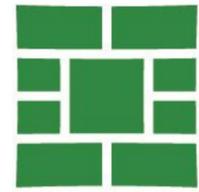


SAVANNAH
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PARKING
MATTERS

A Strategic Plan for Parking + Mobility in Savannah

Public Open House
September 17, 2025
5:00 PM to 7:00 PM

STUDY BACKGROUND, GOALS, AND PROCESS

In 2015, the City of Savannah launched the *Parking Matters: A Strategic Plan for Parking + Mobility in Savannah* initiative.

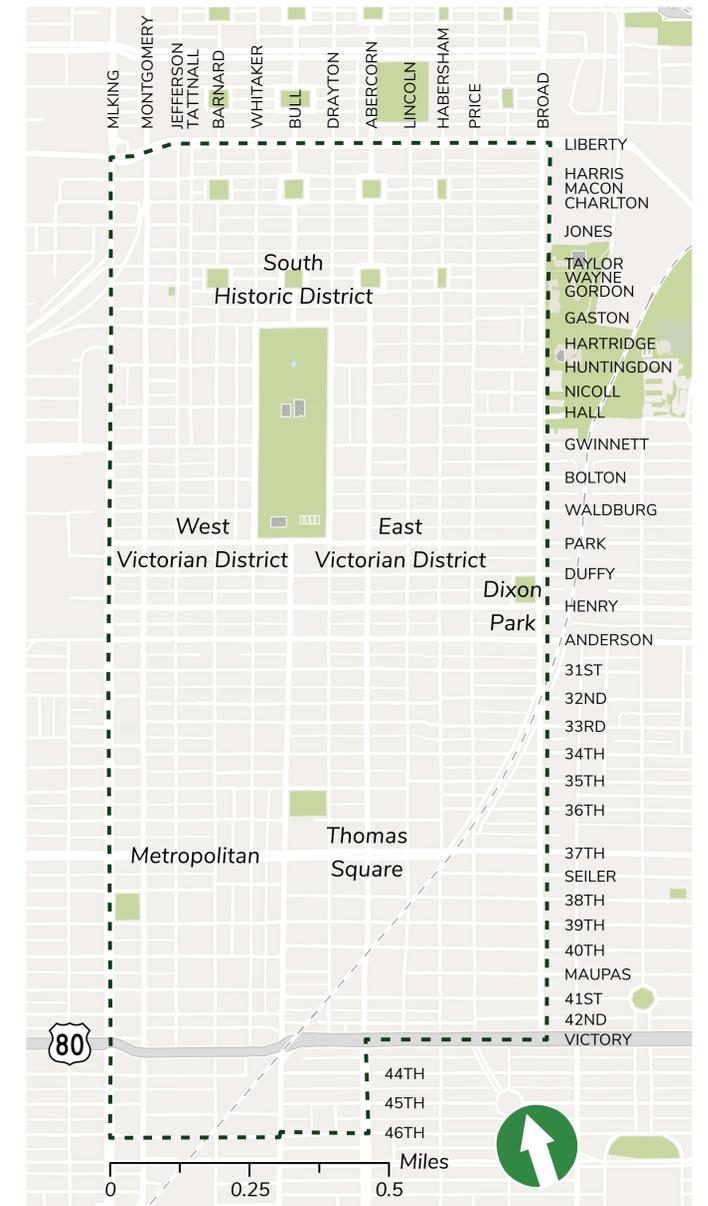
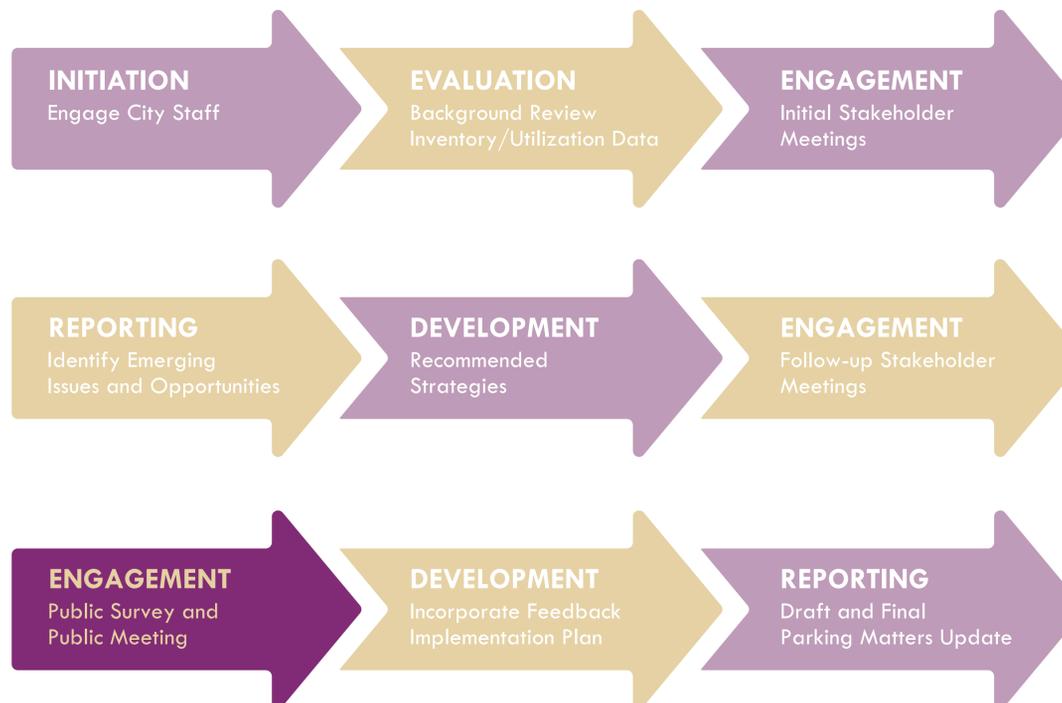
This study resulted in key policy and operational changes for the city, including:

- ▶ Implementation of multi-space meters and the ParkSavannah app
- ▶ Streamlined routing and expansion of the DOT circulator
- ▶ Simplified parking rates and zones

The study provided the City with a set of tools to address parking issues and changes as needed.

