Parking in Motion!
7 counts across three days:

- Wednesday, April 1
  - 9 am and 12 pm
- Friday, April 10
  - 6 am and 8 pm
- Saturday, April 11
  - 9 am, 12 pm, 8 pm

All private and public lots and spaces were counted

On-street parking spaces: 395
Lot/Garage spaces: 3588
(Includes Pull-in spaces)

Study Boundaries:
*(excludes residential portions of Bolsover, Shakespeare, and Morningside)*

West – Kirby Drive
East – Greenbriar Drive
South – Shakespeare Street
North – Dunstan Road
Giving a generous buffer, even at the busiest parking times there is surplus of at least 1000 available parking spots within Rice Village at any time. Based on this count, the lowest number of available spots in Rice Village was 1380. The key is finding ways to open access to those 1000 spots and encourage their use.
### Arcade Uni. Surface (Lot 26)
168 Spaces

<table>
<thead>
<tr>
<th>Time</th>
<th>9 AM Wed</th>
<th>12 PM Wed</th>
<th>6 PM Fri</th>
<th>8 PM Fri</th>
<th>9 AM Sat</th>
<th>12 PM Sat</th>
<th>8 PM Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>98%</td>
<td>99%</td>
<td>98%</td>
<td>97%</td>
<td>93%</td>
<td>30%</td>
<td></td>
</tr>
</tbody>
</table>

### Arcade Uni. Garage (Lot 25)
426 Spaces

<table>
<thead>
<tr>
<th>Time</th>
<th>9 AM</th>
<th>12 PM</th>
<th>6 PM Fri</th>
<th>8 PM Fri</th>
<th>9 AM Sat</th>
<th>12 PM Sat</th>
<th>8 PM Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>14%</td>
<td>64%</td>
<td>77%</td>
<td>65%</td>
<td>68%</td>
<td>50%</td>
<td></td>
</tr>
</tbody>
</table>
Arcade Kirby Rooftop (Lot 31)
141 Spaces

Arcade Kirby Surface (Lot 30)
97 Spaces

Percent Occupied

Map by: Kyle Shelton, Kinder Institute for Urban Research
Aerial Source: Houston-Galveston Area Council
Parking Lot Boundaries: Source: Kyle Shelton
2400 Times Rooftop (Lot 20)

<table>
<thead>
<tr>
<th>Time</th>
<th>Wed 9 AM</th>
<th>Wed 12 PM</th>
<th>Fri 6 PM</th>
<th>Fri 8 PM</th>
<th>Sat 9 AM</th>
<th>Sat 12 PM</th>
<th>Sat 8 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>39%</td>
<td></td>
<td>83%</td>
<td>45%</td>
<td>18%</td>
<td>20%</td>
<td>42%</td>
<td>21%</td>
</tr>
</tbody>
</table>

2400 Times Surface (Lot 21)

<table>
<thead>
<tr>
<th>Time</th>
<th>Wed 9 AM</th>
<th>Wed 12 PM</th>
<th>Fri 6 PM</th>
<th>Fri 8 PM</th>
<th>Sat 9 AM</th>
<th>Sat 12 PM</th>
<th>Sat 8 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>34%</td>
<td></td>
<td>96%</td>
<td>98%</td>
<td>46%</td>
<td>38%</td>
<td>102%</td>
<td>86%</td>
</tr>
</tbody>
</table>

Map by: Kyle Shelton, Kinder Institute for Urban Research
Aerial Source: Houston-Galveston Area Council
Parking Lot Boundaries Source: Kyle Shelton

RICE KINDER INSTITUTE FOR URBAN RESEARCH
24 Hour Fitness Garage Dunstan (Lot 57a) 111 Spaces

![Graph showing percent occupied by time of day for Dunstan Garage]

24 Hour Fitness Garage Tangley (Lot 57b) 300 Spaces

![Graph showing percent occupied by time of day for Tangley Garage]

Combined Occupancy of both Garages 411 Spaces

![Graph showing combined percent occupied by time of day for both garages]
Children's Assessment Center
Garage (Lot 53a)
411 Spaces

Children's Assessment Center
Old Garage (Lot 53b)
139 Spaces

Combined Count Totals as Percentage of CAC Garage
(Lot 53) 411 Spaces
Visible Trends:
1. Taking all parking stock into consideration—much more supply than demand.
2. Street parking faces more consistent demand than lots.
3. Surface lots fill much faster than adjoined rooftops.
4. All garages are below capacity.
5. The northwest quadrant of Rice Village has the lowest parking and two high-capacity, low-demand private garages.
6. Users seem unwilling to park at or unaware of spots further away. (see Kimley-Horn/COH Neighborhood Parking Plan for numbers on employees parking on street.

Additional Stress Points

On-Street:
- Shakespeare
- Chaucer
- University Pull-ins
- Rice Blvd Pull-ins

Lots/Garages:
- Benjy’s (2424 Dunstan)
- Le Peep (lunch times)
- Ruggles
- Village Arcade 3 (2500 Times)

Secondary Low-use Points:

On-Street:
- Bolsover

Lots/Garages:
- Rice Greenbriar
A Possible Solution?:
City Management of Shared, Village-wide, Paid Parking

Metered parking in all lots and parking spots

Revenue splits with private owners

Prevents lots from becoming overtaxed with new demand

Proceeds could be split between city and businesses.

Revenue sharing agreements could be made with all private lots and parking spots. This could be teamed with meters on public streets to create comprehensive shared parking throughout the village.
Additional Options/Steps:

- Formation of Parking Benefits District (PBD)
  - Can be created ahead of any larger organization
  - Projects could be started ahead of district as well
- Formation of Municipal Management District or Public Improvement District to couple with PBD.
  - Current city ordinance ensures that MMD or other entity becomes the overseeing authority on the PBD funds as soon as it is created. Parking funds would become part of districts available funds.
    (See Kinder Institute Vital Communities Report for further discussion.)