taps has decreased slightly since FY2016. Ridership peaked between 2014 and 2016 with nearly 140,000 annual rides and decreased to roughly 104,000 in 2018.

Figure 8 RIPTA, Rail, and Brown University Shuttles Provide Access to RISD Campus

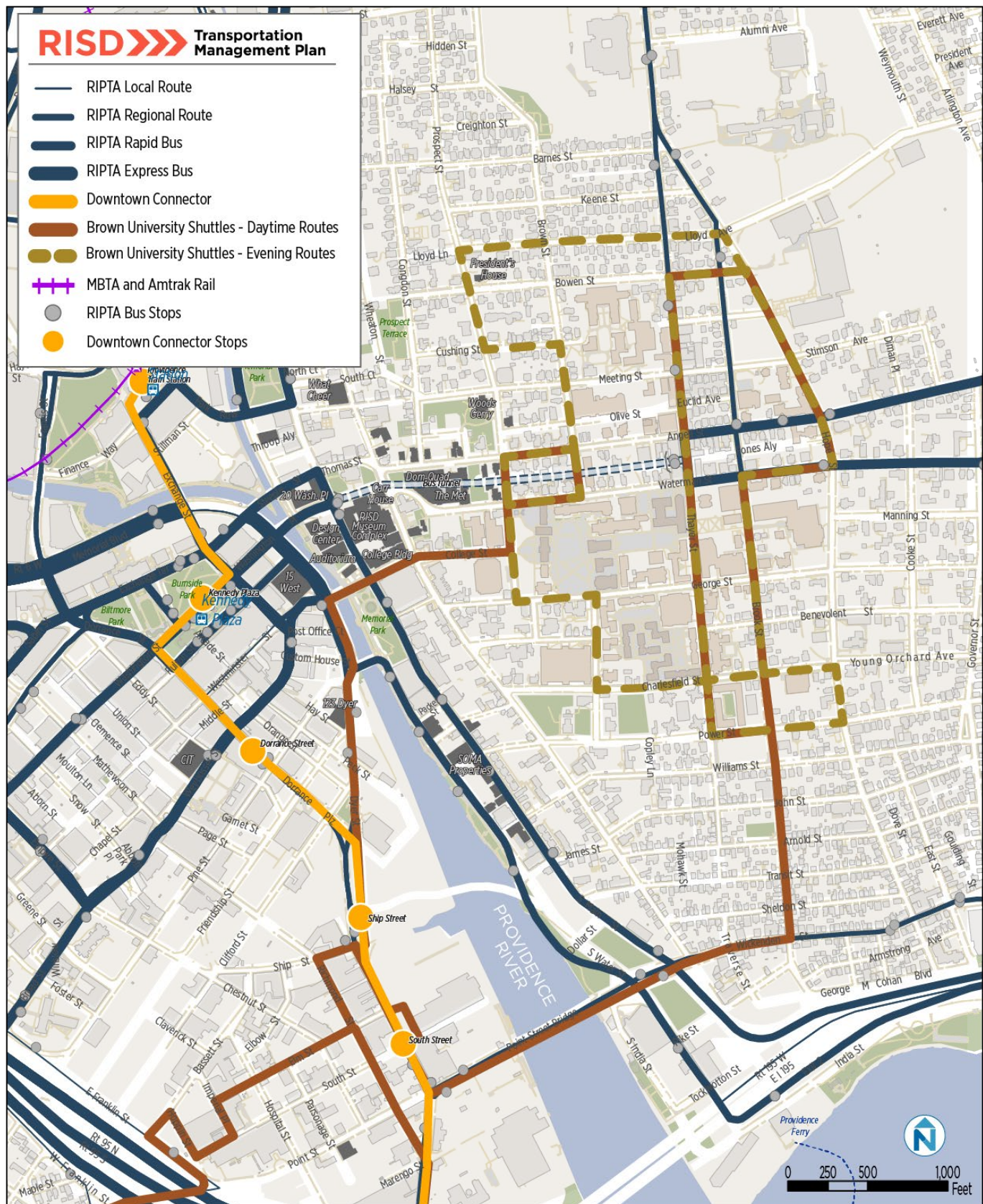
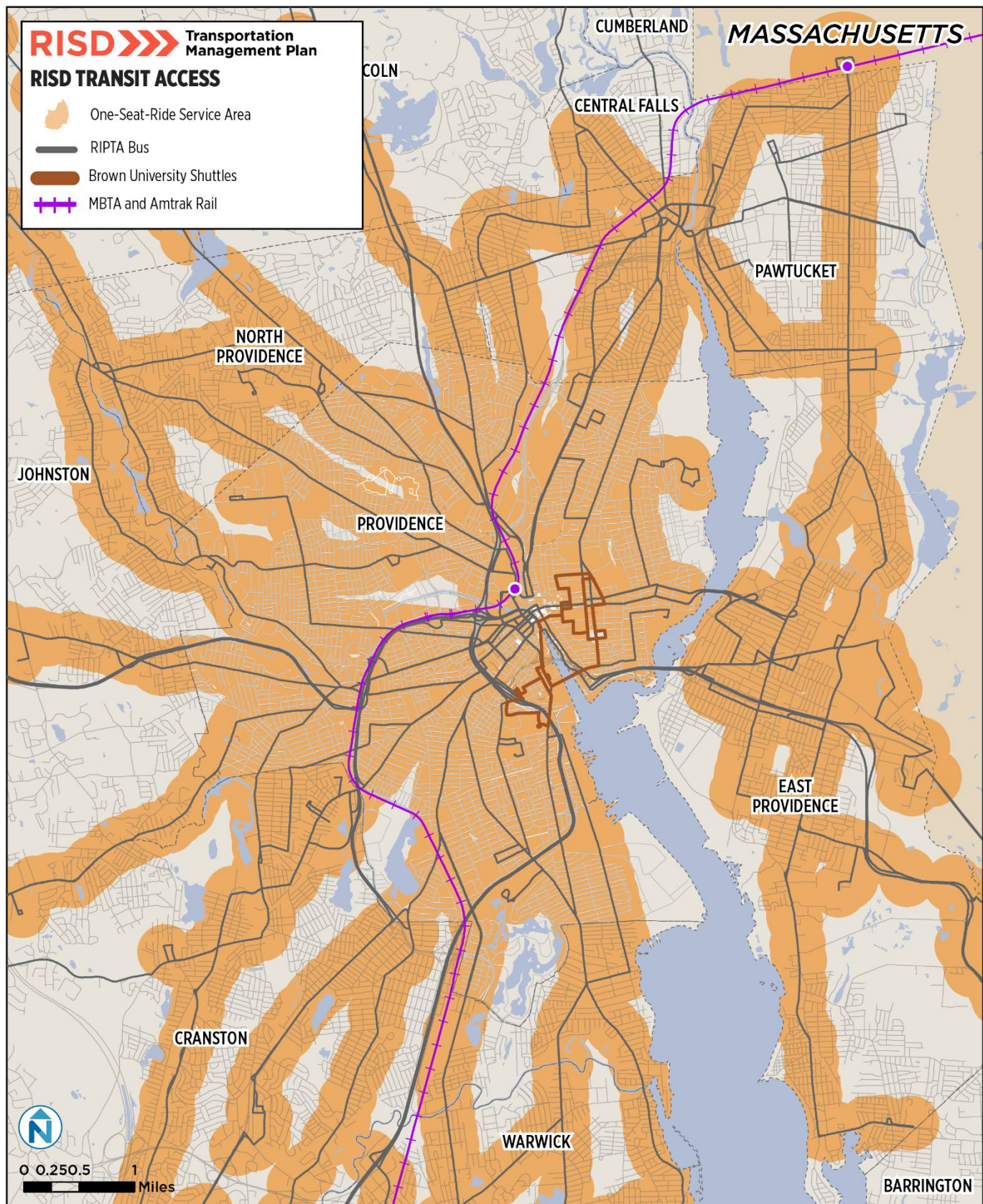




Figure 9 Most of Providence is One Transit Ride away from RISD

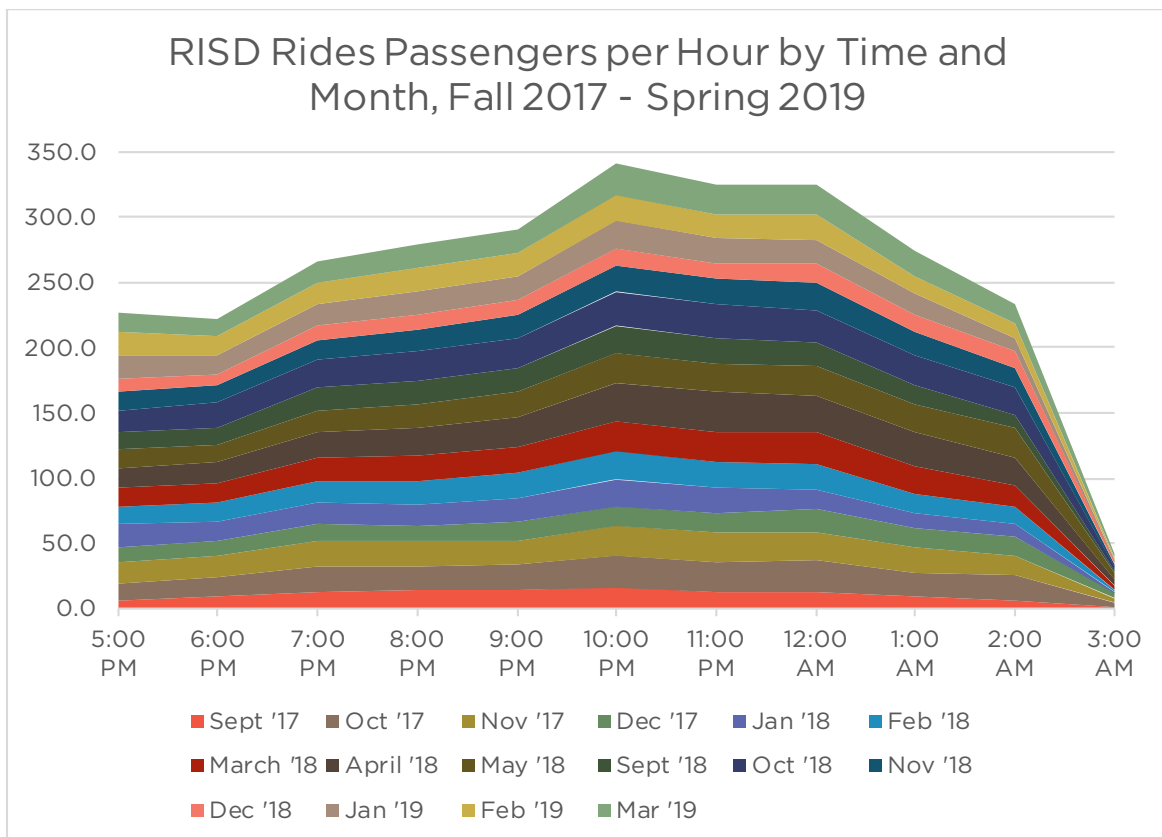


## RISD Rides

Since September 2017, RISD Rides has offered free door-to-door, on-demand van service for students, faculty, and staff, replacing the university's fixed-route shuttle service. Users have several options for requesting rides; they can call the Department of Public Safety, request online at [my.risd.edu](http://my.risd.edu), or use the My RISD app on a mobile device. Rides are permitted within the designated service area, which covers much of the city of Providence (shown on the following RISD Rides Service Area map) to or from any RISD building. The service operates daily during the academic year from 5:00 PM to 3:15 AM.

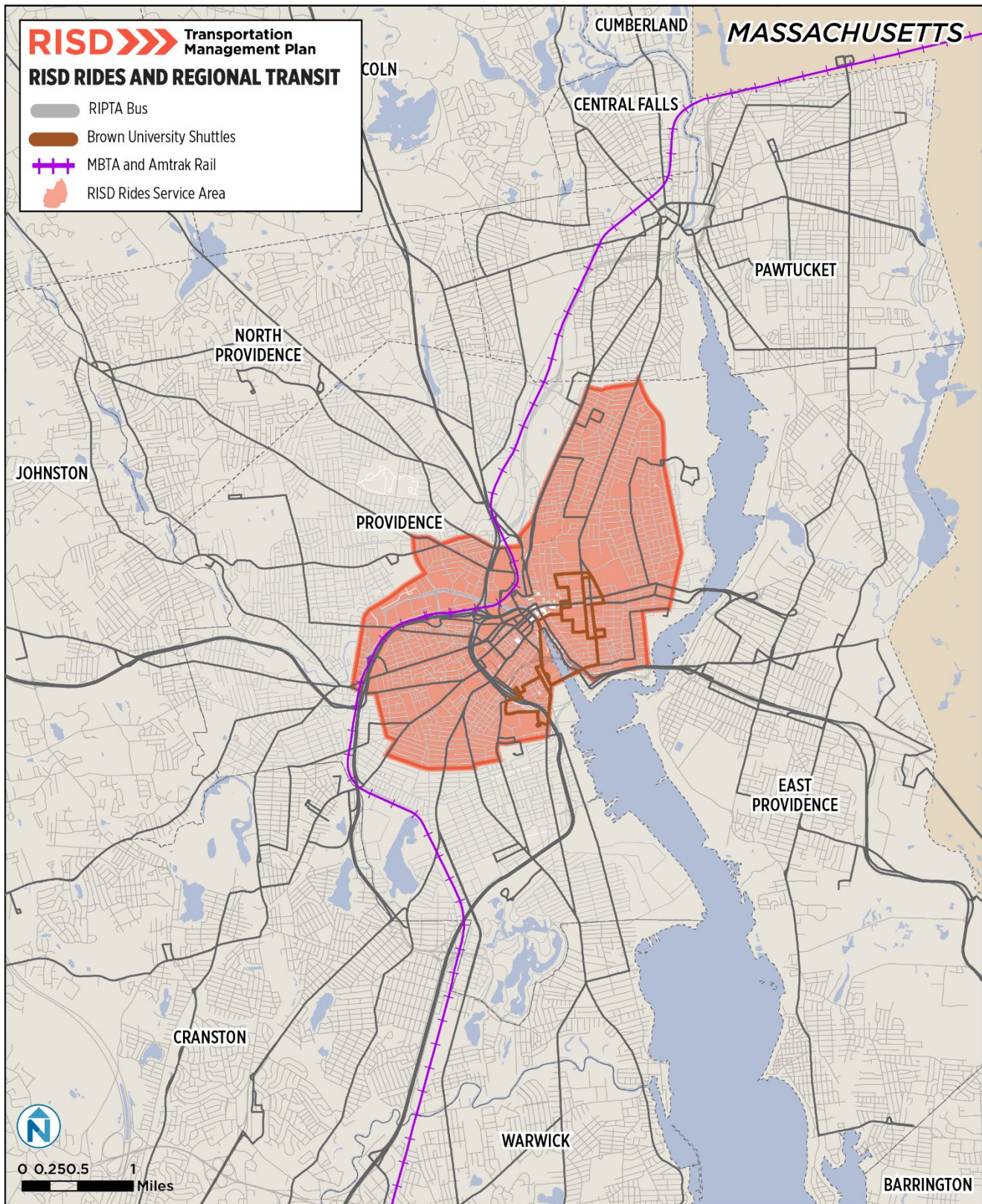
The manager of the RISD Rides service at First Transit reports that the average wait time for RISD Rides service is 10–12 minutes, and that only 10 percent of riders wait longer than 40 minutes for a pickup. RISD Rides serves an average of 6,870 passengers per month, or about 230 passengers per day. Ridership peaks between 10 PM and 1 AM, when RISD Rides carries more than 20 passengers per hour, reflecting the lack of late-night RIPTA service.