The 2025 *Parking Matters Update* seeks to:

- 1 Introduce best management practices** to a wider area as demand patterns have changed
- 2 Balance parking demand** with other mobility modes (walking, biking, transit)
- 3 Plan for long-term needs** by adopting a management program that is transferable to other areas of the City as demand patterns continue to change



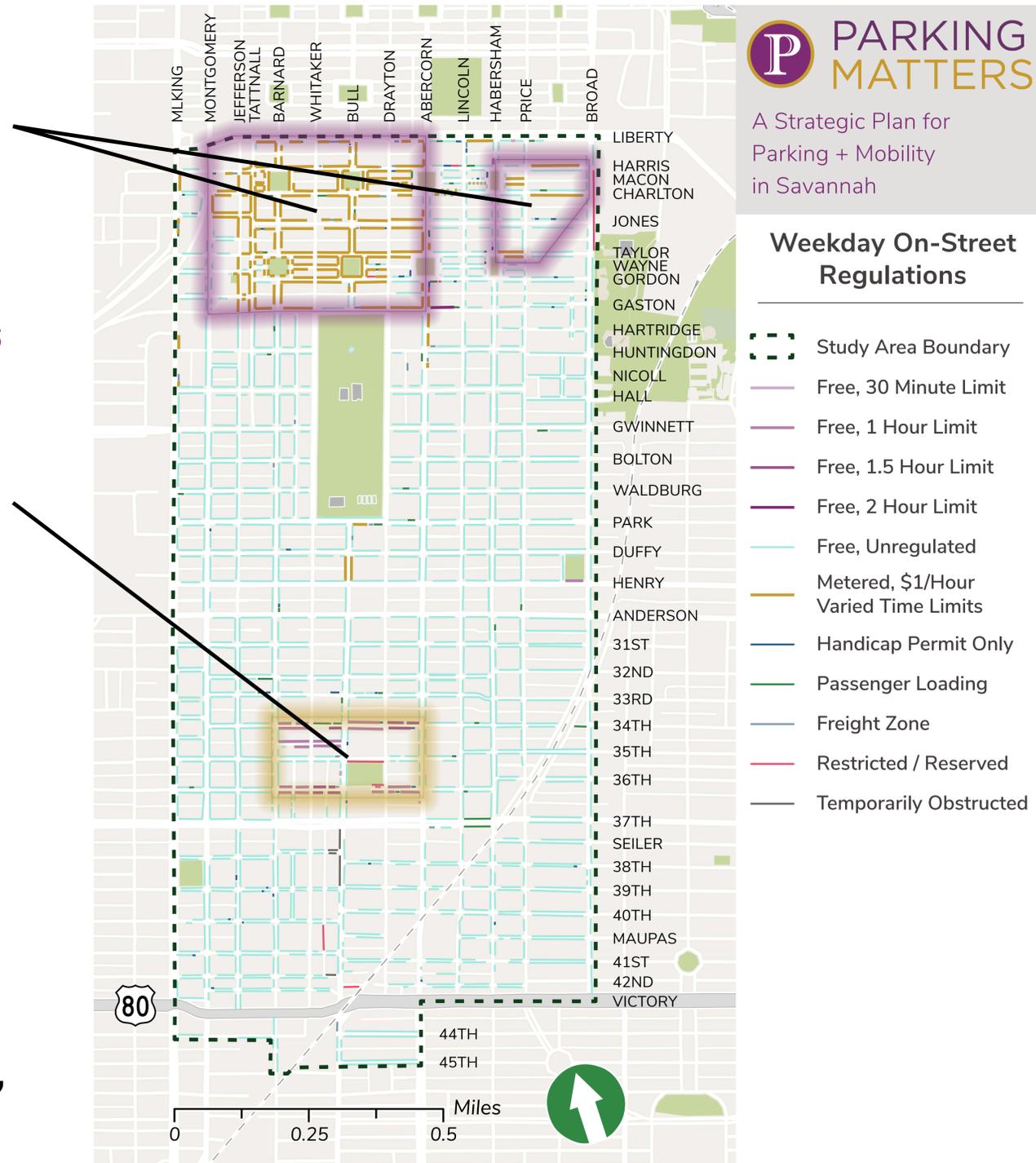
The 2015 *Parking Matters* study focused primarily on Downtown Savannah, north of Liberty Street

The 2025 *Parking Matters* update utilizes a similar methodology and policy approach, shifting the study area south between Liberty Street and Victory Drive



PARKING INVENTORY AND REGULATIONS

- ▶ On-street paid parking within the study area primarily features metered spaces between MLK, Liberty, Abercorn, and Gaston
- ▶ A mix of pay stations and single-space meters with varying time limits regulate these spaces
- ▶ Most of the unmetered time-limited spaces are found near Thomas Square
- ▶ The large remainder of spaces are **unregulated** with the exception of passenger and freight loading zones
- ▶ In general, there are few regulations south of Gaston Street
- ▶ The residential decal program, **exempting residents** from on-street regulations within their neighborhood, extends to Gwinnett Street

