

MEMORANDUM

TO: Lisa Pecora-Ryan, LEED AP BD+C, OMR Architects
FROM: Jeffrey R. Parenti, PE, PTOE, ENV SP, Project Manager *JRP*
DATE: September 29, 2017
RE: Umbrella Arts Center Parking Study

Purpose

As part of the Umbrella Arts Center's Plan to expand and refurbish its building, we have conducted a study of the parking in the area surrounding the Center. The objective of the study is to determine the demand for parking in its tenant-only parking lot, the municipal parking lot adjacent to the Center, and on Stow Street. The municipal lot and Stow Street parking areas are also used by patrons of the Concord Free Public Library, which is across Sudbury Road.

In this study we describe our study methodology and report on how use of the parking areas is split between the library and the Umbrella Center. Finally we will report if and when the parking areas are at capacity.

Study Area

This study covers three parking areas:

- The parking lot behind the Umbrella Center building
- The municipal parking lot abutting the Center
- Parallel parking along Stow Street

The parking lot on the northwest corner of Stow and Hubbard Streets was not included in this study.

There is a small turnout on the west side of Sudbury Road in front of the library entrance that fits about three cars. It is marked as 15-minute parking and a loading zone. These spaces were also not part of this study.

The Umbrella Arts Center Lot

The Umbrella Arts Center has its own parking area that surrounds the building like a horseshoe on the west, south, and east sides of the building. No spaces are marked, so its capacity is difficult to define. It is marked as "Tenant Only Parking" at the entrance. Inside the lot, there are no other markings or postings with the exception of fire lanes along a stockade fence on the west side of the site. The Umbrella lot is annotated as area "U" in Figure 1.

The Municipal Parking Lot

This lot is owned, operated, and maintained by the Town of Concord, although this is not posted at either of the two entrances to the lot. Both driveways are accessed from Stow Street. There are three rows of marked, angled spaces parallel to Stow Street and another row of marked perpendicular spaces along the west side of the lot, including two disability parking spaces. Finally, vehicles also park parallel along the south edge of the lot, though these spaces are not marked. Except for HP signs for the disability parking and a small, blue and white “No Commuter Rail Parking” sign, there are no signs posted in the lot. The lot is lighted from light poles along the south edge of the lot.

The lot is very convenient for staff and patrons of the library, which is directly across the Sudbury Road via a well-marked crosswalk, and the Umbrella Arts Center. Although the municipal lot is only about a quarter mile from historic downtown Concord Center, a larger lot is much closer. The municipal lot is annotated as area “M” in Figure 1. The capacity of the lot is 42 marked spaces including disability parking. Additional unmarked spaces add to this total.

Stow Street

Parallel parking is allowed along the entire length of Stow Street on the south side only except for a short section just east of Sudbury Road. Parking is not allowed on the north side. Parking is limited to 3 hours between the 8 AM and 6 PM except for Sundays and holidays, a regulation that is posted. There are no parking meters and the spaces are not marked, however assuming 20 feet per vehicle, the capacity of Stow Street is about 24 spaces. Stow Street parking is annotated as area “S” in Figure 1.

Figure 1 – Study Area



Methodology

Nitsch Engineering visited the site on three days: Friday, September, 22; Monday, September 25; and Tuesday, September 26. Staff observed the three parking areas and attempted to determine where people were going after leaving their car. Their destination was recorded as either Umbrella Center, library, or other.

On the first day of the field study our observation began at 9 AM and ended at 5 PM. We found that the municipal lot was about half full at the beginning of the study period and that its peak occupancy was late morning. We adjusted the study hours on the second day to observe the lot before as the first vehicles began arriving, to 8 AM, and ended the study after peak occupancy (3 PM). We used the final day of study to confirm the peak occupancy observed on the first two days, observing from 8 AM to 12 noon.

During the study, our observations were conducted as follows:

- We conducted a count of vehicles in each of the three parking areas at the top of each hour.
- We observed vehicles entering the parking lot and noted where the pedestrian exiting the vehicle walked to. We also observed pedestrians returning to vehicles in the municipal parking lot and noted where they were coming from.
- We noted when a vehicle entered or exited the parking lot behind the Umbrella Arts Center.