**Figure 10** RISD Rides is Most Used 10PM - Midnight No Matter the Time of Year





**Figure 11** RISDRidesService Area Covers Much of the City of Providence



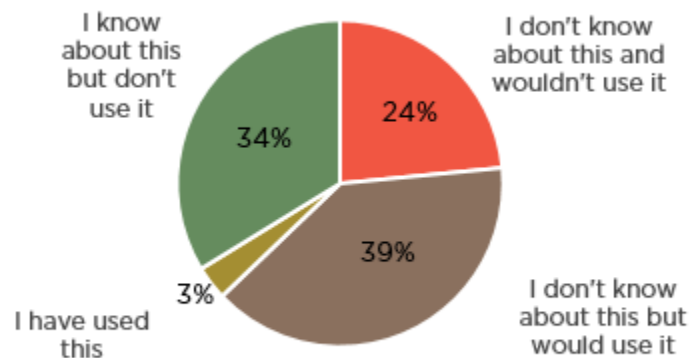


## Brown University Shuttles

Brown offers two daytime shuttle routes between College Hill, the Jewelry District, and the hospitals, and one evening College Hill shuttle. The service operates Monday – Friday 7:00 am – 7:00 pm is available to riders showing a RISD ID. RISD does not pay Brown for shuttle access. The shuttle connects Brown’s facilities but not RISD’s and RISD ridership is very low, in part because the shuttle does not stop within the core of RISD’s campus.

Even for those who might be able to use the Brown Shuttles, awareness may be an issue. At the May 8<sup>th</sup> workshop, staff members mentioned that they were not aware they have access to the Brown Shuttles. Survey respondents also report low awareness of the option to use this service. As Figure 12 below shows, only 37% of surveyed respondents report awareness or use of the service. 39% of respondents say they did not know about the service but would consider using it.

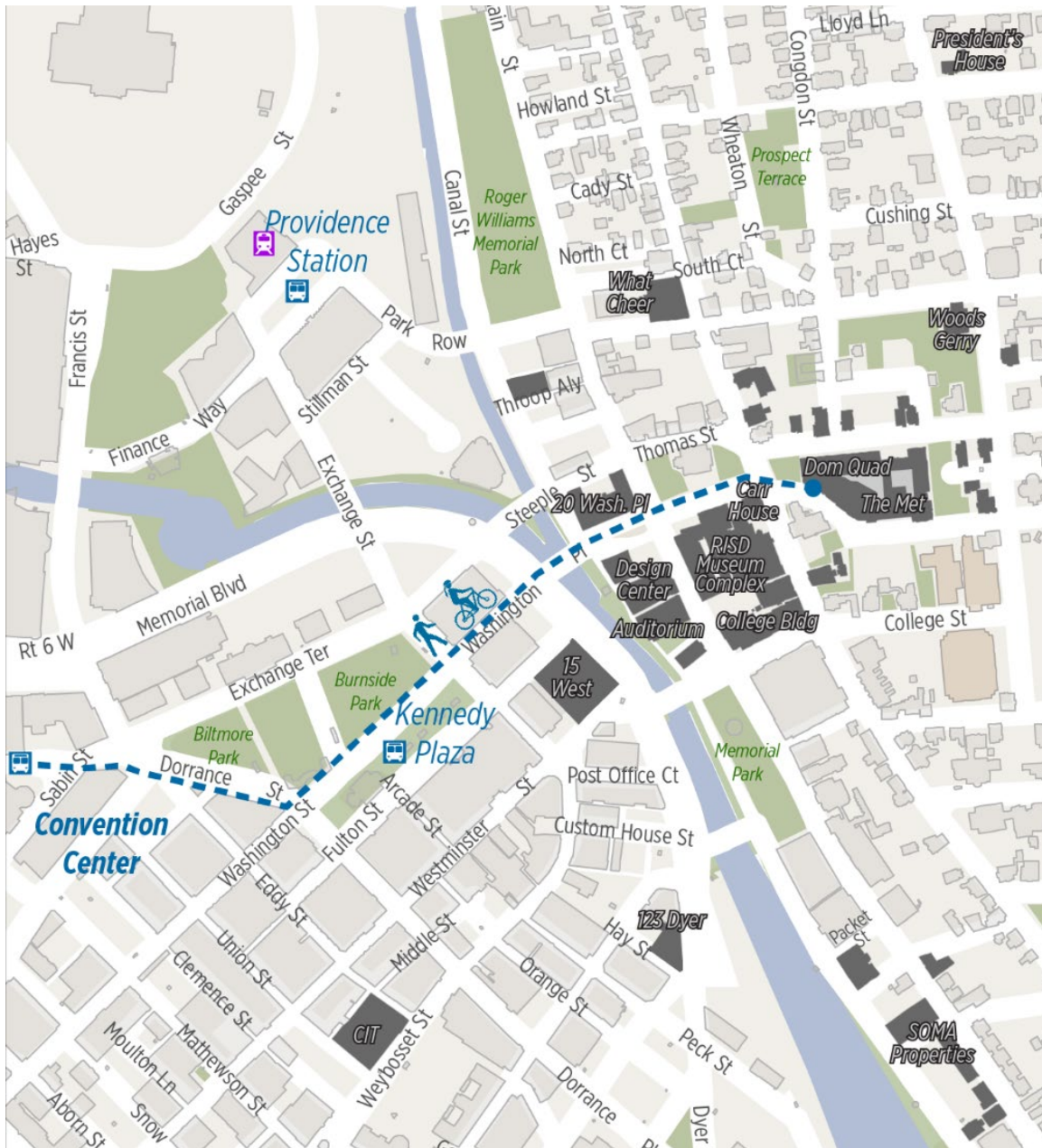
**Figure 12 Many RISD Community Members Unaware They Can Use Brown Shuttle**



## Private Bus Lines

Peter Pan Bus Lines and Greyhound are the two private intercity bus lines providing direct service to Providence. Both bus lines stop at the Rhode Island Convention Center, 0.6 miles from the center of RISD’s campus. Peter Pan operates two routes: one to Boston Logan Airport via South Station, and one to New York City via TF Green Airport in Warwick, Rhode Island. Peter Pan bus passengers can purchase tickets at this stop. Greyhound operates service from Downtown Providence to and from Boston’s South Station and New York City. Through the online survey, some part-time faculty reported use of intercity bus services.

Figure 13 The Convention Center Intercity Bus Stop is a 0.6-mile Trip from Campus



## Key Issues & Opportunities

### Key Issues:

- Information about transportation options is inconsistent and not comprehensive.
- Student awareness of RIPTA services is low.
- RISD Rides wait times are sometimes long and circuitous.

- Awareness of the Brown shuttle benefit is low.

**Key Opportunities:**

- Enhance the RISD Rides interface and communication to improve the pickup experience by providing accurate arrival information.
- Add better information and links on commuting pages, training, and onboarding modules about Brown shuttles, RIPTA, and private bus line information.

## CAR SHARING SERVICES



Since 2011, RISD has partnered with Zipcar to provide students, faculty, and staff with an alternative to bringing one's car to campus, where members can reserve a shared vehicle. Two Zipcar vehicles are parked in RISD's upper Waterman St. lot, and other Zipcars are located nearby. Zipcar waives the application fee for RISD students, faculty, and staff and offers discounted memberships at \$15 for the first year. After the first year, memberships cost \$25. RISD has over 500 registered Zipcar members, including over 14% of the student body. In the past year, RISD members have made over 3,200 Zipcar reservations. On a monthly basis, over 60 different RISD members use the Zipcar service at least once.

### Issues & Opportunities

#### Key Issues:

- Although access to the Zipcar spaces in the upper Waterman St. lot is not impacted, the configuration of this lot does not work for all vehicles.
- Membership requirements associated with insurance matters are a concern to some users and may have budget impacts.

#### Key Opportunities:

- Given high utilization of vehicles, there is an opportunity to explore adding vehicles to the fleet.
- Siting additional shared vehicle spaces near student housing can improve student transportation options.
- Departmental accounts and fleet-sharing strategies might extend the demand-reduction benefit of RISD's ZipCar partnership.

## VEHICLE CIRCULATION AND SAFETY

### Vehicle Circulation

Portions of Main St, Memorial Blvd, and Smith St are state operated roadways. The state-managed designation poses challenges for potential pedestrian-friendly redesigns of these corridors. Given the importance of pedestrian safety and comfort in a college campus context, RISD should continue to coordinate with RIDOT and the City of Providence to ensure that improvements to these roadways consider the needs of all users and avoid over-prioritization of vehicle throughput.

## PARKING

### Management

RISD issues parking permits on an annual basis to faculty and staff who pay the annual parking fee. All permit holders have access to park in any RISD permit space.

Undergraduate students are not issued parking permits, and graduate students are limited to parking at Charles Landing. The permit fee is between \$200 and \$550 per year and increases with employee salary. Driving commutes and parking inventory performance are not currently tracked. Public Safety enforces RISD permit spaces, and the City of Providence enforces all public spaces near RISD campus.

Parking and transportation management responsibilities are distributed throughout the RISD administrative organization (Figure 14). Dave Proulx oversees most internal-facing transportation functions.

Employees with internal-facing responsibilities include

- Normand Gamache – Public Safety
- Annie Newman – Planning Design and Construction
- Cassidy Duquet – Facilities
- Cassie Goryl – Human Resources
- Jason Arnone – Career Center

External-facing transportation, especially visitor parking information, is generally managed independently by department. Many departments provide their own visitor parking information online.

Employees with external-facing responsibilities include

- Babette Allina – Government Relations
- Ginnie Dunleavy and Anne Colasanto – Auxiliary Services
- Blair Schaeffer and Ashley Montague – Continuing Education
- Colleen Mullaly – Museum Development
- Carol Grabbart – Enrollment
- Claire Robinson – Development

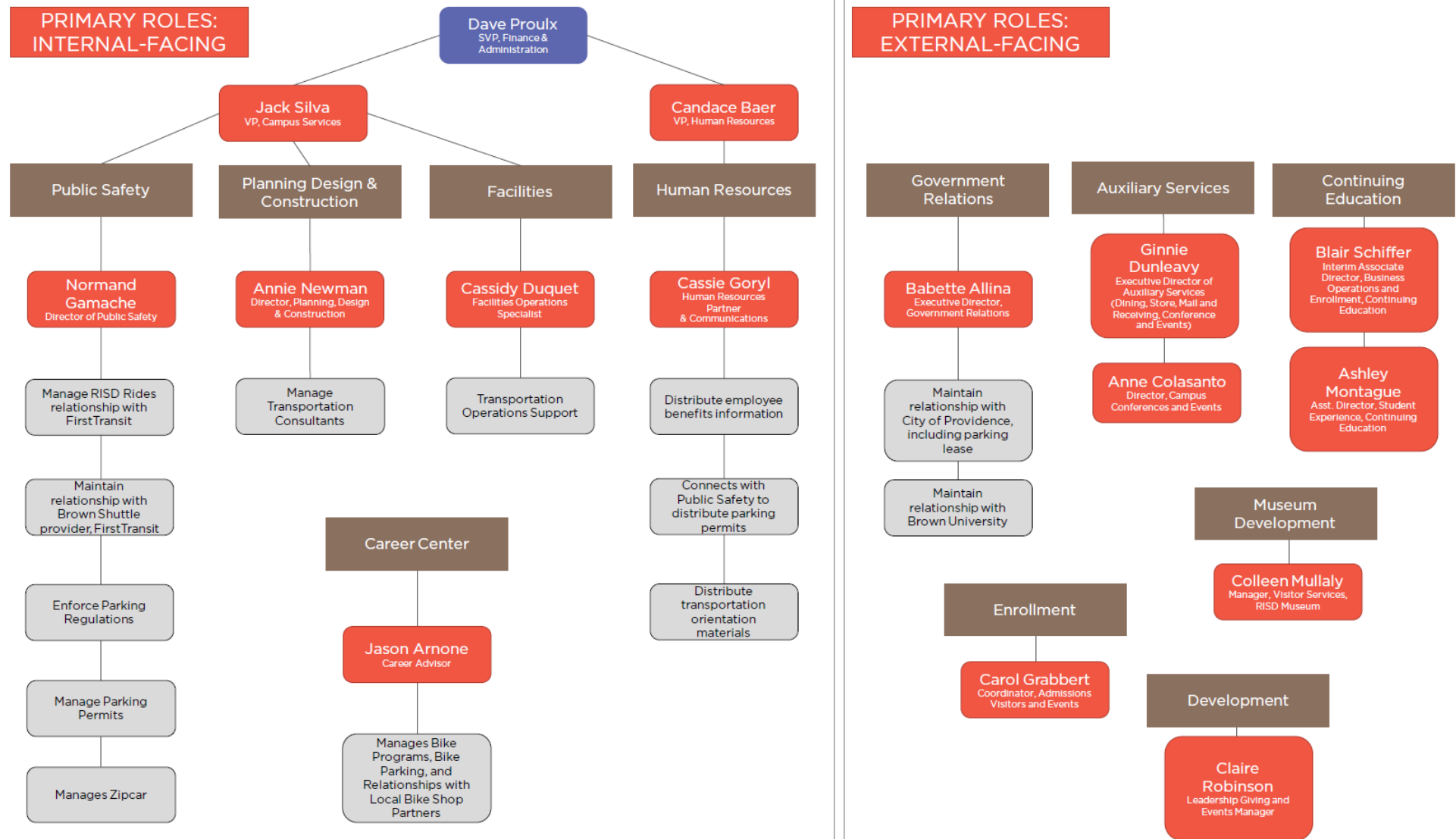
## Inventory

RISD currently manages 420 off-street parking spaces and pays to lease shared access of 76 on-street parking spaces. However, 101 of its off-street spaces (located at Brook St. and Charles Landing) are difficult to access from main campus. See Figure 15.