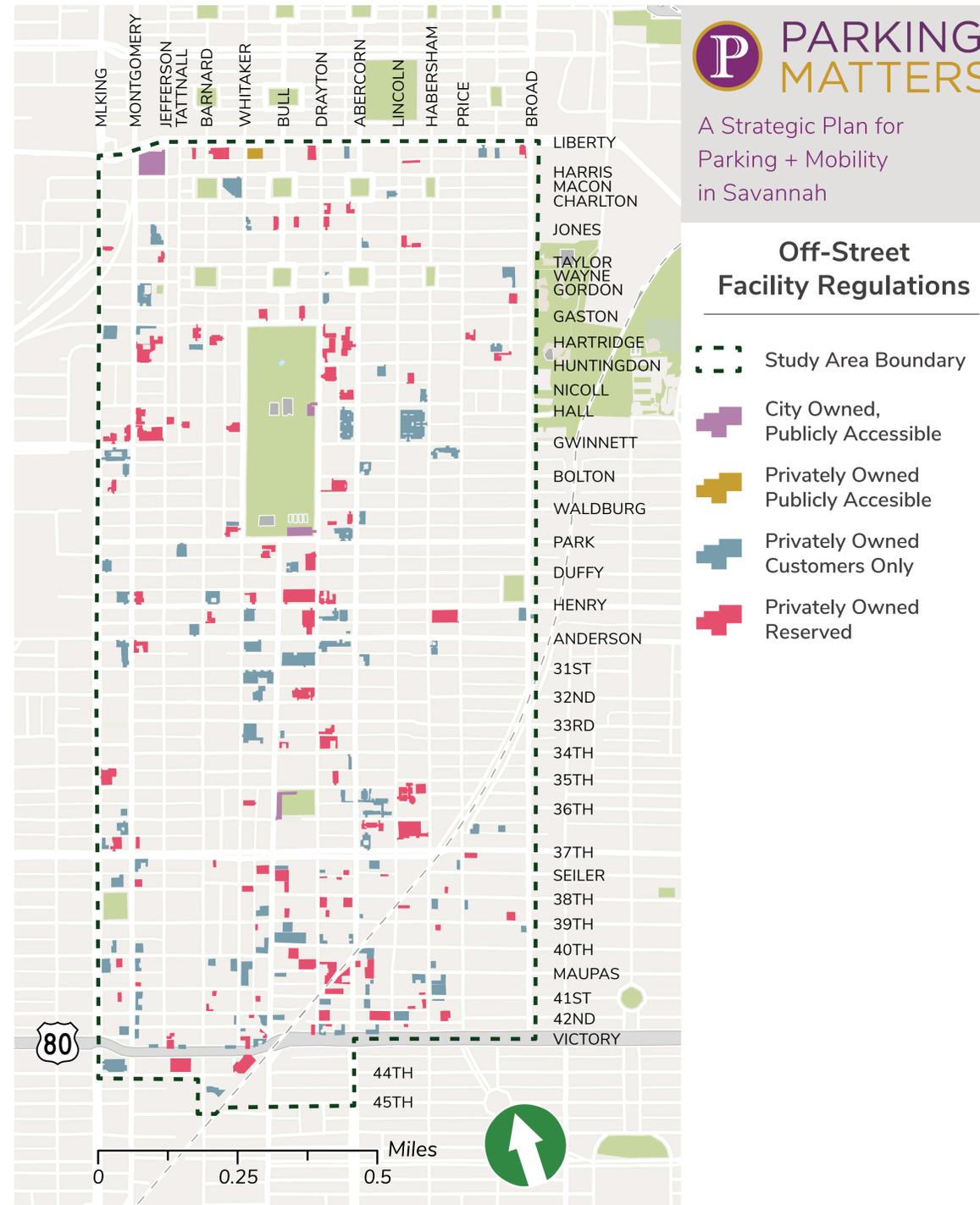


YOUR COMMENTS



PARKING INVENTORY AND REGULATIONS

- ▶ Off-street parking facilities within the study area are **predominantly privately owned and restricted** to tenants, visitors, customers, and employees
- ▶ The bulk of the inventory consists of smaller privately-owned surface lots with varied access restrictions
- ▶ City-owned lots serving unique uses at Forsyth Park and Thomas Square are **generally free to use** with a mix of time limit regulations and restrictions
- ▶ There is one city-owned and one privately-owned public access parking garage along Liberty Street

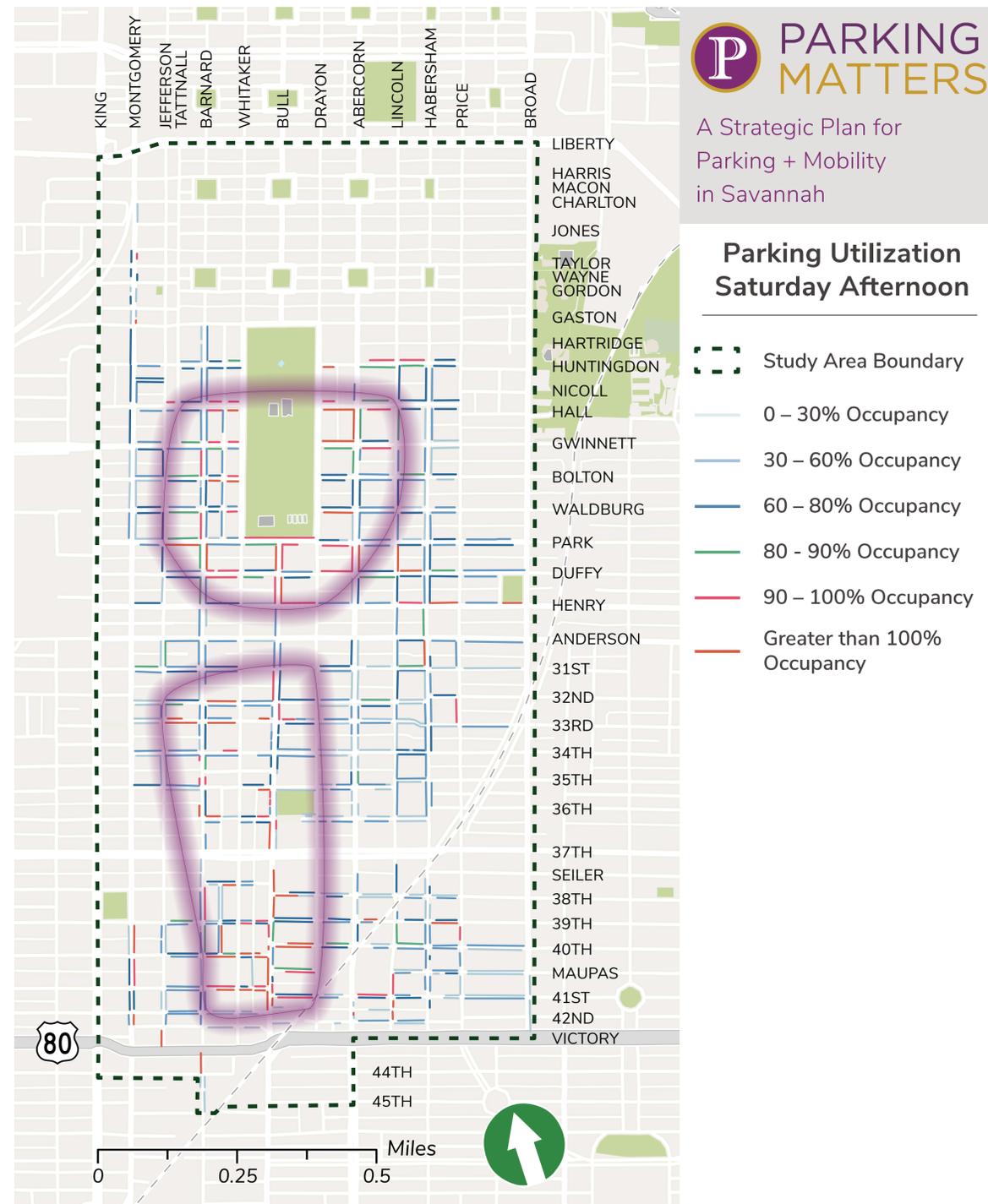


YOUR COMMENTS



ON-STREET UTILIZATION SUMMARY

- ▶ Much of the Bull Street corridor **exceeds functional capacity**, beginning early on both weekdays and Saturday
- ▶ During weekday afternoons, segments at capacity spread, notably along Duffy Street east of Bull Street
- ▶ During weekday evenings **demand exceeds capacity** west of Bull Street along Park and Duffy Streets
- ▶ The **evening period** shows some of the highest utilization rates as restaurant customers mix with residents
- ▶ Other noteworthy areas demonstrating periodic or persistent high occupancy include:
 - Streets south of 37th Street and East of Bull Street
 - 40th and 41st Streets near Starland Yard
 - MLK local commercial corridor near Charlton and Jones Streets
 - Henry Street near Price Street
 - Barnard Street near 35th and 36th Streets
 - The Victorian District east and west of Forsyth Park