We were not able to observe pedestrians using the parking spaces on the entire length of Stow Street from our vantage point. Additionally, we were not able to observe the destination of some pedestrians due to obscured sight lines encountered during the study; these destinations were marked as “unknown.”

Results and Discussion

On each of the days studied, the municipal lot was at least 75% occupied by 11 AM. All of the marked spaces in the municipal lot were occupied by this time, as were most of the unmarked spaces. Vehicles that arrived after the lot was full circled once and occasionally twice before exiting to seek a space elsewhere. Very few idled while waiting for another patron to return to a vehicle and vacate a space. Many drivers unable to find an available space in the municipal lot chose Stow Street. Stow Street reached peak occupancy at about the same time as the municipal lot on each day. We observed no enforcement of the three-hour parking limit on Stow Street. Average occupancy remained high while steadily declining through the afternoon. At 5 PM on Friday the municipal lot was about half full.

However, the peak occupancy time was not consistent across the three days. On Friday, occupancy peaked at mid-morning, dropped at midday, and peaked again briefly at 2 PM. On Monday, the peak did not occur until noon. Finally, on Tuesday, peak occupancy began late morning and sustained through the midday. We provide details of our observations on each day in the appendix.

Although the parking lot on the northwest corner of Hubbard Street and Stow Street was not part of our study, we did note its general use while conducting the hourly Stow Street counts. The Hubbard Street lot is split among two separate uses. The row of 20 spaces on the north side of the lot are marked as public parking, while the spaces on the south side are reserved for private use and cannot be used by library or Art Center patrons. Although a vehicle count of the Hubbard lot was not part of the scope of this study, we note that the public spaces were never more than 75% occupied during the study period.

The capacity of the municipal lot is subject to discussion because there are a number of unmarked parking spaces, particularly the parallel spaces along the south edge of the lot. In addition we observed some vehicles parking in the unmarked space next to the end of the angled rows. In no instance did we observe vehicles parked in unmarked spaces impeding the movement of vehicles circulating the lot. For the purposes of the analysis in this report, we defined the capacity of the municipal lot as the maximum number of vehicles we counted, which was 51. Similarly, none of the spaces behind the Umbrella Arts Center are marked; the maximum number of vehicles we counted there was 24. Finally, none of the spaces on Stow Street are marked and we estimate its capacity is 24. In total we estimate that the capacity of the entire study area is 99.

Nearly all (92%) of the pedestrians we observed after parking walked to either the Umbrella Center or the library. Further, of the pedestrians we observed, most of them walked to the library. After 10 AM, nearly all of them went to the library. Over three days of observing 356 people exit their vehicles, we observed a total of 264 people walking to the library and 75 walking to the Arts Center from the municipal lot. All of the people parking in the Umbrella lot entered the Arts Center building.

Our observation results are tabulated on Table 1, which shows occupancy rates for the hours between 8 AM and 5 PM averaged across all three days of the study. As noted occupancy rates for these locations are calculated based on our estimated capacity with unmarked spaces included. In the appendix to this memo, we have included similar tables for each of the three days, along with raw data from our observations.

Table 1 – Average Occupancy Rates

<i>Parking Area</i>	<i>8 AM</i>	<i>9 AM</i>	<i>10 AM</i>	<i>11 AM</i>	<i>12 PM</i>	<i>1 PM</i>	<i>2 PM</i>	<i>3 PM</i>	<i>4 PM</i>	<i>5 PM</i>
Umbrella Arts Building	8%	18%	54%	72%	86%	83%	88%	77%	63%	42%
Municipal Lot	9%	43%	90%	92%	90%	72%	88%	83%	73%	51%
Stow Street	6%	8%	28%	44%	43%	27%	25%	25%	17%	17%
Total	5%	29%	66%	76%	78%	42%	48%	45%	19%	13%

Traffic engineers generally consider the ideal parking occupancy rate of a facility to be 85%. A rate higher than 85% makes it difficult for a motorist to find an available space, while a rate less than 85% indicates an unnecessary surplus of spaces. Naturally, it is a challenge to size a parking facility to the ideal rate at all times because demand for parking varies though the day, week, and year. Therefore, the question of whether a parking area is large enough depends on the tolerance of how far and much and how often the ideal rate is exceeded.