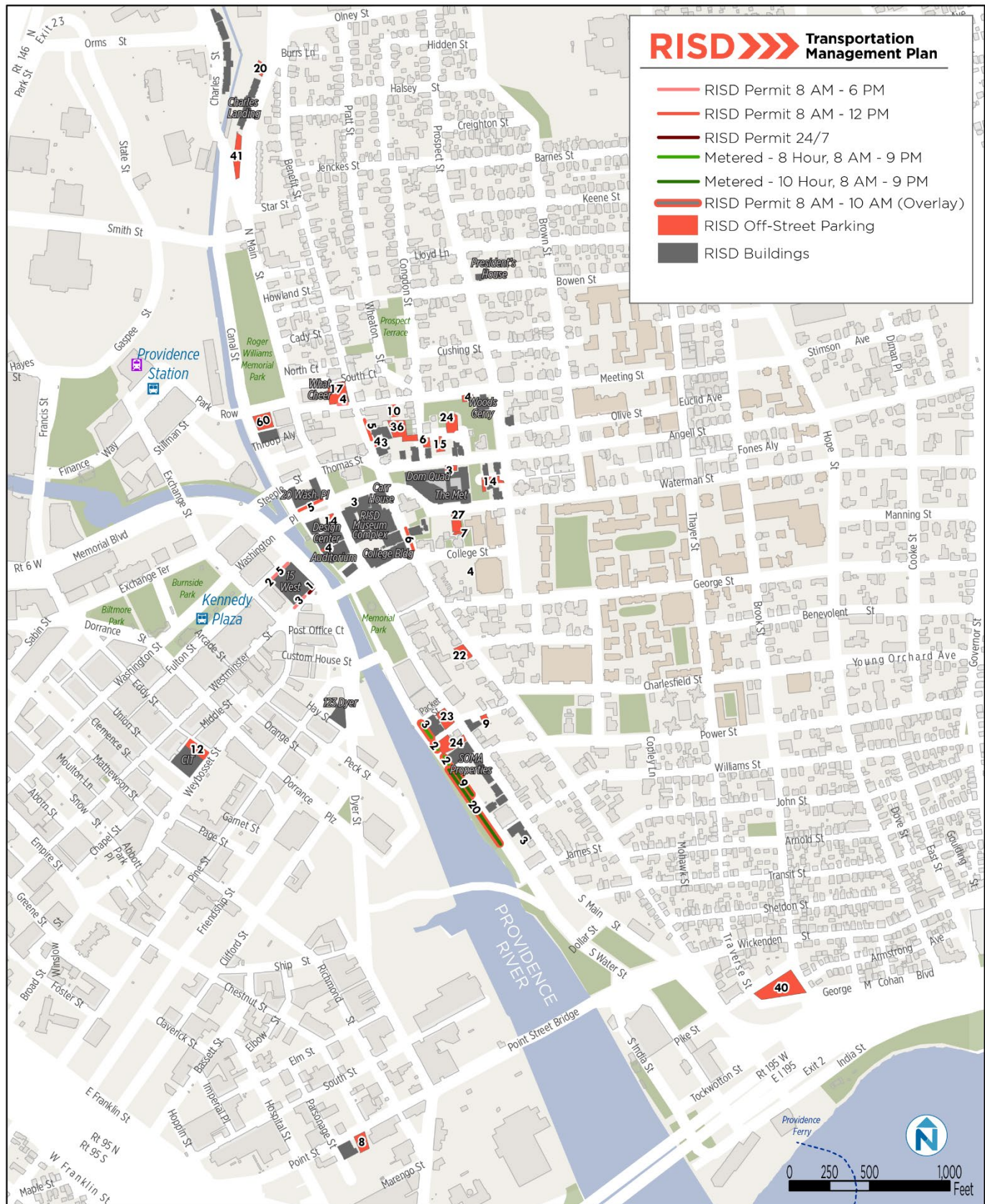
Overall, the parking inventory includes 1,325 parking spaces (Figure 17).



**Figure 14 Unofficial RISD Transportation Management Organization Chart**



**Figure 15 RISDParking Supply: 420 Dedicated Off-Street Spaces, 76 Shared On-Street Spaces**









The table below provides an overview of the parking inventories mapped above and provides a point of comparison between the RISD controlled supply, and the on-street supply available on campus and surrounding streets.

**Figure 17 Most of the Parking Available Near RISD Campus is On-Street**

On-Street Parking	
RISD Permit 8 AM - 10 AM*	36
RISD Permit 8 AM - 6 PM	3
RISD Permit 8 AM - 12 PM	23
RISD Permit 24/7	1
RISD Service Vehicles	5
RISD Reserved - Public Safety	8
Metered - 2 Hour - 8 AM - 6 PM	220
Metered - 3 Hour, 8 AM - 6 PM	3
Metered - 8 Hour, 8 AM - 9 PM	10
Metered - 10 Hour, 8 AM - 9 PM	59
Unmetered - 1 Hour, 8 AM - 6 PM	10
Unmetered - 2 Hour, 8 AM - 6 PM	123
Unmetered - 3 Hour, 8 AM - 6 PM	121
Unmetered - 8 AM - 6 PM	4
No Time Limit after 10 AM	231
Unregulated	41
ADA Parking	7
On-Street Total	905
Off-Street Parking	
RISD Parking	420
<b>Total Parking Supply</b>	<b>1,325</b>





## Future Parking Inventory

RISD will lose access to the two lots near Charles Landing, reducing supply by 61 spaces. Off-street spaces will decrease to 359 spaces, and total spaces will decrease to 1,264 spaces.

## Parking Utilization

RISD parking spaces were monitored throughout the day to document occupancy/availability conditions on a typical day. Maps on the following pages present findings from key points in time from those surveys. The key below describes how parking utilization is indicated in these maps, and the implications for parking management.

### Percent Full

-  **<70%:** Underutilized facility. When a resource is less than 70% full, especially during peak periods, it should be viewed as having excess capacity and strategies for encouraging use should be considered.
-  **70-85%:** The “functionally full” sweet spot. Well-used but usually a space can be found. Change not mandatory.
-  **85-95%:** Slight over-demanded. Use discretion to consider deploying measures to reduce demand. Make changes if consistently in this category over many time periods or if facilities this occupied are adjacent to 95% facilities.
-  **>95%:** Overly full. Strategies to reduce demand highly encouraged.

The peak time for parking utilization in the RISD area is 12:30-2:30pm. At this time, over 85% of parking spaces are in use across the full RISD inventory, and many lots are over 95% utilized (Figure 18). This suggests a parking system that is at capacity, with several facilities including all leased on-street space, chronically over-capacity.

## Utilization of RISD Parking Facilities

The parking situation does not change significantly when considering only facilities owned or leased by RISD. All RISD facilities are roughly 80% full at the peak hour (Figure 19). However, considering core facilities only, RISD parking spaces are 96% full at peak.

There are 462 RISD spaces. At peak, RISD parking demand is 359 (see chart in Figure 19). If the 101 Brooks/Charles Landing spaces are excluded, but parking demand does not change, RISD would have 2 available spaces at peak (359/361, ~100% utilized). To get to 85% utilization without Charles Landing/Brooks, RISD would need to add 62 spaces.

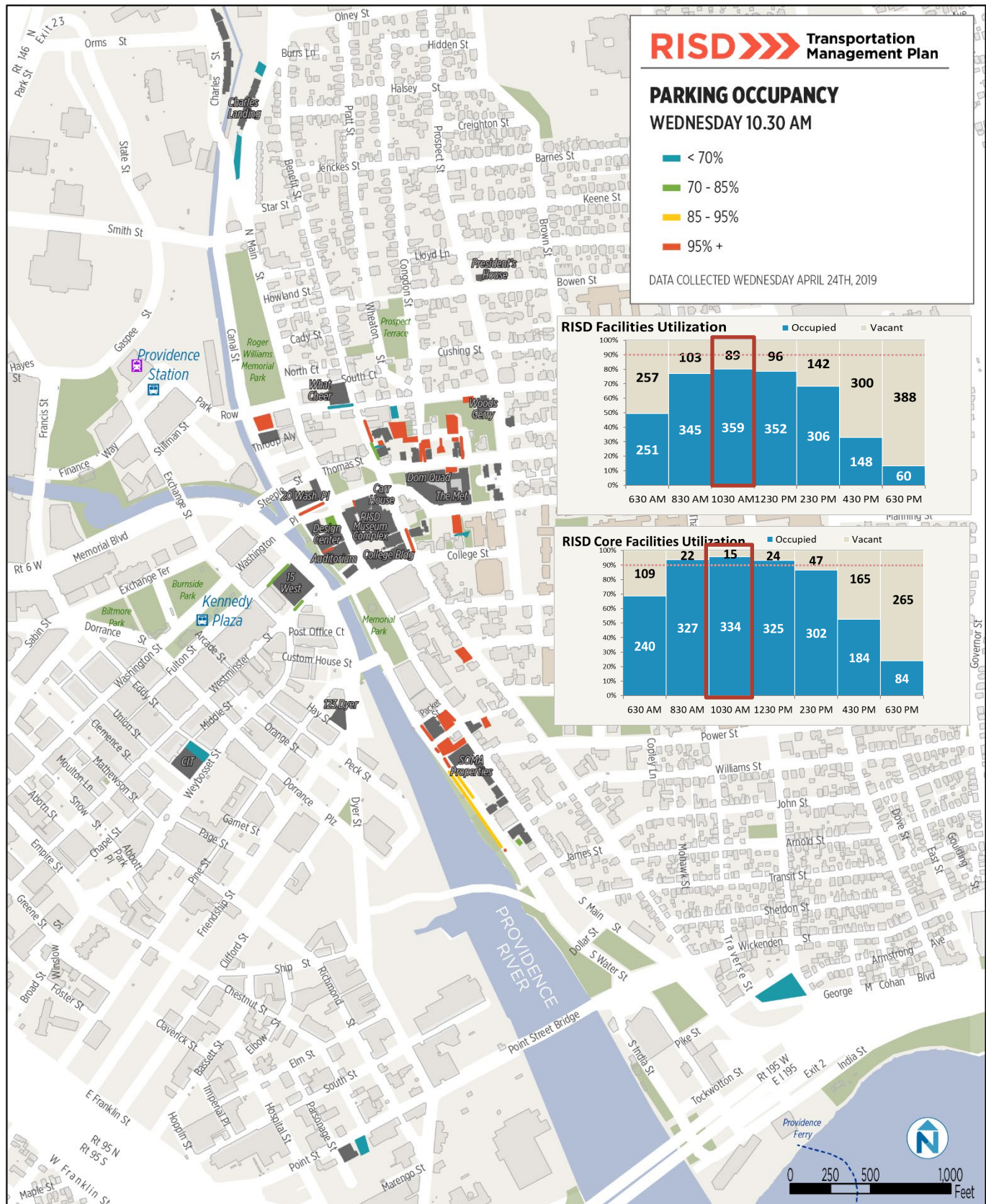
## Future Parking Utilization

As Figure 18 shows, the Charles Landing lots are two of the few lots that are currently underutilized. In fact, these lots together were 45% full at the peak hour. Assuming these drivers will park elsewhere near RISD after lease ends (and no other parking is added), total parking spaces will increase from over 85% full to about 90% full.





Figure 19 RISDParking Facilities Parking Utilization



## On-Street Parking Use

Occupancy surveys also indicated that leased on-street spaces, which restrict parking to RISD-permit holders throughout the campus day, were not providing optimal benefit to RISD permit holders (Figure 20). Many of the cars parked on these blocks did not display a RISD permit, indicating that the restrictions secured through the current lease are not being enforced. It is possible that construction workers were parking in these spaces during the time of field observations. In addition, while other on-street parking was well utilized, it was not possible to determine whether RISD affiliates were using these spaces.