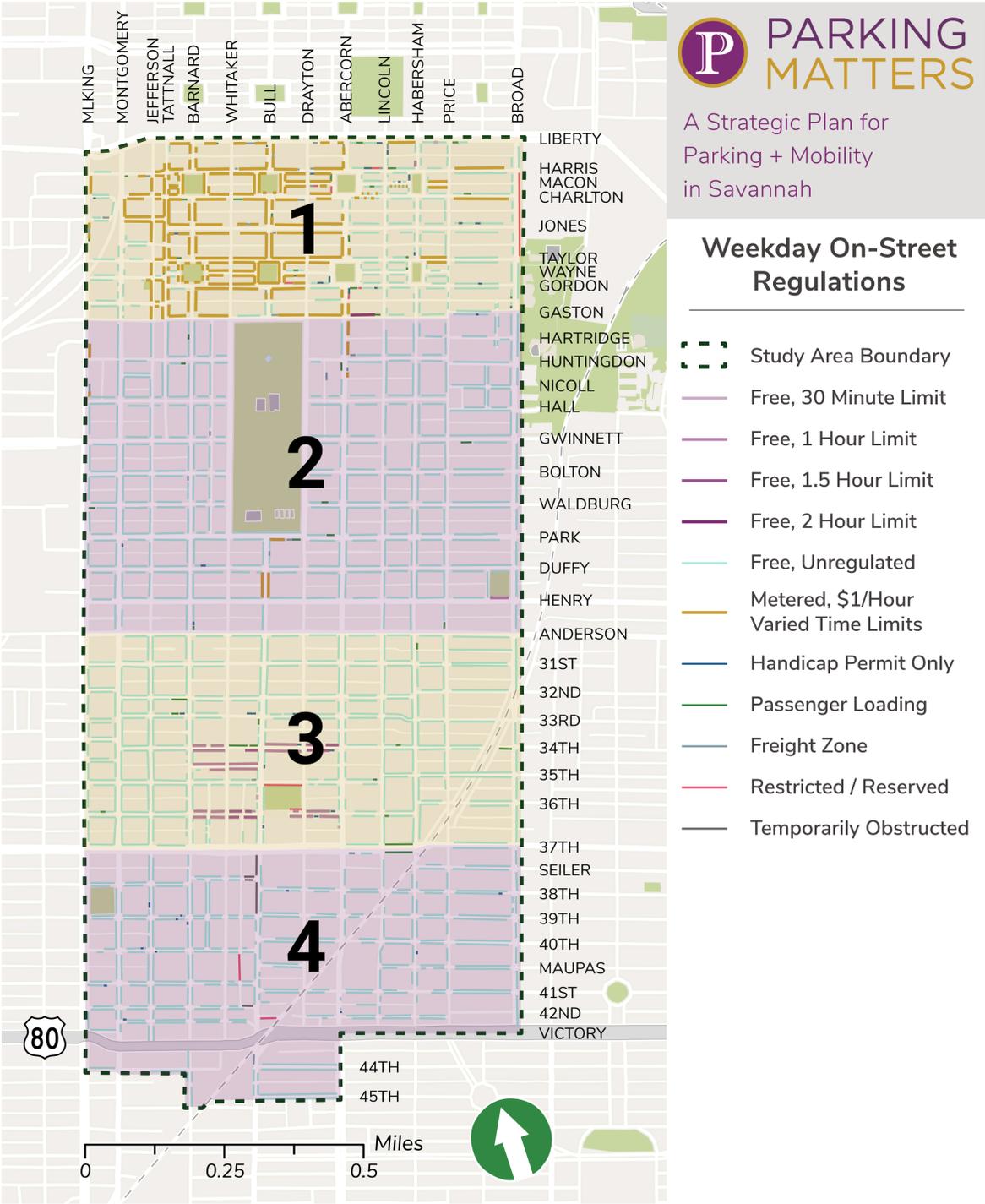
YOUR COMMENTS



ON-STREET UTILIZATION SUMMARY

Change from 2015

	1	2	3	4
Weekday Morning	+10%	+5%	+9%	+12%
Weekday Afternoon	+22%	-4%	-1%	+23%
Weekday Evening	+5%	+6%	+19%	+20%
Saturday Morning	N/A	+15%	+6%	+19%
Saturday Afternoon	-28%	+2%	+10%	+22%

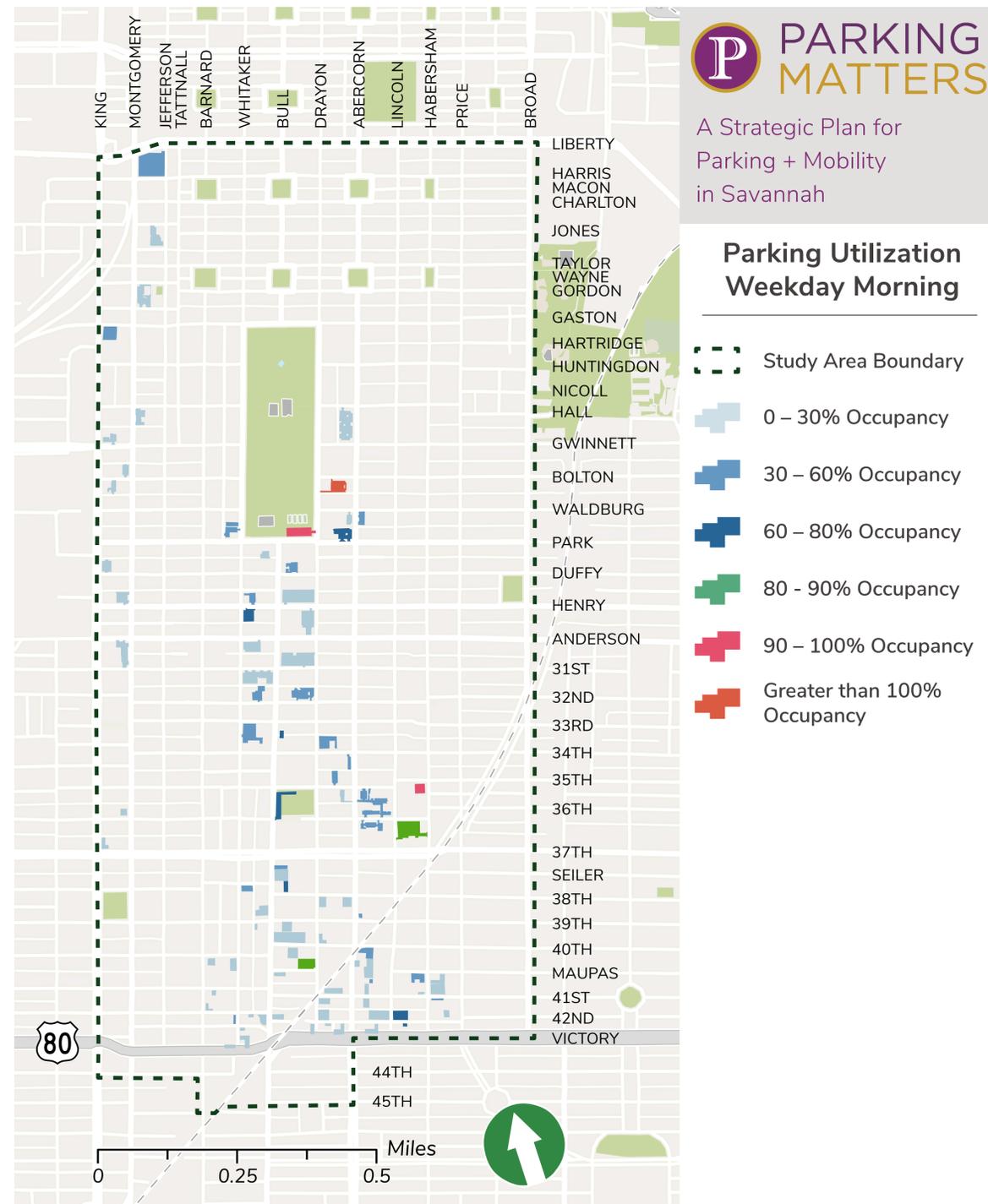


YOUR COMMENTS



OFF-STREET UTILIZATION SUMMARY

- ▶ Off-street parking generally experiences **low occupancy** with the exception of the public Forsyth Park lot and the private SEDA lot
- ▶ Significant off-street availability remains throughout the study area
- ▶ There is **little variation** in occupancy rates across times of day or days of the week
- ▶ Data collectors observed low occupancy at the Liberty Street Garage during all time periods
- ▶ Smaller lots either **informally charge visitors** or are restricted to tenants and customers