In our study the 85% occupancy rate for the entire study area parking supply was exceeded in only one hour (86% at 11 AM on Friday) of the 21 hours studied. The largest component of the parking supply – the municipal lot – exceeded 85% occupancy in ten of the 21 hours in our study.

Conclusion

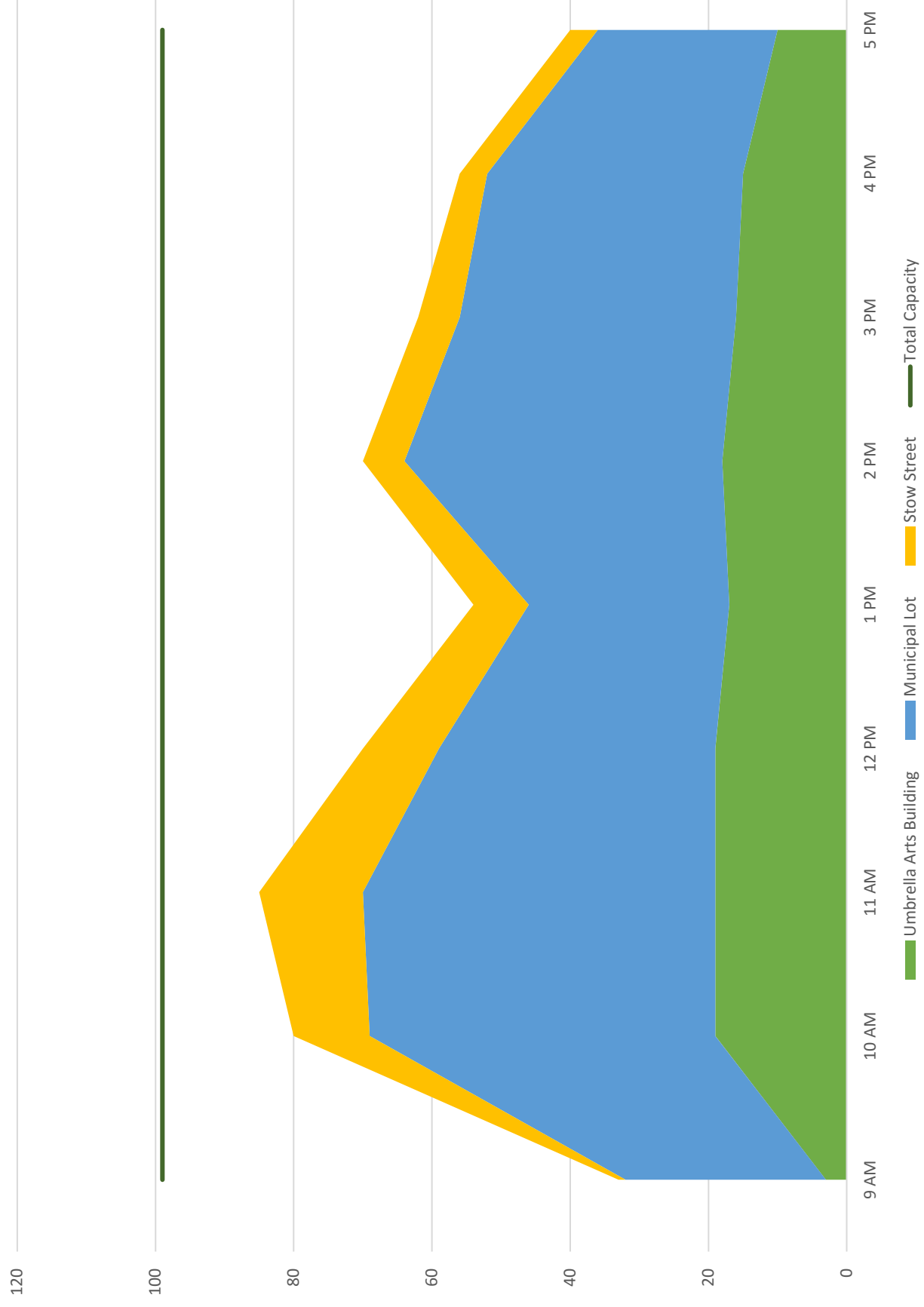
Although parking areas in this study serve both the library and the Umbrella Center, about three-quarters of the people using the municipal lot are library patrons. This is likely due to the library generating trips at a higher rate than the Arts Center. Also, since the Umbrella has exclusive use of its own lot, the Center creates a lower parking demand on the public parking spaces.