Figure 20 RISD Permit Parking is Small Share of Total Peak-Hour On-Street Occupancy

**PARKING OCCUPANCY**  
WEDNESDAY 10.30 AM

- < 70%
- 70 - 85%
- 85 - 95%
- 95% +

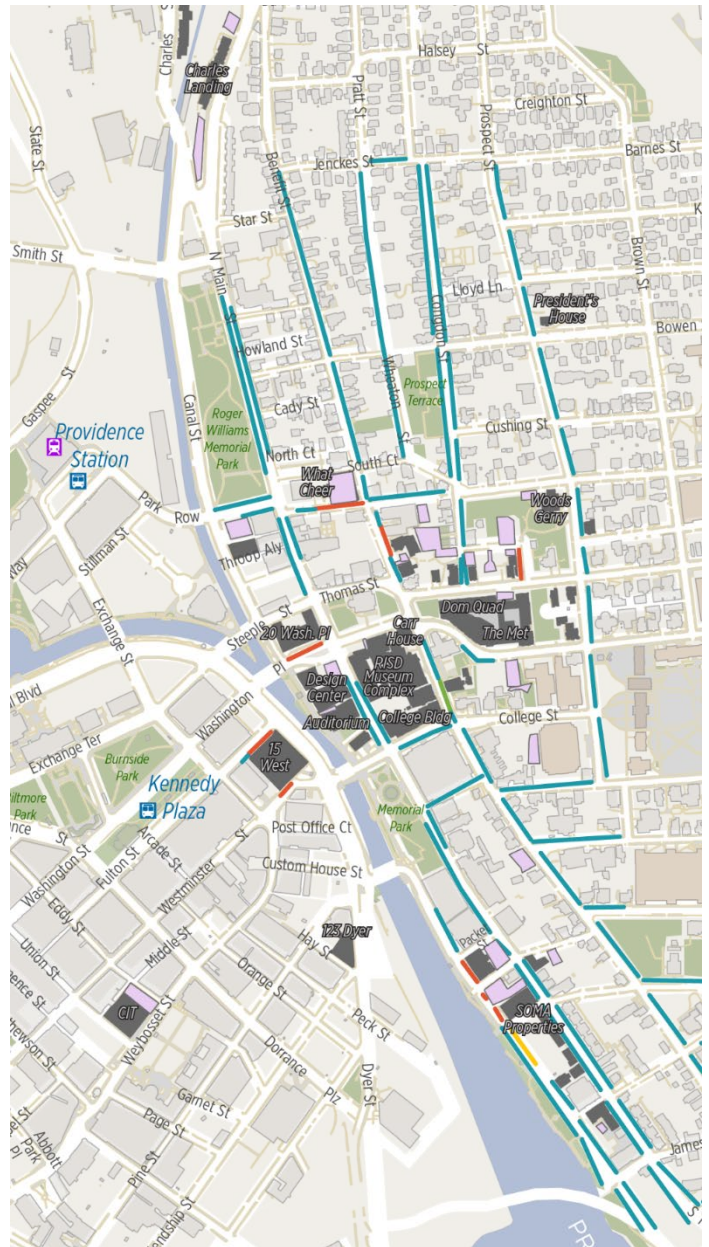
DATA COLLECTED WEDNESDAY APRIL 24TH, 2019



**RISD PARKERS**  
WEDNESDAY 10.30 AM

- < 70%
- 70 - 85%
- 85 - 95%
- 95% +
- RISD ACCESS PARKING FACILITIES

DATA COLLECTED WEDNESDAY APRIL 24TH, 2019





## Key Issues & Opportunities

### Key Issues:

- The RISD parking inventory in the core area is at capacity during much of the campus day, suggesting latent (unmet) demand for additional parking or other improved means of campus access.
- Parking management is just one of the many functions assigned to RISD Public Safety.
- Parking and transportation responsibilities are divided among departments with little central coordination
- The distribution of parking spaces in relation to work locations is uneven. Permit holders can park in most any lot on a first come, first-served basis, often creating “competition” for parking. Employees report being anxious about arriving in time to find a space and adjusting their daily schedules accordingly. Those who need to use their car during the day risk not finding a space upon returning.
- The urban setting of the RISD campus limits options for expanding the RISD parking inventory on or near campus.
- Total parking supply will decrease when the Charles Landing lots are no longer accessible.
- Municipal parking enforcement is perceived as lax.
- Stacked parking creates stress and confusion.

### Key Opportunities:

- The limited capacity to expand parking supply clarifies the importance of parking management, including strategies to shift travel modes by improving/incentivizing driving alternatives.
- In the upcoming lease renewal, consider updating the morning hours RISD has access to facilities leased from the City to ensure early access.
- Remote facilities already owned/leased by RISD remain empty throughout the day, even at peak.

## CAMPUS VISITORS

Thousands of visitors come to RISD every year as prospective students, proud parents, conference attendees, museum visitors, and continuing education students. Parking and pickup/drop-off present a challenge for RISD and its visitors. RISD provides visitor parking information on its Parking Info page and its campus map (Figure 21).

## Admissions

RISD consistently attracts families and prospective students visiting campus. These visits are concentrated on weekends, when up to 225 people visit. During Admissions RISD may host up to 1,500 visitors.

RISD links to parking information on its Visiting Campus page.

## Conferences and External Events

Generally, RISD conferences are either one-time events or take place over the course of 10 weeks. Roughly 1,500 attendees will come to RISD for one-time events in 2019, with the largest events attracting 450 visitors. Current parking solutions make use of convention center and mall parking. Longer events usually attract roughly 100 visitors, who often stay in RISD dorms for the duration of the conference. These visitors often pay for monthly parking at nearby Metro Park or other public lots.

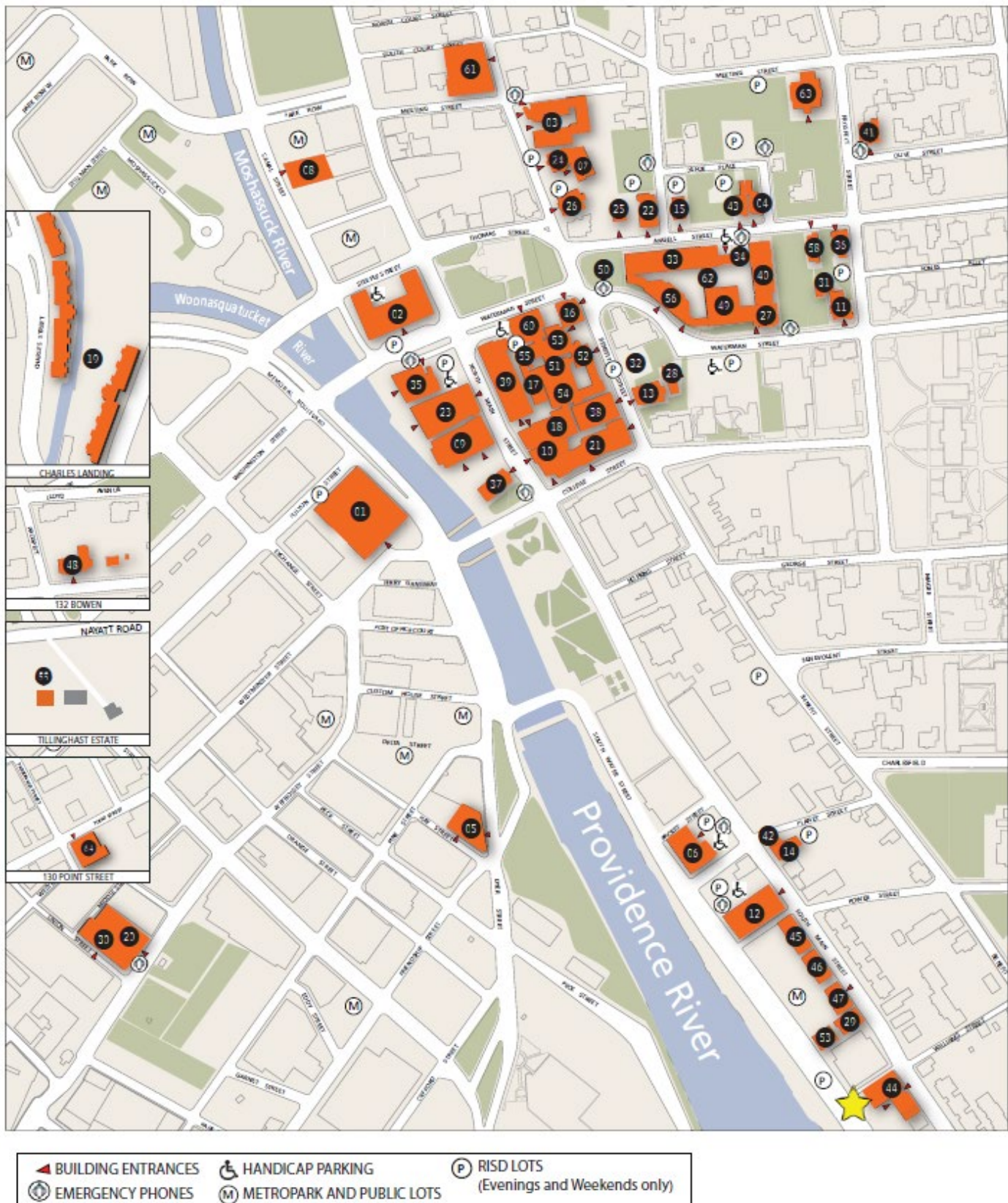
## Continuing Education

RISD supports Continuing Education programs throughout the year. During the Fall, Winter, and Spring, the CE programs run from 6:30pm to 9:30pm on weekdays and from 9am to 4pm on weekends. Typical weeknight classes attract as few as 10-20 students and as many as 120-150 students in total, with an additional 10-25 instructors. Saturday classes attract 100-175 students and 30 instructors. Sundays are lightly scheduled, with 10-40 students and a few instructors. During the Fall, Spring, and Winter, RISD Continuing Education programs can attract as many as 850 weekly visitor trips.

During the Summer, RISD runs large Continuing Education programs from late June to Early August. During these months, the largest classes are on weekdays, with 300-600 total students—along with over 30 instructors—attending classes scheduled in a single day. These classes are scheduled during one of the one of four blocks: 9am-12pm, 9am-4pm, 1-4pm or 6:30-9:30pm. Weekend programs are much lighter, with 10-20 students attending daily.

Without a residential CE option, RISD Continuing Education create significant demand for parking. However, this demand is focused during the summer and at off-peak times during the school year. Students are instructed to park in RISD lots after hours. However, young artists' pickup and drop-off during weekdays remains an issue.

Figure 21 Most Lots on the RISD Campus Map are After-Hours Only





## RISD Museum

The RISD Museum of Art attracts many visitors for its exhibits and special events. A typical day may see 100-400 visitors, with up to 1,000 visitors attending during campus or museum special events.

The RISD Museum website offers parking information on its Hours & Admissions page.

## Wayfinding

Wayfinding signage for drivers and pedestrians on campus is limited. While students and employees learn to navigate without signage, visitors are usually unfamiliar with campus and would benefit from navigation to visitor parking facilities and the most-visited campus buildings.

## Key Issues & Opportunities

### Key Issues

- Limited parking is available for visitors
- Parking information for visitors is dispersed; each visitor program has a different source of parking information
- Challenges with pickup/drop off, especially of young artists in CE classes
- Visitor parking is largely available uphill from the center of campus, a challenge for immobile or elderly visitors

### Key Opportunities

- Identify a few pickup/drop off zones near key buildings.
- Develop a parking map that highlights legal spaces for daytime and after-hours visitors

## COMMUNICATION SYSTEMS

Transportation information communication includes a range of resources such as campus web pages, employee orientation materials, internal messaging, external orientation materials, facility signs, and wayfinding signs.

### Key Issues & Opportunities

#### Key Issues:

- Transportation and parking information is shared across multiple webpages, intended for a wide subset of audiences. Some pages provide more depth and links to actual services whereas others do not. This has led to inconsistent information and miscommunications.
- Employee pages emphasize parking options but do not mention options like access to Brown shuttles.
- Students do not receive comprehensive travel information at any stage during their time at RISD.

#### Key Opportunities:

- Streamline the number of main information summary and maps for transportation and parking information. Provide external information for visitors, continuing education participants, event attendees, etc. Provide internal information to faculty, staff, and students. Link to the appropriate materials from any web page where transportation is discussed.

# APPENDIX

Materials presented in the appendix include a summary of the mobile workshops, additional survey data, and parking utilization maps.



## MOBILE WORKSHOP SUMMARY

On May 8<sup>th</sup>, three pop-up workshops were held at different times across campus in campus lobbies and dining facilities to reach a wide variety of audiences. These were conducted with the goal of collecting the knowledge and experiences of the RISD community directly.



### Selected Feedback:

- Participants were primarily concerned with pedestrian safety at a few intersections in the area. We heard concerns about the Benefit St. crossings at Angell St., Waterman St., College St., and Hopkins St. Participants identified several other intersections, including S. Main St. at Market House, Memorial and College St., and Memorial Blvd and Washington Pl. Specific issues cited were

visibility of signage and crosswalk markings, reliability of walk signals, and traffic volume and speed.

- Participants requested improved pedestrian signalization on either side of the Crawford St. bridge.
- Uneven sidewalk conditions on Benefit St. concerned some participants as well as winter sidewalk conditions, especially on Dyer St.
- Participants provided several comments requesting more covered and secured bicycle parking, most-commonly citing concerns regarding protection from theft and inclement weather. Participants identified Market Square and S. Main Street as problem spots for bicycle theft.
- Some participants noted a desire for bicycle services like shower and locker facilities, safety classes, and maintenance assistance.
- Workshop participants expressed support for the RISD U-Pass option RIPTA and expressed positive experiences with bus services. Some participants requested more service in late afternoon to align with their schedules.
- Participants expressed parking on campus as a pain point in their daily routine. The most common responses had to do with a general lack of parking in permit lots near campus. Participants described an escalating arms race to come earlier and earlier to find a space, which costs them time before their shift and causes them stress. Some respondents suggested they would be willing to pay more for the assurance that a spot would be there for them.
- When staff have difficulty finding parking in campus spaces, they often travel to the Wickenden lot to park. Participants suggested the experience at the Wickenden lot could be improved by a transportation service to campus, like a shuttle or JUMP bike station.
- There was also support for short term parking spaces for students to conveniently transport art supplies and projects, which do not travel well on the bus.