YOUR COMMENTS



EMERGING ISSUES AND OPPORTUNITIES

Based on observations, collected data, and stakeholder discussion, the project team identified initial needs and potential for parking system improvement

Pricing:

On-street metered parking rates are currently equal to nearby off-street parking facilities and lower than privately operated off-street garages

Confusion:

Currently, metered parking time limits and highly variable regulations in north end of study area (east of Abercorn Street) create uncertainty for visitors

High Demand:

Weekday and Saturday on-street occupancy consistently exceeds functional capacity in many areas

Rising Demand:

Of the on-street parking areas that are not at capacity, occupancy levels are greater than in 2015

Encroachment:

The lack of regulations south of Gaston Street allows for unchecked demand and offers no protection to residents

Street Design:

Potential reconfiguration of Whitaker and Drayton Street has dual potential to add to parking supply in high-demand areas, slow traffic, and promote mobility options as an alternative to parking

Low Off-Street Occupancy:

Off-street parking is most often underutilized. The Liberty Street Garage did not exceed 50% occupancy during data collection periods. An opportunity exists to use pricing dynamics and DOT service to connect demand to supply

Private Inventory:

Privately-owned lots that informally accept payments demonstrate the willingness of visitors to pay for parking



YOUR
COMMENTS

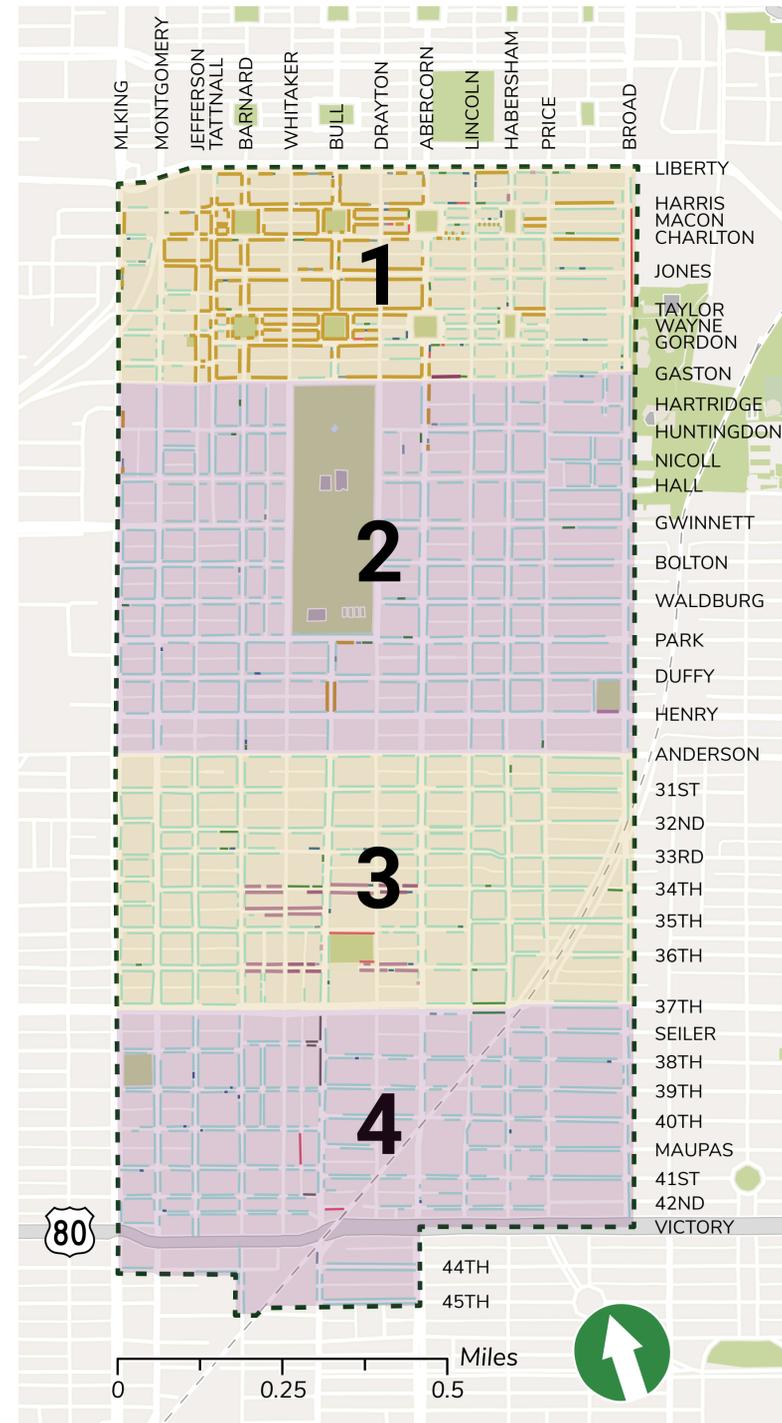


RECOMMENDATION APPROACH

Since 2015, regulations have been normalized and simplified north of Liberty Street. An updated system is needed to modernize parking management south of Liberty Street.

The project team divided the full study area into character areas to simplify the presentation of recommendations

1. Liberty Street to Gaston Street
 - ▶ Activity and regulations consistent with core downtown
2. Gaston Street to Anderson Street
 - ▶ Activities heavily influenced by Forsyth Park
3. Anderson Street to 37th Street
 - ▶ Significant growth along the Bull Street Corridor
4. 37th Street to 45th Street
 - ▶ Extended growth along Bull Street coupled with enhanced activity in the Starland District