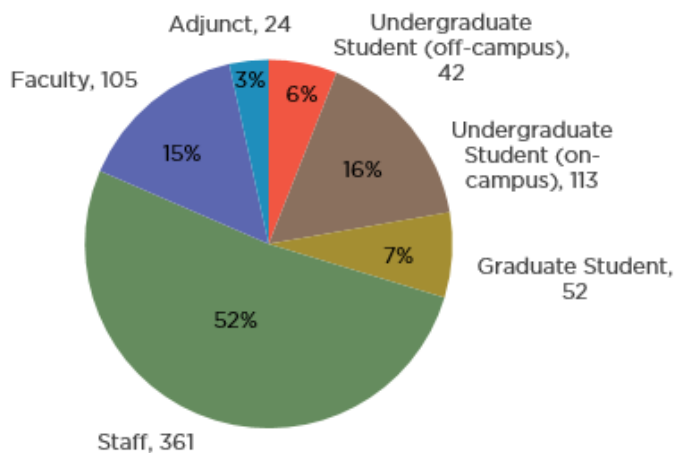
## ADDITIONAL SURVEY ANALYSIS

The following pages provide more analysis detail relevant to some of the information articulated in the above memorandum.

Almost 700 members of the RISD community responded to the transportation survey. More than half of these respondents are staff, about 30% are students, and about 20% are faculty.

90% of respondents say they are full time, and 10% are part time. Most of the part time respondents are split evenly among faculty, adjunct, and staff. About 90% of adjuncts are part time.

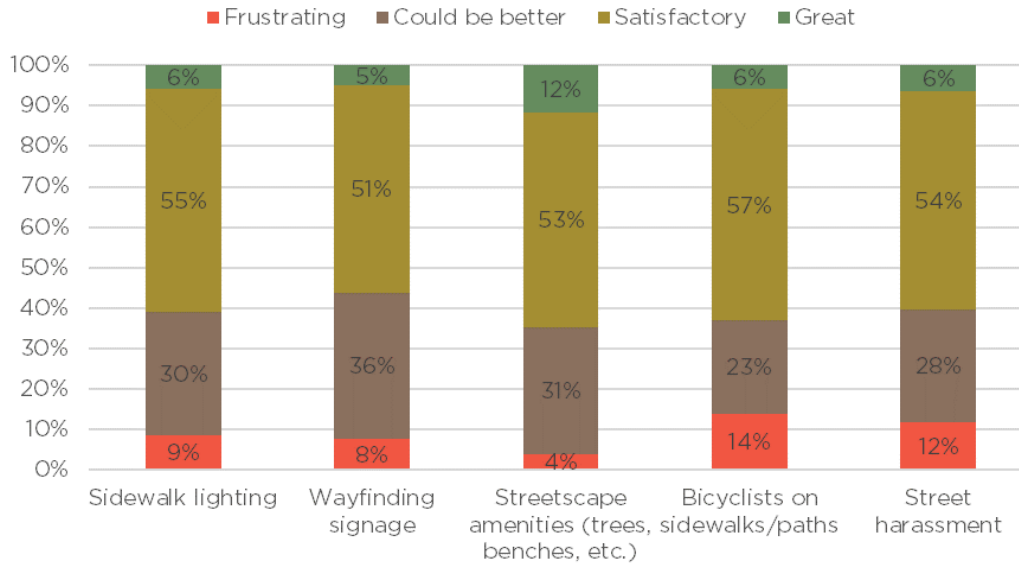
### Most Survey Respondents are Staff, Undergraduate Students, and Faculty



Part time and full-time community members get to RISD in similar ways, especially in how often they walk, drive alone, ride a bicycle, or ride MBTA commuter rail. However, a higher share of part timers use another mode of transportation, like inter-city bus or Amtrak. 11% of respondents say they use another mode, compared to 2% of full time. This trend reflects the commute behavior of adjuncts in contrast to the rest of the community.

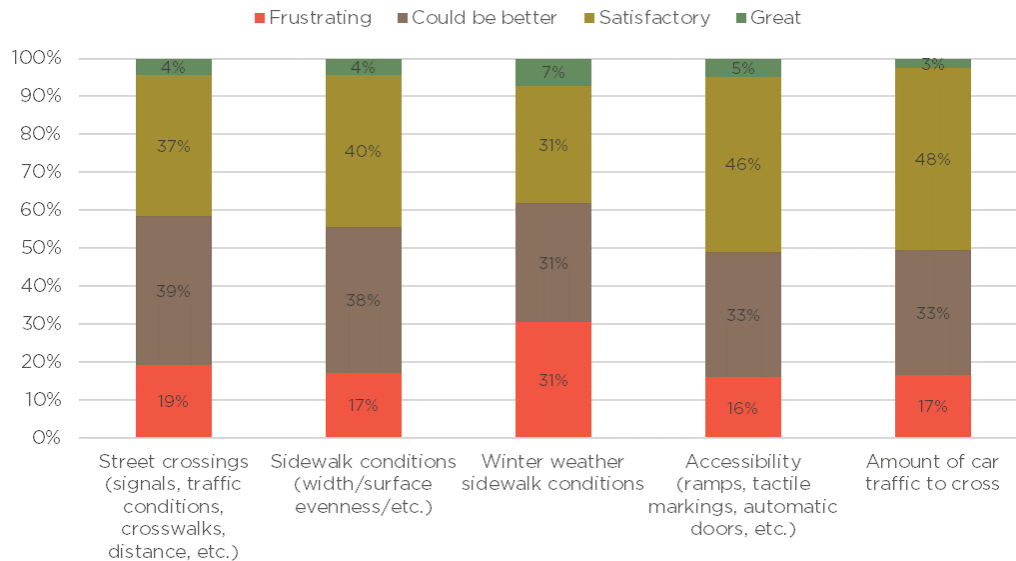


**The Majority of Survey Respondents said these Walking Characteristics are at Least "Satisfactory"**

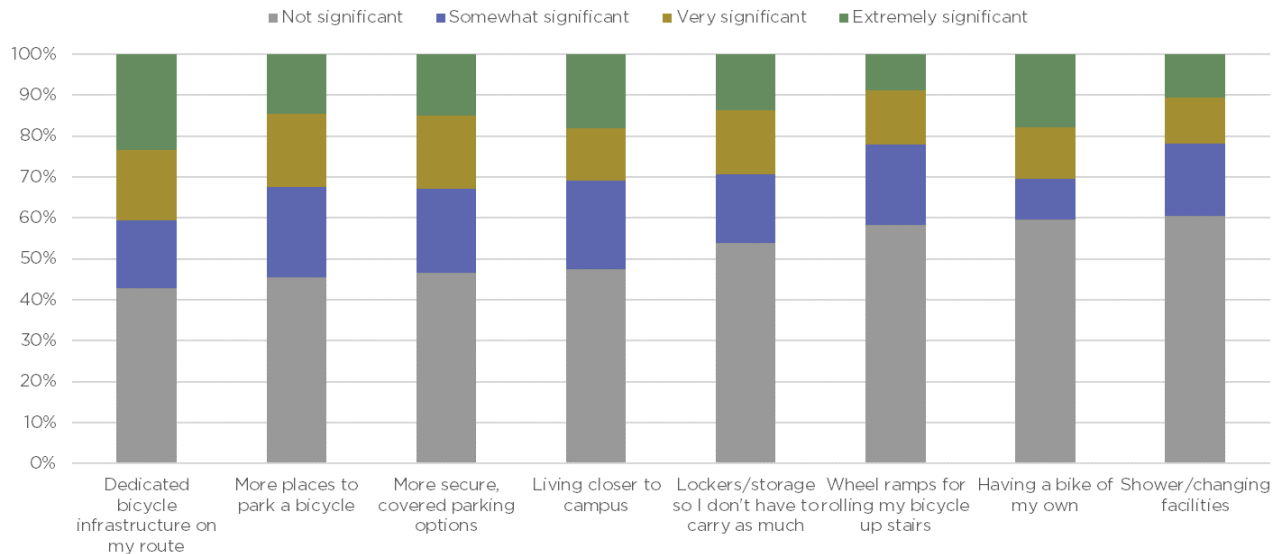


Respondents also indicated several positive elements of walking near campus. The majority of survey respondents rank streetscape amenities as satisfactory or better. More than 60% of survey respondents find sidewalk lighting, wayfinding signage, and conditions of conflict with bicyclists either satisfactory or great.

**Respondents Highlighted these Challenging Aspects of Walking Near Campus**



### Survey Respondents said Dedicated Bicycle Infrastructure May Change their Behavior

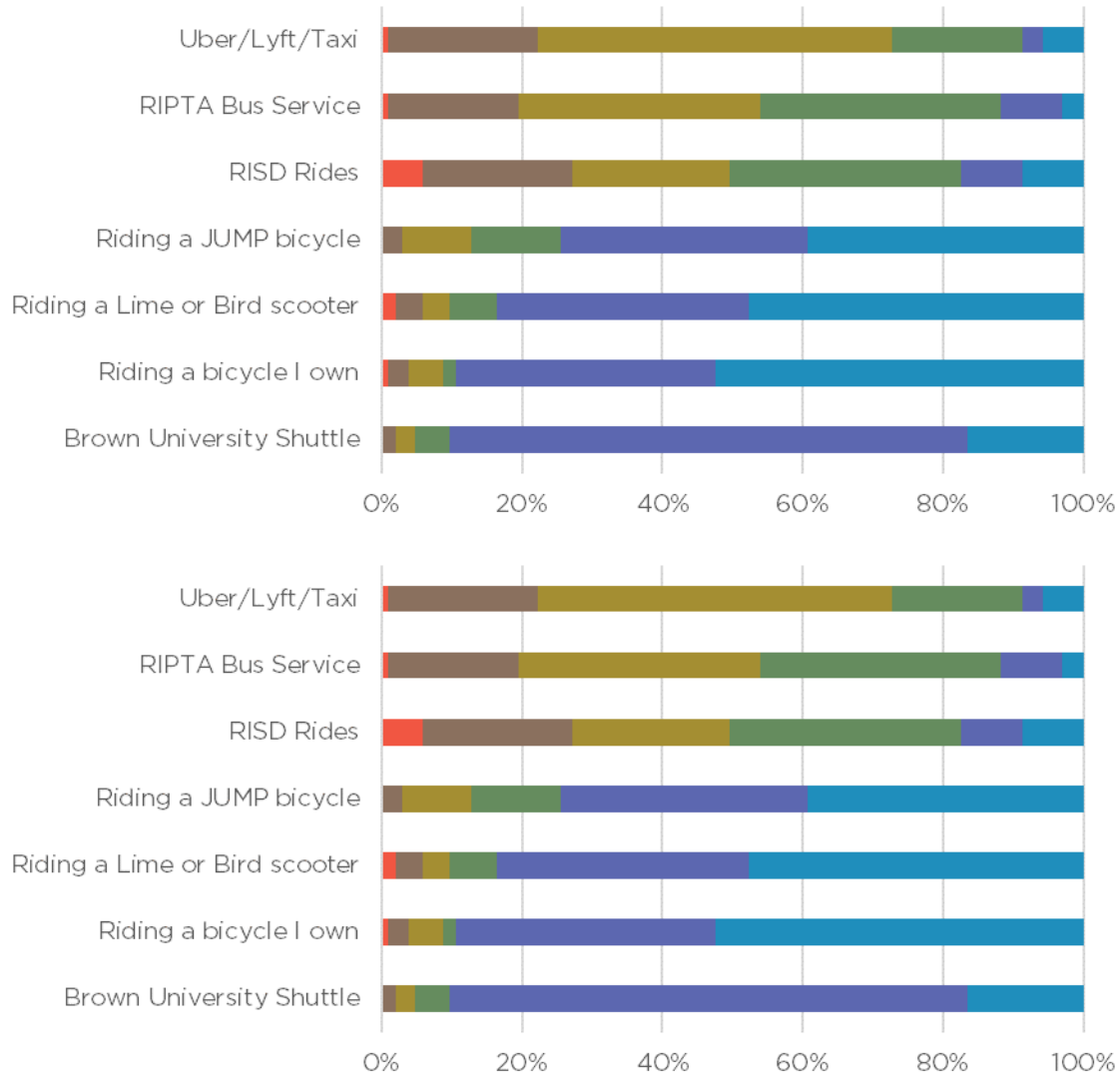


### Use of Alternatives: On-campus Undergraduate Students

Nearly all on-campus undergrads use Uber and Lyft, RISD Rides and the RIPTA bus. However, very few respondents use any of these services daily. This group's transportation may be easier to shape; at least 30% of on-campus undergraduates report interest in using each of the little-used services.

### On Campus Undergraduates Use Many Services but do not Depend on them Daily





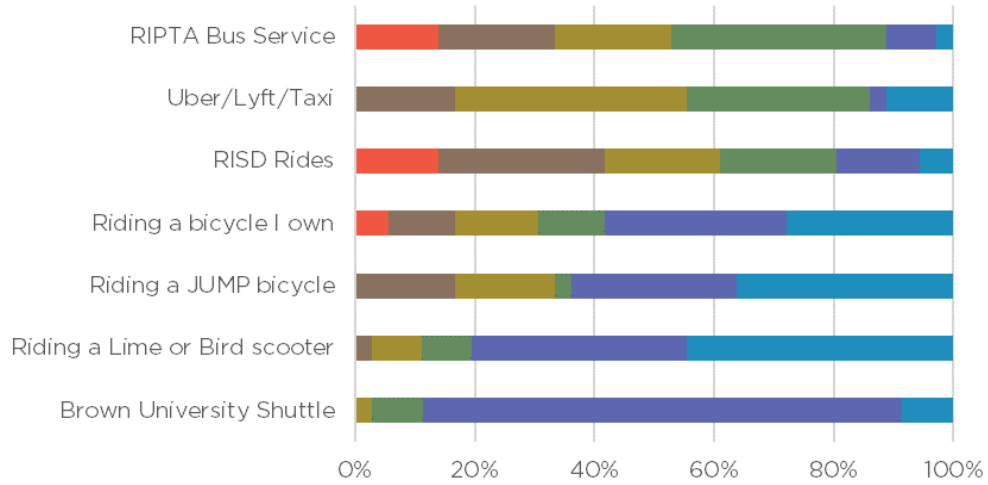
## Use of Alternatives: Off-campus Undergraduate Students

Off-campus undergraduates report similar usage to their on-campus classmates. However, there are a few key differences. For one, many more off-campus undergrads (42% of respondents) use a personal bicycle. Additionally, more off-campus undergrads report RIPTA bus and RISD Rides daily (14%), and 6% use their personal bicycle daily.

### More Off-campus Undergrads use a Transportation Service Daily



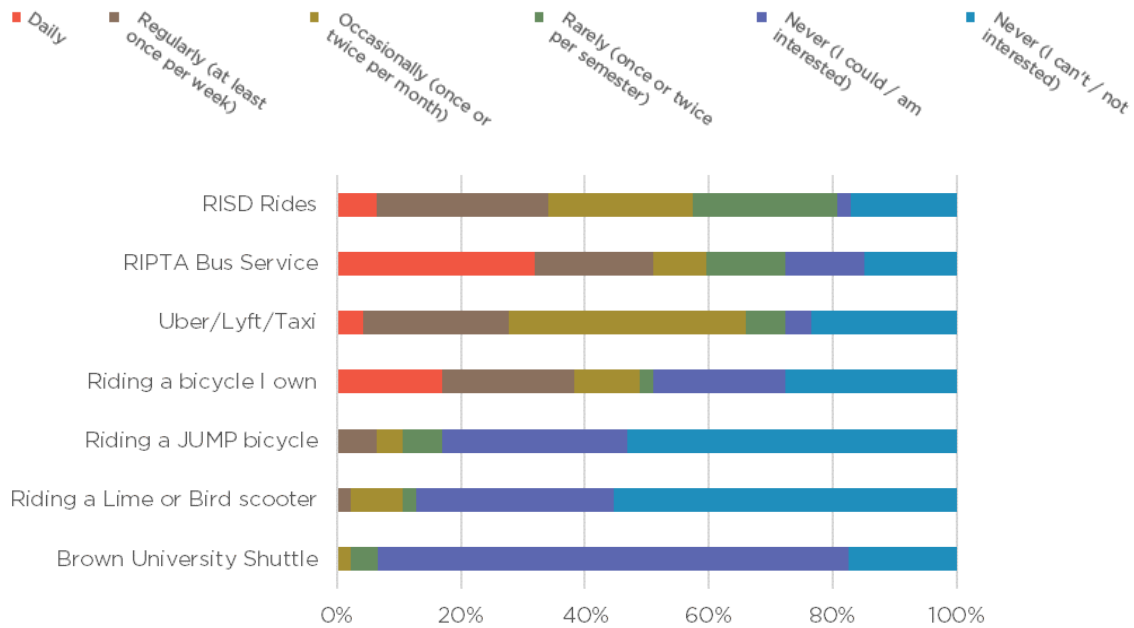




## Use of Alternatives: Graduate Students

Graduate students report the greatest daily usage of the RIPTA bus service of any group: roughly one third of graduate student respondents take the bus daily. About 50% ride their bicycle (including 38% at least frequently). About 80% of graduate students use RISD Rides.

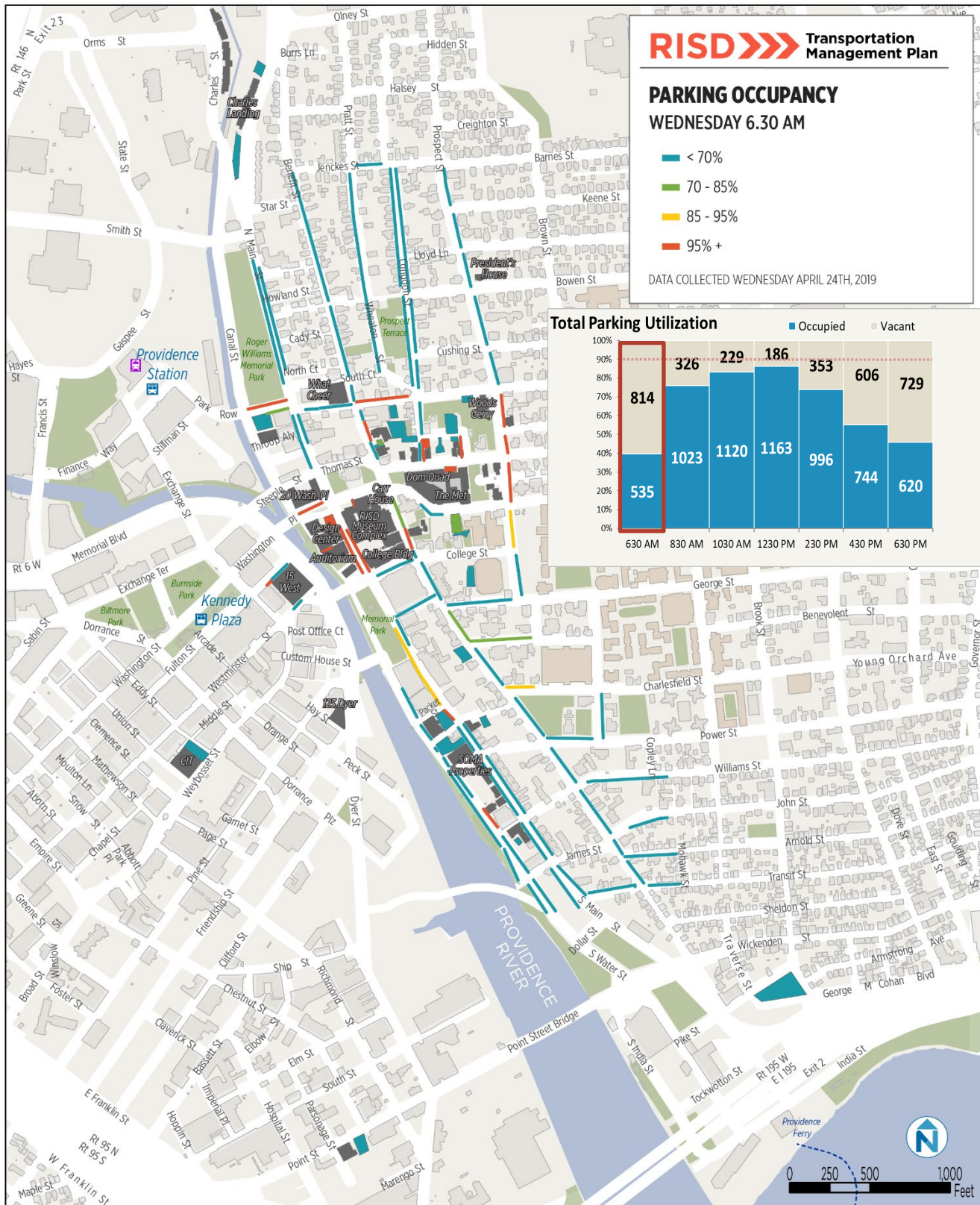
### Many Graduate Students Report using RIPTA and Their Bicycle Daily



## PARKING UTILIZATION

### Total Area Parking

6:30AM-8:30AM Total Area Parking Utilization

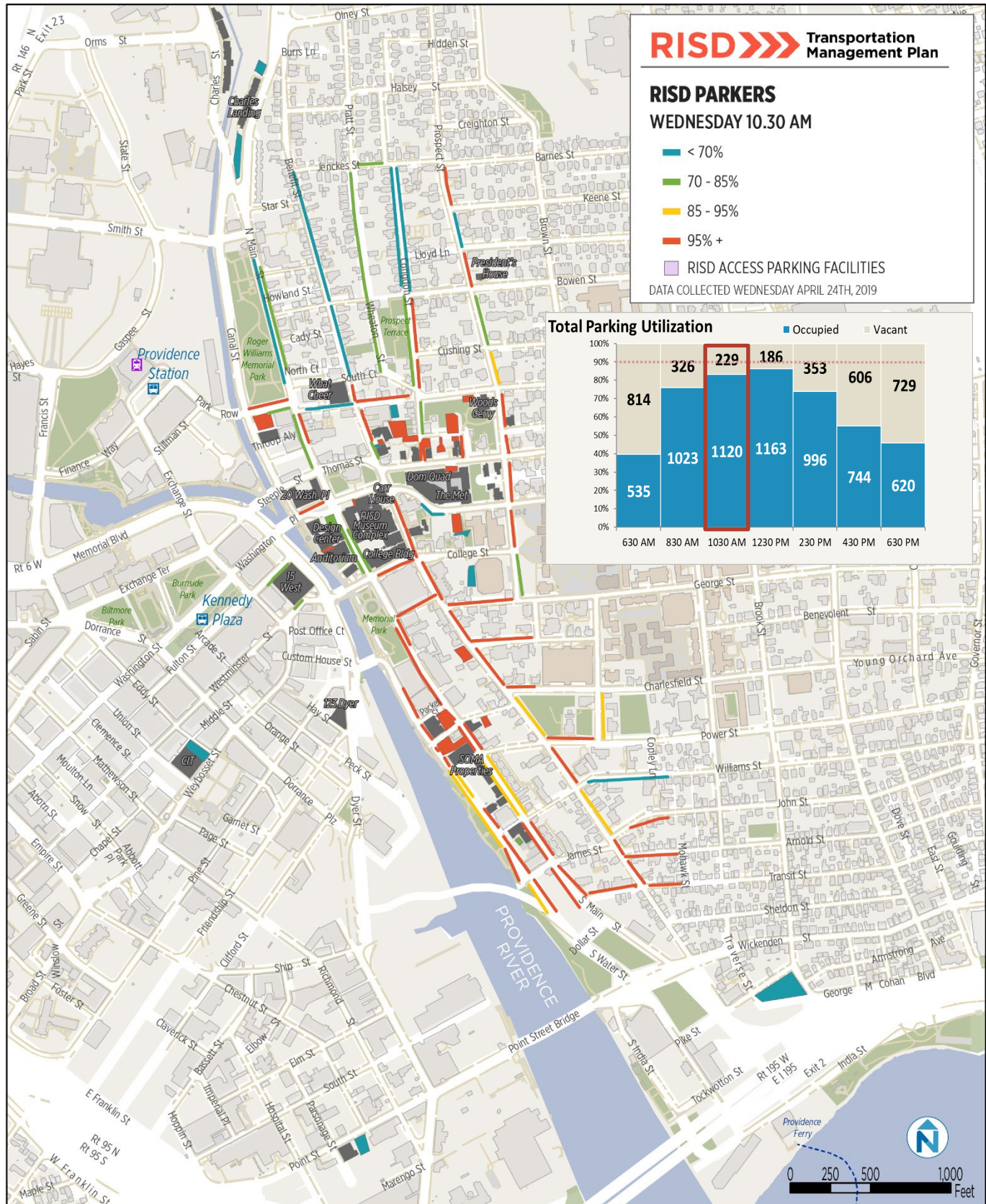








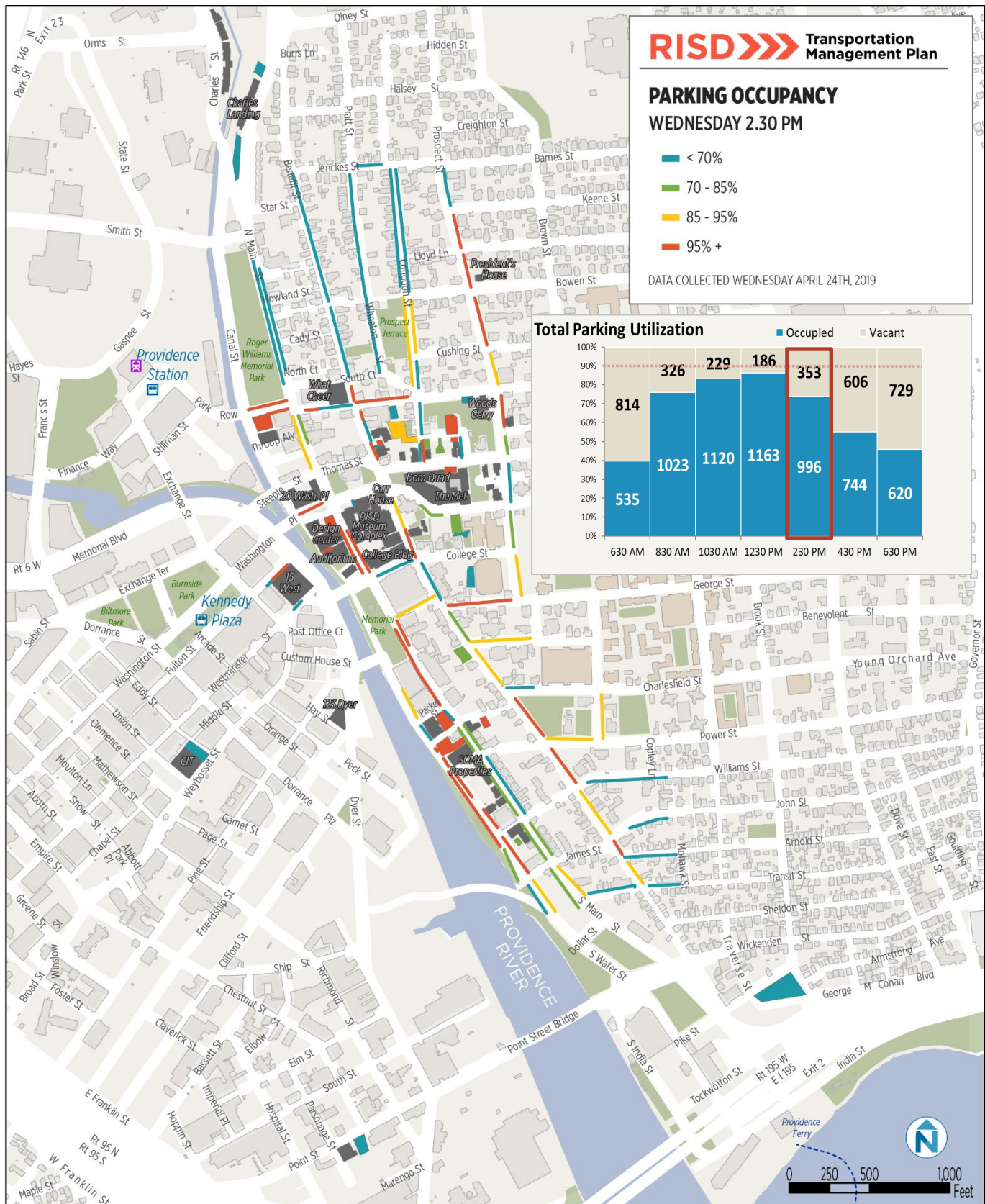
10:30AM-12:30PM Total Area Parking Utilization