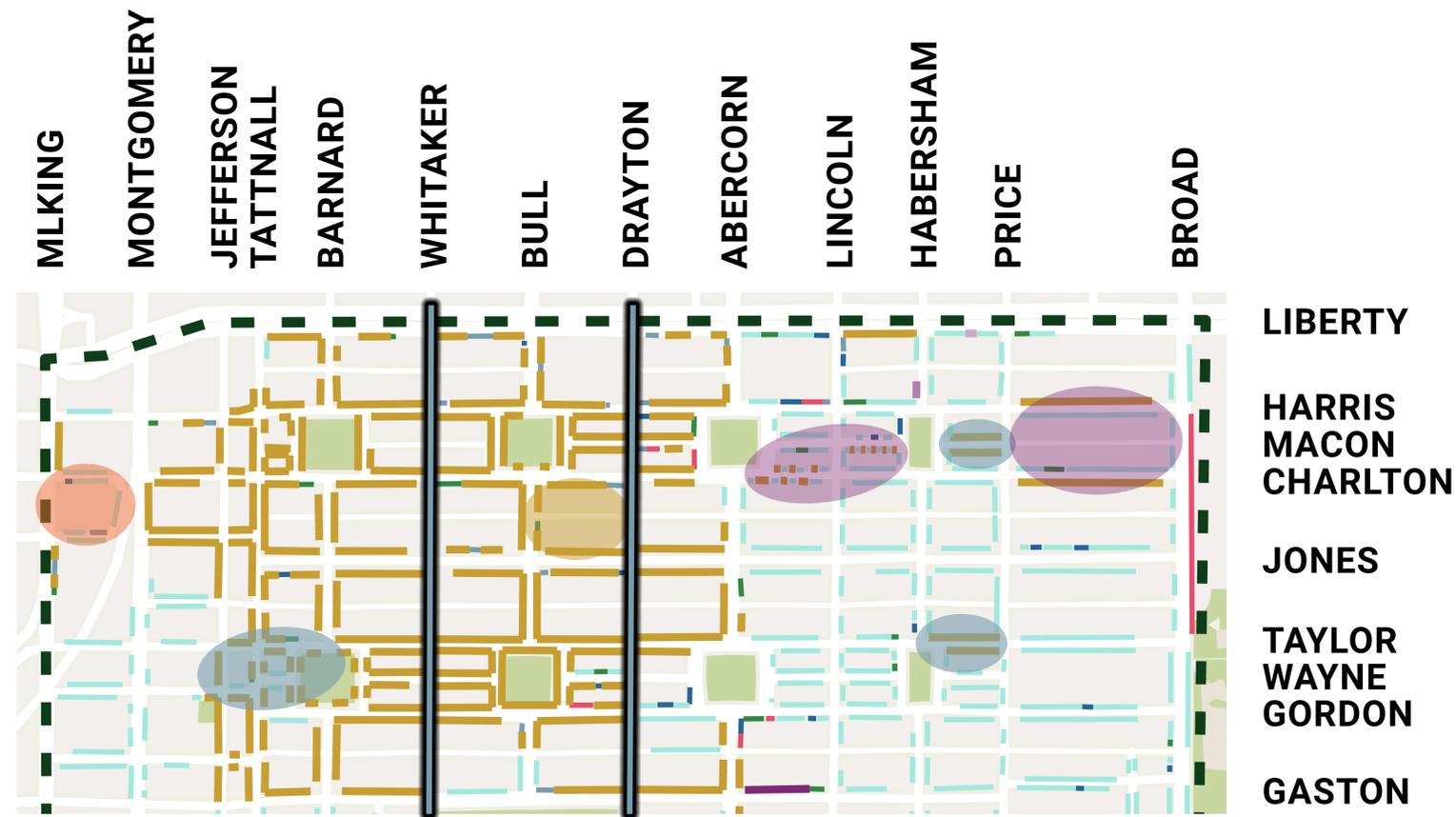


YOUR
COMMENTS



RECOMMENDATIONS – LIBERTY TO GASTON

- ▶ Metered parking in this area operates under a mix of time limits. **Remove time limits for metered spaces** and extend Parking Zone 2 south to Gaston
- ▶ Coordinate parking rates between on-street, off-street, and privately-operated facilities to encourage longer stays off-street
- ▶ Add parking meters to better ensure space availability in areas of high demand
- ▶ Upgrade equipment in locations served by single-space meters to allow for additional payment options
- ▶ Simplify regulations (e.g. if one side of block or portion of a block face is metered, entire block should be metered)
- ▶ Alternative street design for Drayton and Whitaker Streets including low-stress bicycle corridors
- ▶ Explore mobility alternative partnerships with SCAD



- | | |
|-------------------------|--|
| — Free, 30 Minute Limit | — Metered, \$1/Hour Varied Time Limits |
| — Free, 1 Hour Limit | — Handicap Permit Only |
| — Free, 1.5 Hour Limit | — Passenger Loading |
| — Free, 2 Hour Limit | — Freight Zone |
| — Free, Unregulated | — Restricted / Reserved |

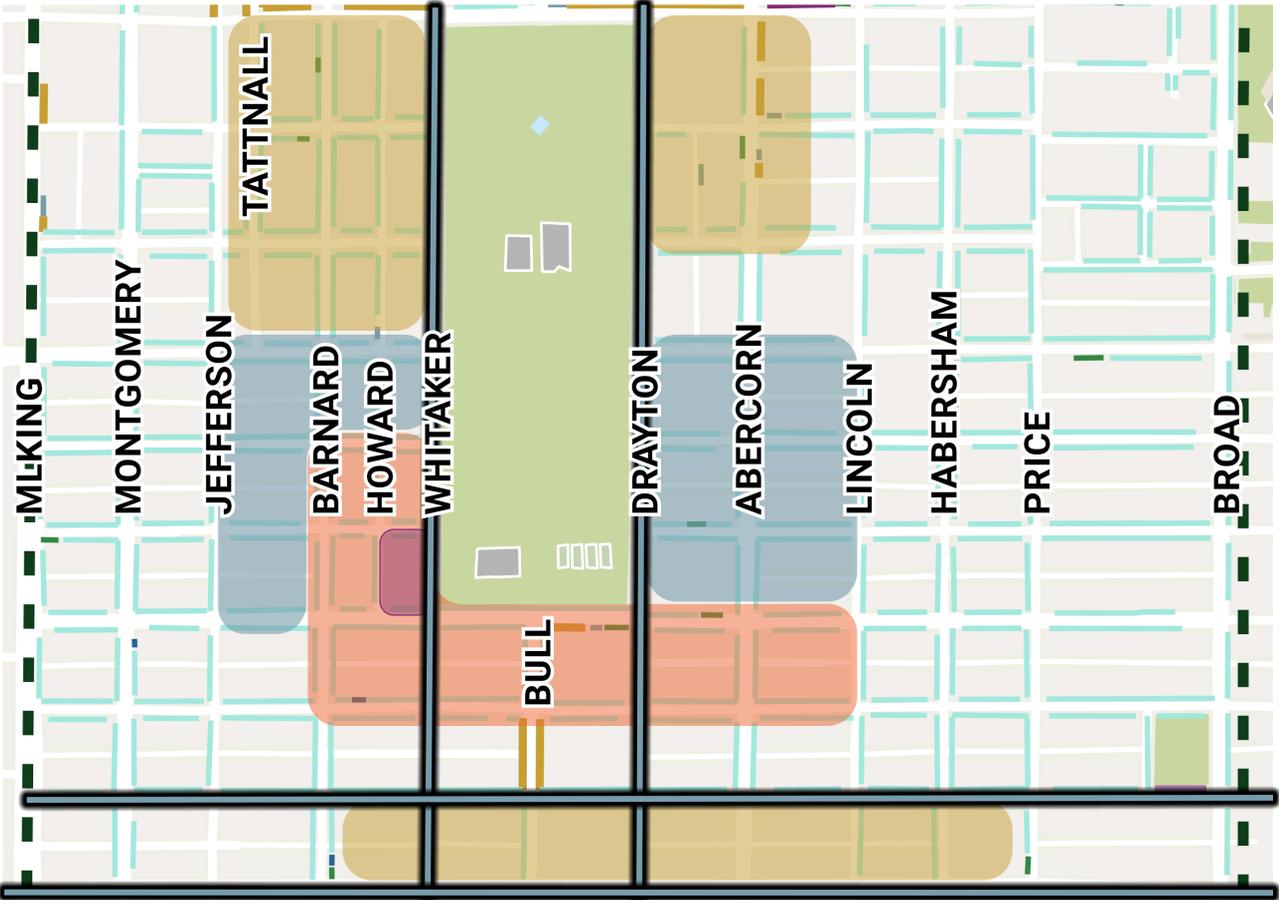


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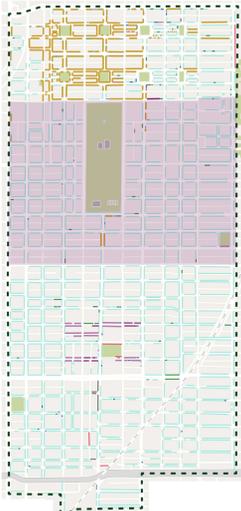
RECOMMENDATIONS – GASTON TO ANDERSON

- ▶ Add parking meters to better ensure space availability in areas of high demand and ensure success of anticipated new off-street garage
- ▶ Coordinate parking rates between on-street and anticipated new off-street facility to encourage longer stays off-street
- ▶ Add time limited spaces in tandem with expansion of residential parking zones to protect residents
- ▶ Consider extending the typical enforcement period to include evenings and Saturdays
- ▶ Alternative street design for Drayton, Whitaker, Henry, and Anderson Streets including low-stress bicycle corridors
- ▶ Explore mobility alternative partnerships with SCAD



GASTON
 HARTRIDGE
 HUNTINGDON
 NICOLL
 HALL
 GWINNETT
 BOLTON
 WALDBURG
 PARK
 DUFFY
 HENRY
 ANDERSON

- Free, 30 Minute Limit
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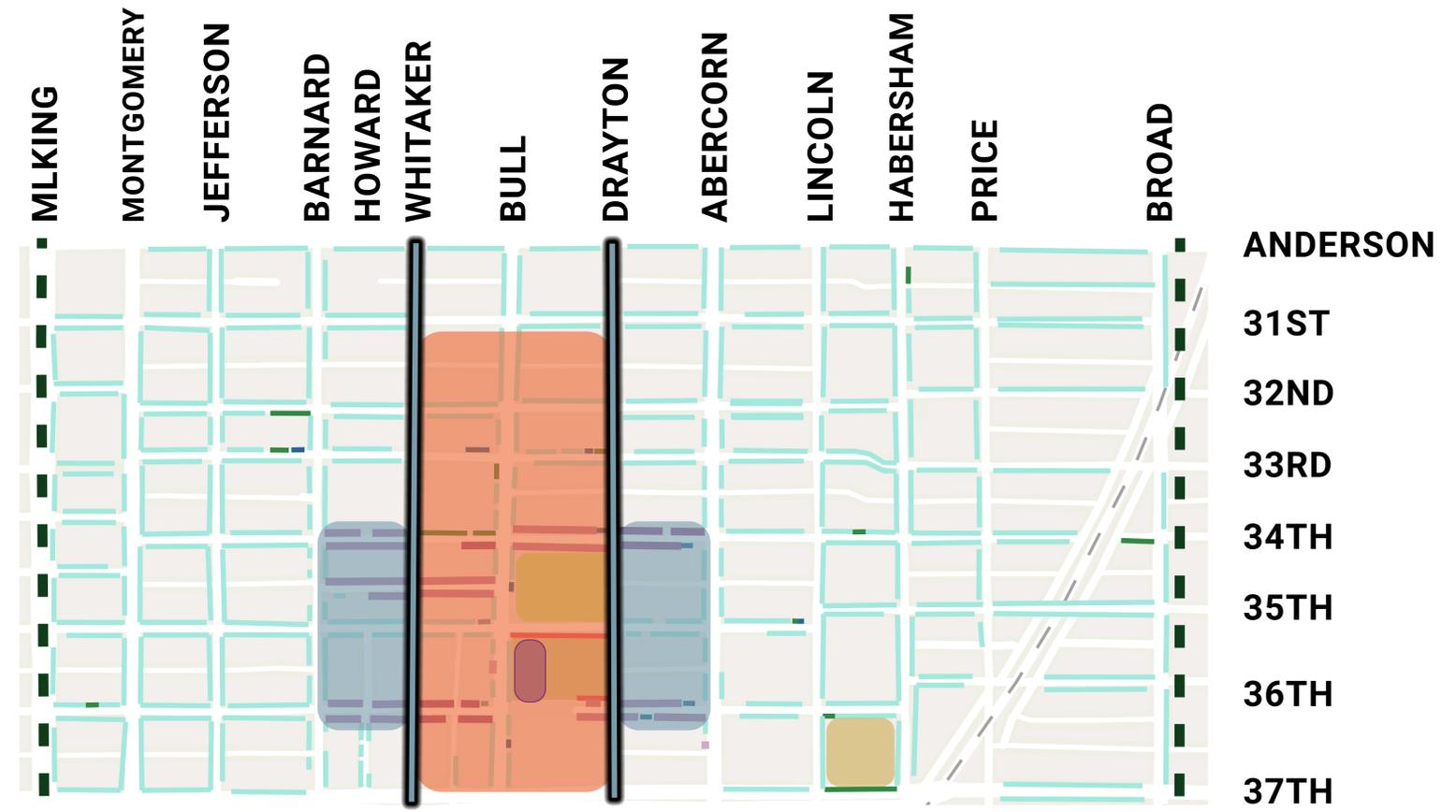


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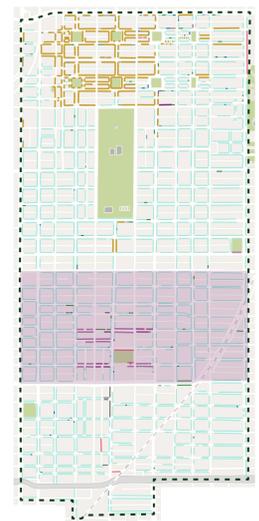


RECOMMENDATIONS – ANDERSON TO 37th

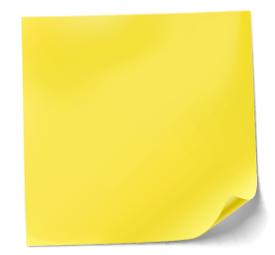
- ▶ Add parking meters to better ensure space availability in areas of high demand
- ▶ Consider extending the typical enforcement period to include evenings and Saturdays
- ▶ Simplify time limits for non-metered spaces to streamline enforcement
- ▶ Coordinate parking rates between on-street and off-street spaces to encourage longer stays off-street
- ▶ Alternative street design for Drayton and Whitaker Streets including bicycle facilities protected by new on-street parking
- ▶ Explore mobility alternative partnerships with SCAD