See parking section for 12:30pm (peak) utilization map

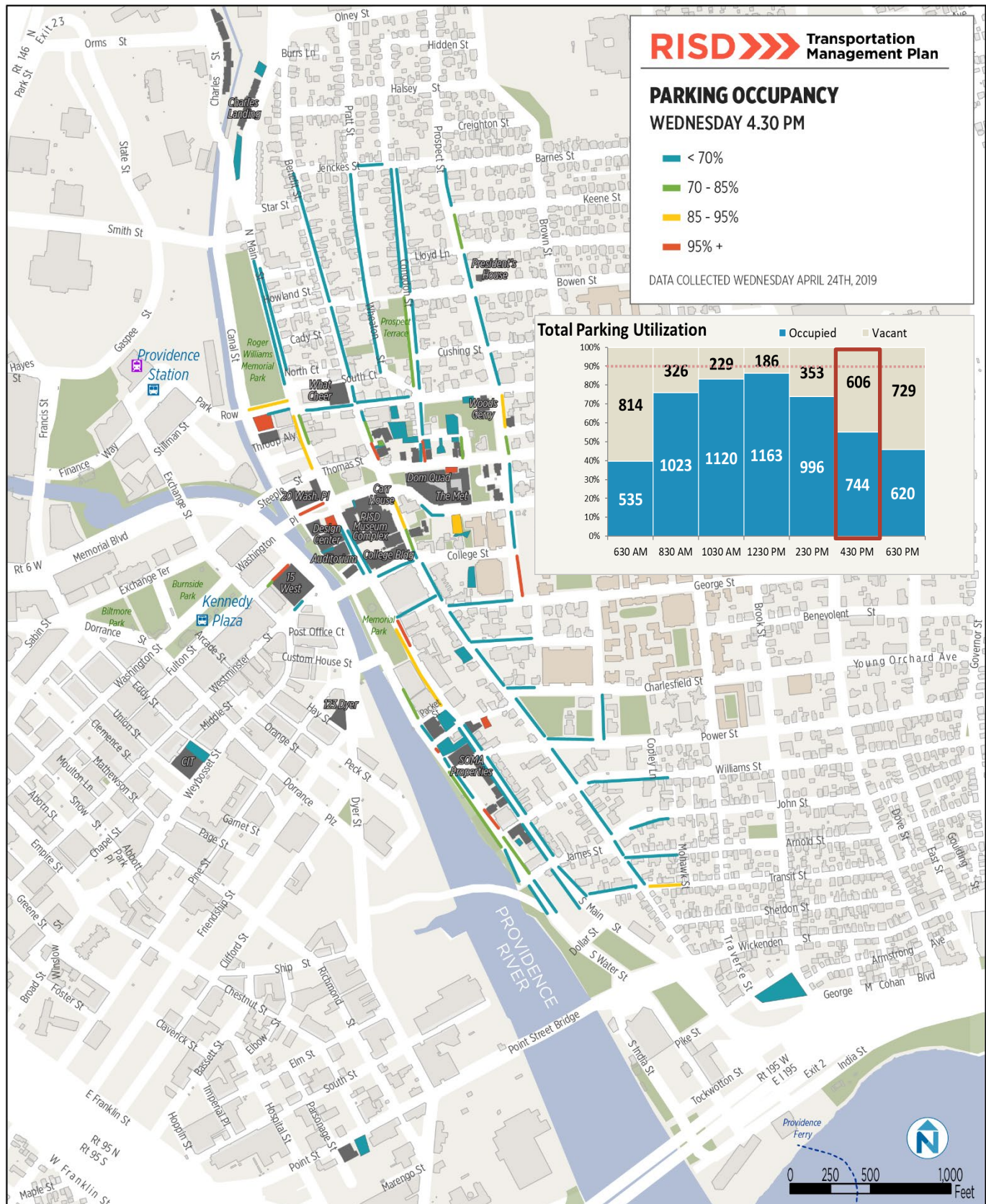


2:30PM-4:30PM Total Area Parking Utilization



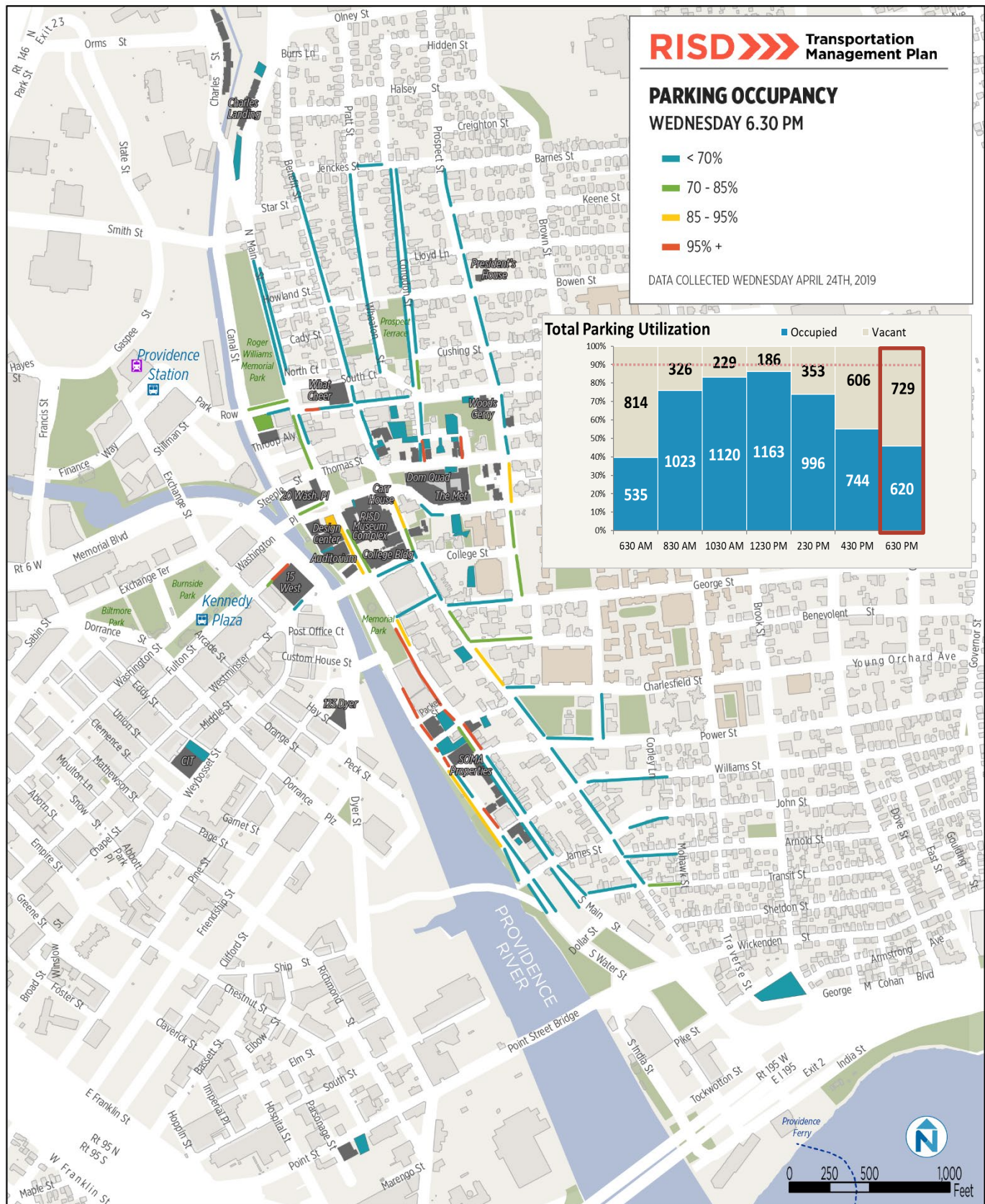


4:30PM-6:30PM Total Area Parking Utilization





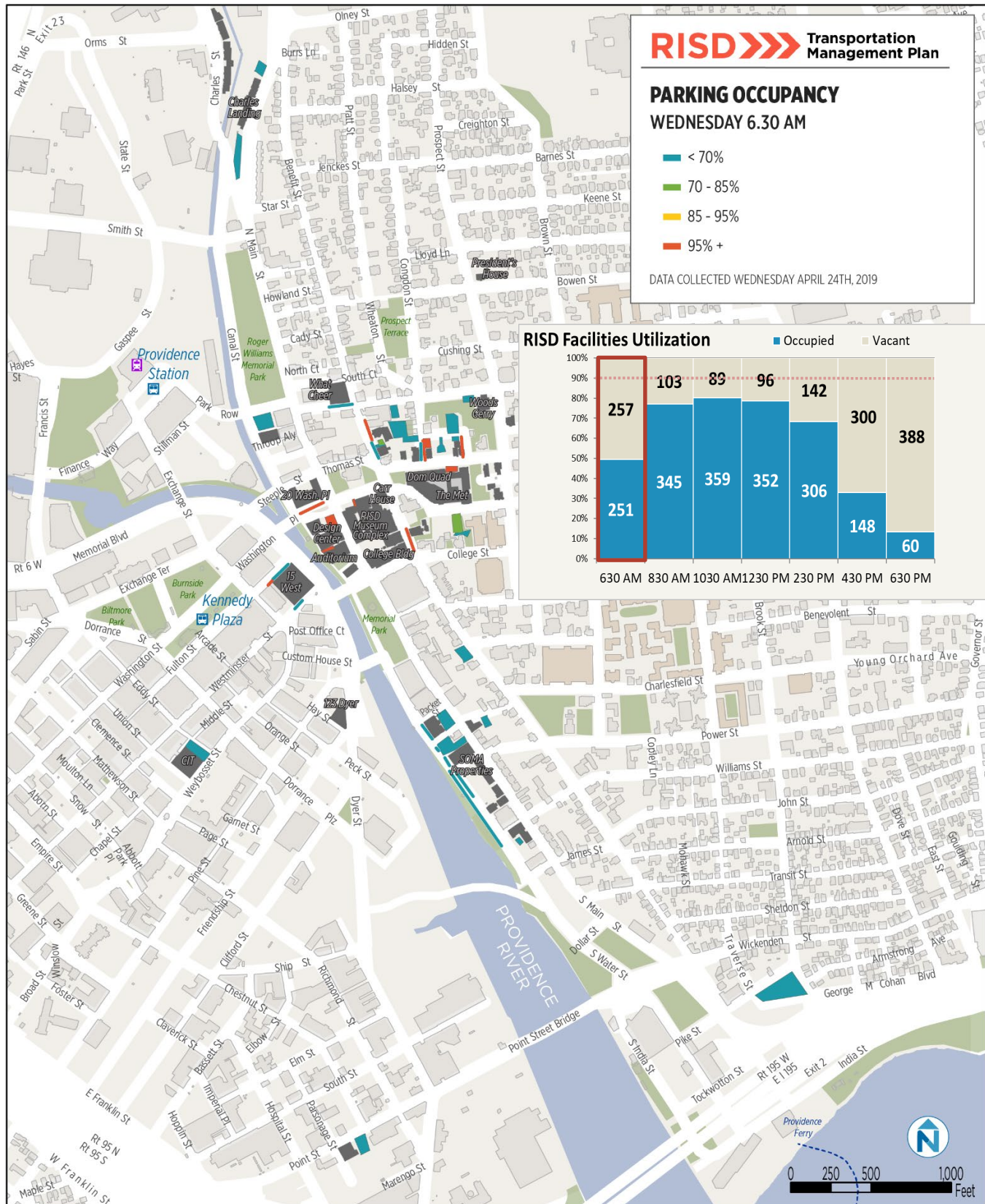
**6:30PM-8:30PM Total Area Parking Utilization**