- Free, 30 Minute Limit
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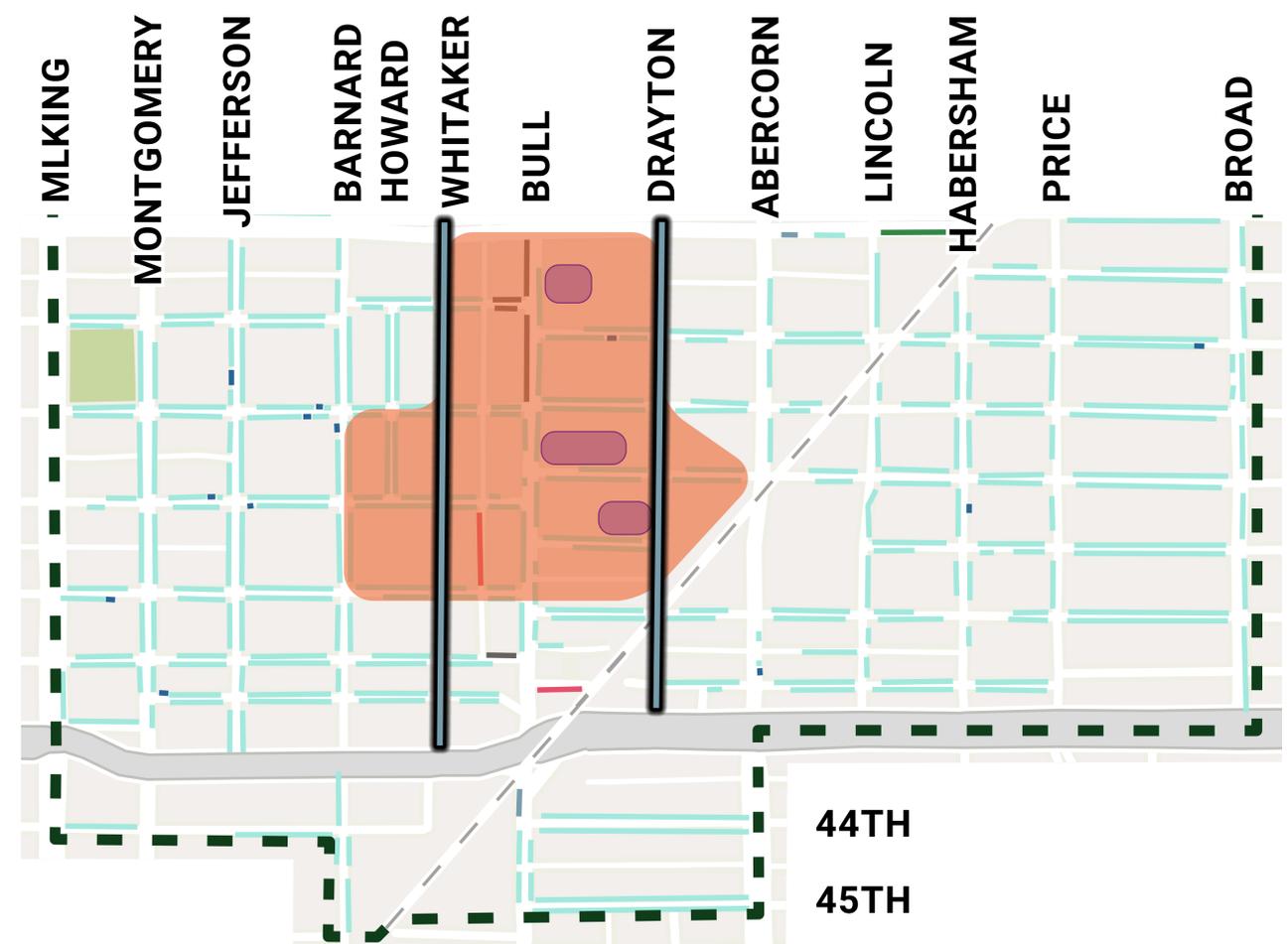


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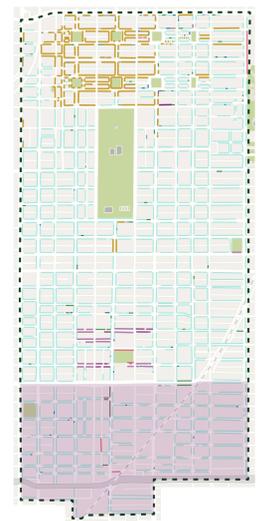


RECOMMENDATIONS – 37TH TO 45TH

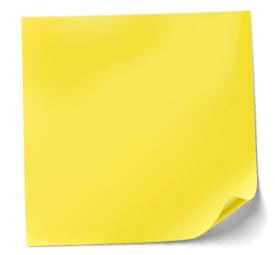
- ▶ Add parking meters to better ensure space availability in areas of high demand
- ▶ Consider extending the typical enforcement period to include evenings and Saturdays
- ▶ Price on-street parking appropriately to encourage longer stays in off-street privately-owned lots
- ▶ Alternative street design for Drayton and Whitaker Streets including bicycle facilities protected by new on-street parking



- | | |
|-------------------------|-------------------------|
| — Free, 30 Minute Limit | — Metered, \$1/Hour |
| — Free, 1 Hour Limit | — Varied Time Limits |
| — Free, 1.5 Hour Limit | — Handicap Permit Only |
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| — Free, Unregulated | — Freight Zone |
| | — Restricted / Reserved |



YOUR COMMENTS



FULL STUDY AREA OPERATIONAL STRATEGIES

The project team has defined a a set of broader policies that encapsulate and augment the general recommendation approach, which allows for future transferability to other areas as need arises

Monitor and Maintain:

Implement an ongoing monitoring and regulation adjustment program guided by and availability target and based on utilization data

New Meters:

Generally add meters in the busiest areas close to activity generators and attractors

Enforcement:

Follow existing enforcement timeframe north of Gaston, consider adding evenings and Saturdays (8AM-8PM) to enforcement period south of Gaston per demand driven by evening land uses

Residential Permits:

Modify and expand residential parking zone program where meters and uniform time limits added

Visitor Information:

Expand coverage area described by City's parking website

Leverage Existing Assets:

Explore opportunities to connect new areas of high parking demand to off-street public parking via the DOT circulator

Construction Management:

Formalize additional restrictions for construction operational permits that result in the loss of parking supply

Development Review:

Require assessment of regulation modifications in areas surrounding new development

Electric Vehicle Charging:

Formalize policies related to adding electric vehicle charging stations, including on-street deployment, coverage area, technical requirements, etc.



YOUR
COMMENTS



NEXT STEPS

PUBLIC SURVEY

The project team has launched and is accepting input via a survey designed to help understand more about the parking experience. Questions ask reasons for parking in the study area, most important considerations when choosing where to park, and the level of support for various recommendations.

Access the survey, which will remain open until September 28th, via www.surveymonkey.com/r/ParkingMatters2025 or the QR code to the right



DRAFT AND FINAL PARKING MATTERS UPDATE

The project team will revisit findings and draft recommendations, incorporating changes based on stakeholder discussion and public engagement.

The team will then compile prior work encompassing data collection, analysis, and recommendations into an implementation plan, laying the foundation for sound and all-encompassing parking management practices, and responding to issues and opportunities identified during initial assessment.