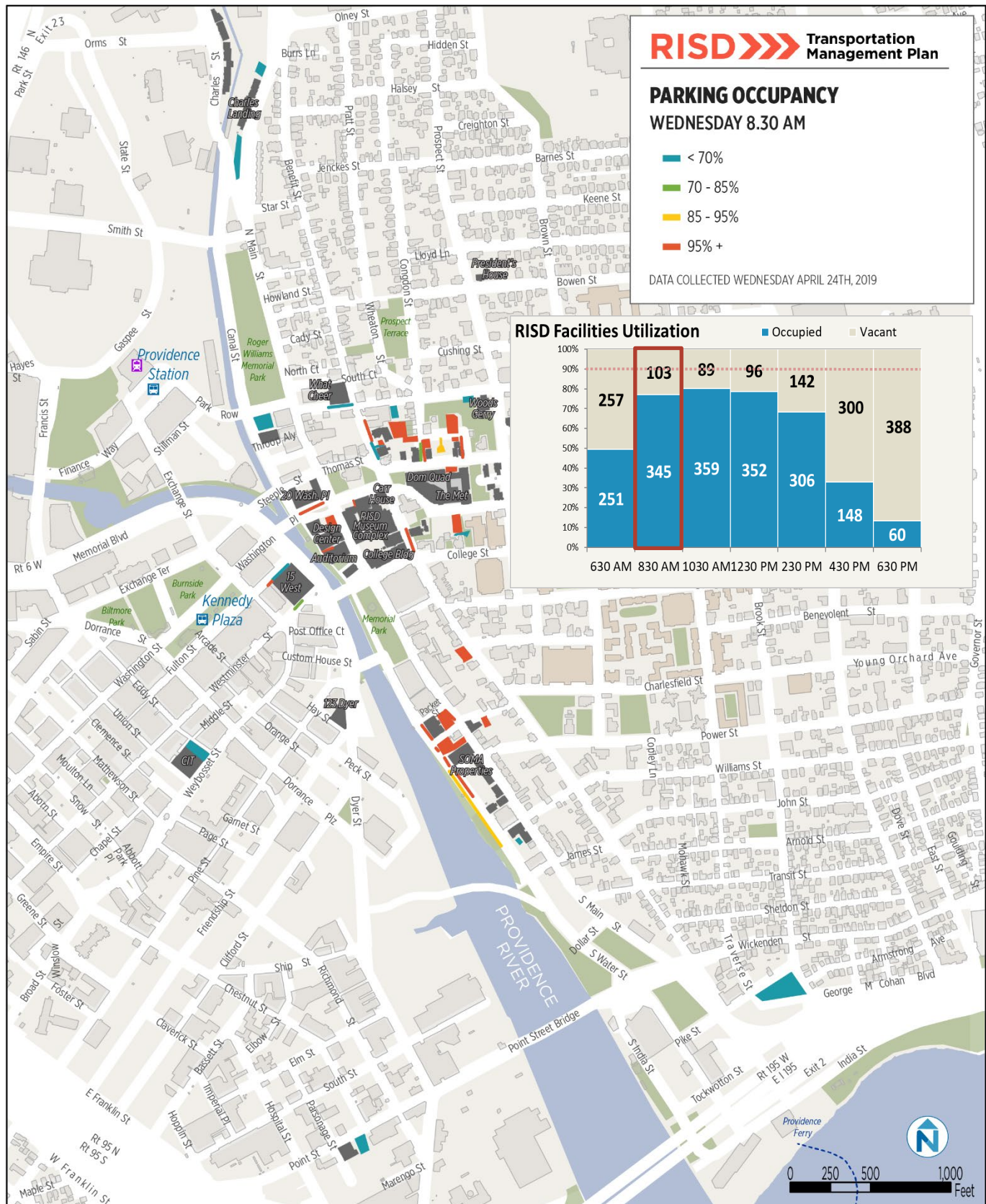
# Parking Utilization of RISD Facilities

6:30AM-8:30AM RISD Facilities Parking Utilization





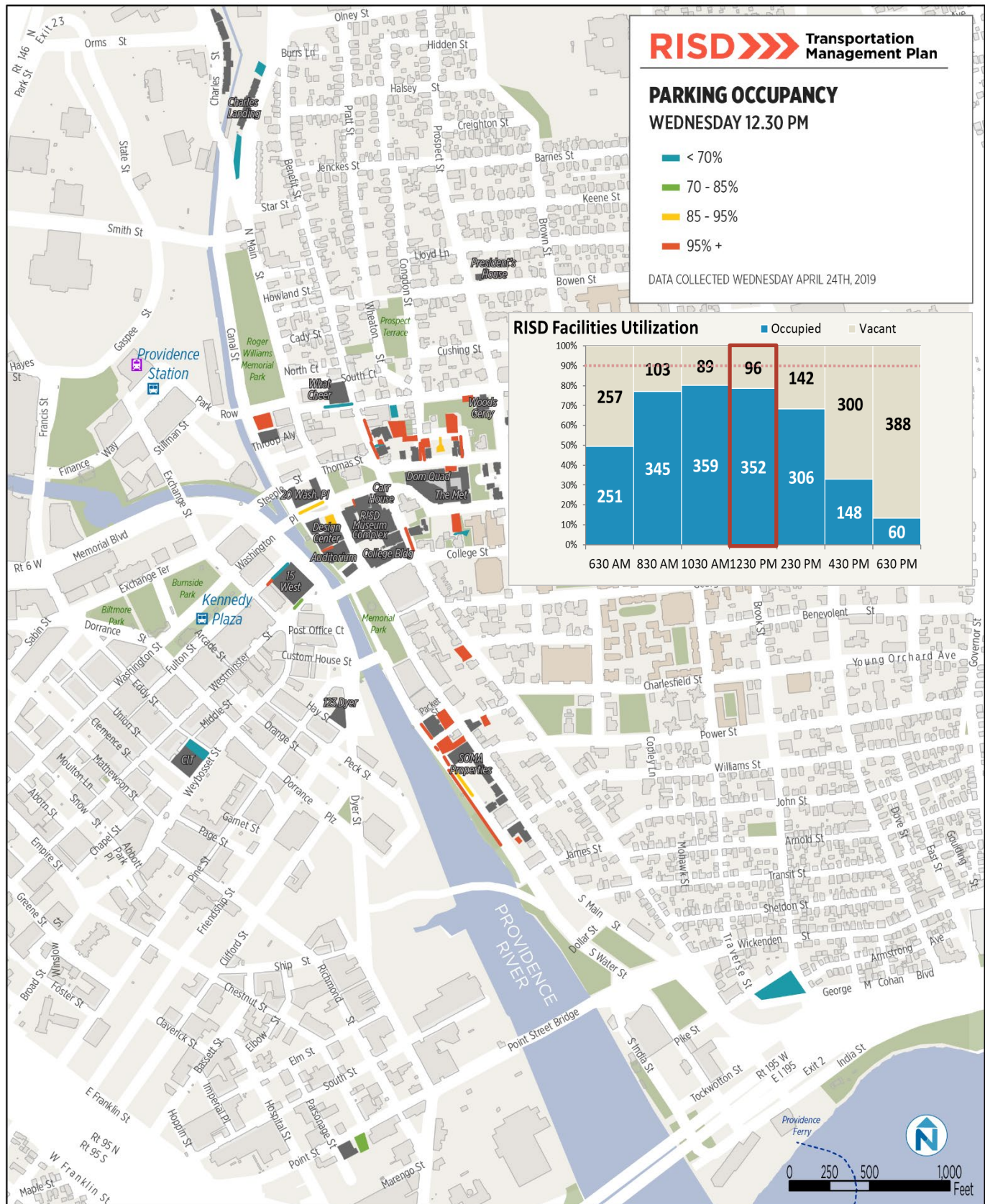
8:30AM-10:30AM RISD Facilities Parking Utilization





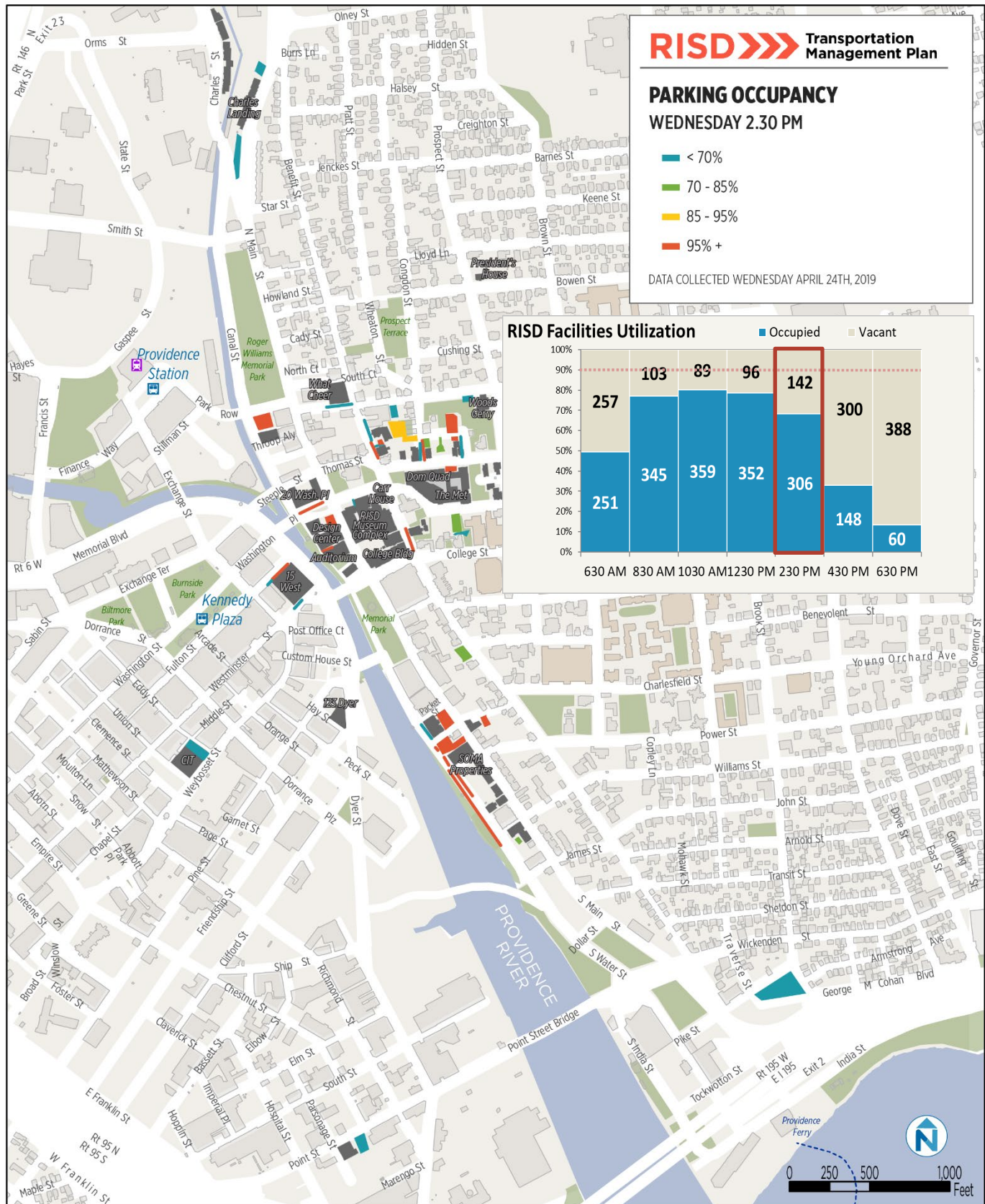
See parking section in main body for 10:30AM (peak) utilization map

### 12:30PM-2:30PM RISD Facilities Parking Occupancy



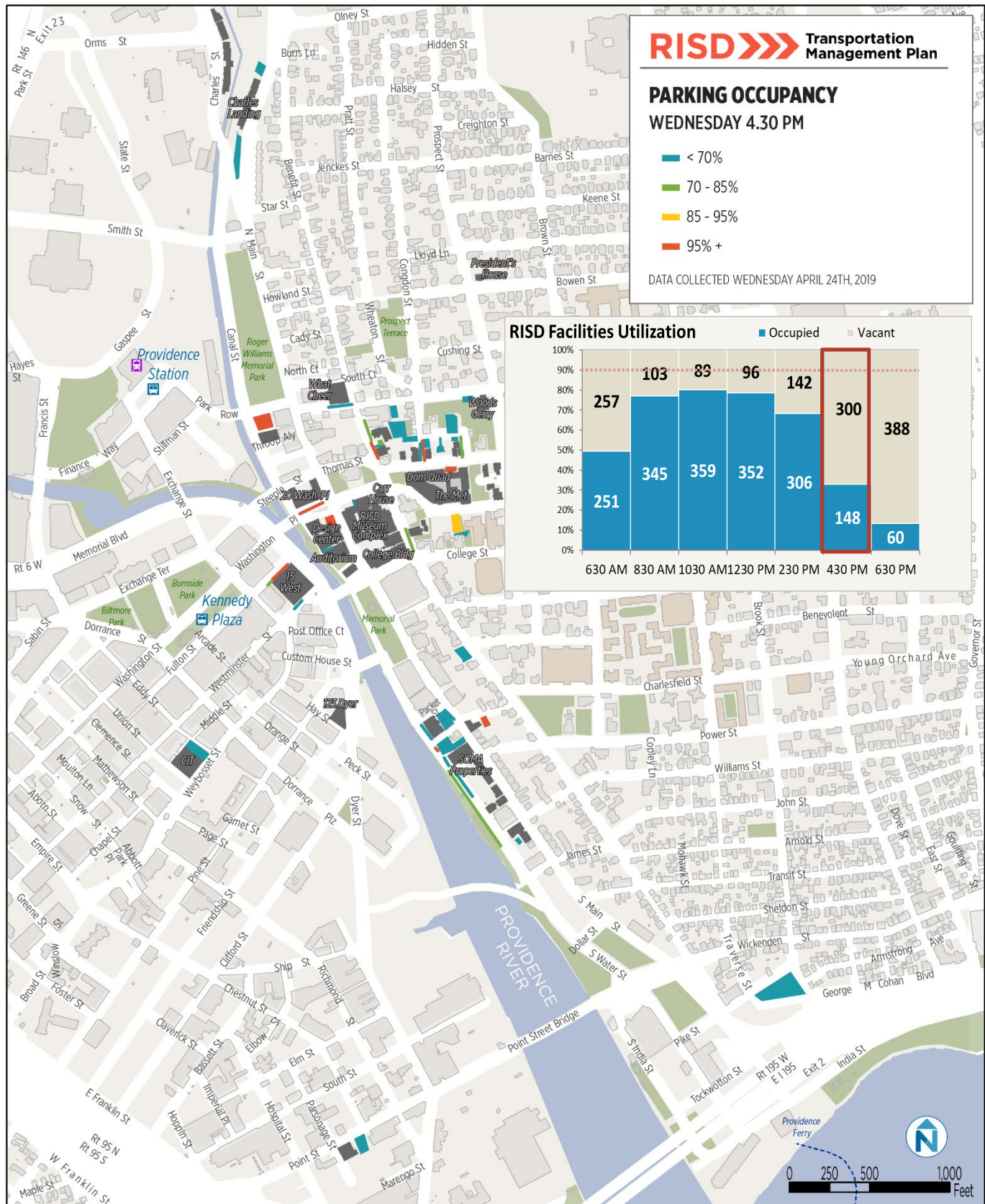


**2:30PM-4:30PM RISD Facilities Parking Occupancy**





4:30PM-6:30PM RISD Facilities Parking Occupancy





6:30PM-8:30PM RISD Facilities Parking Occupancy