Parking demand peak times varied on each day of our study, but even in the peak demand periods, we observed there was always some space open on Stow Street within easy reach of both the library and Art Center. No patrons were turned away for lack of open parking. For the remainder of the study period, the municipal lot was nearly full but not completely, and Stow Street had parking available.

In closing, the current supply of 99 spaces in the study area meets the current demand, which is nearly entirely driven by the Concord Free Public Library and Umbrella Arts Center. While the 51-space municipal lot does become full or very nearly full at peak times, Stow Street adequately provides additional on-street parking.

09/22/17										
Vehicles Counted										
Parking Area		9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM
Umbrella Arts Building		3	19	19	19	17	18	16	15	10
Municipal Lot		29	50	51	40	29	46	40	37	26
Stow Street		1	11	15	11	8	6	6	4	4
<i>Total</i>		33	80	85	70	54	70	62	56	40
09/22/17										
Parking Occupancy Rate										
Parking Area		9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM
Umbrella Arts Building		13%	79%	79%	79%	71%	75%	67%	63%	42%
Municipal Lot		57%	98%	100%	78%	57%	90%	78%	73%	51%
Stow Street		4%	46%	63%	46%	33%	25%	25%	17%	17%
<i>Total</i>		33%	81%	86%	71%	55%	71%	63%	57%	40%
09/25/17										
Vehicles Counted										
Parking Area	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM		
Umbrella Arts Building	1	4	8	17	22	23	24	21		
Municipal Lot	4	20	37	40	50	44	44	45		
Stow Street	2	3	2	4	10	5	6	6		
<i>Total</i>	7	27	47	61	82	72	74	72		
09/25/17										
Parking Occupancy Rate										
Parking Area	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM		
Umbrella Arts Building	4%	17%	33%	71%	92%	96%	100%	88%		
Municipal Lot	8%	39%	73%	78%	98%	86%	86%	88%		
Stow Street	8%	13%	8%	17%	42%	21%	25%	25%		
<i>Total</i>	7%	27%	47%	62%	83%	73%	75%	73%		
09/26/17										
Vehicles Counted										
Parking Area	8 AM	9 AM	10 AM	11 AM	12 PM					
Umbrella Arts Building	3	6	12	16	21					
Municipal Lot	5	17	50	50	48					
Stow Street	1	2	7	13	10					
<i>Total</i>	9	25	69	79	79					
09/26/17										
Parking Occupancy Rate										
Parking Area	8 AM	9 AM	10 AM	11 AM	12 PM					
Umbrella Arts Building	13%	25%	50%	67%	88%					
Municipal Lot	10%	33%	98%	98%	94%					
Stow Street	4%	8%	29%	54%	42%					
<i>Total</i>	9%	25%	70%	80%	80%					
Pedestrian Movement to and from Municipal Lot										
Study Date	Library		Arts Center		Other		Unknown			
	To	From	To	From	To	From	To	From		
9/22/2017	102	100	28	24	6	4	2	25		
9/25/2017	104	75	27	15	2	0	3	5		
9/26/2017	58	29	20	8	3	1	1	1		
<i>Totals</i>	264	204	75	47	11	5	6	31		
		468		122		16		37		
		73%		19%		2%		6%		

Vehicles Counted 9/22



Municipal lot 09/22/17	Pedestrian movement from municipal lot							
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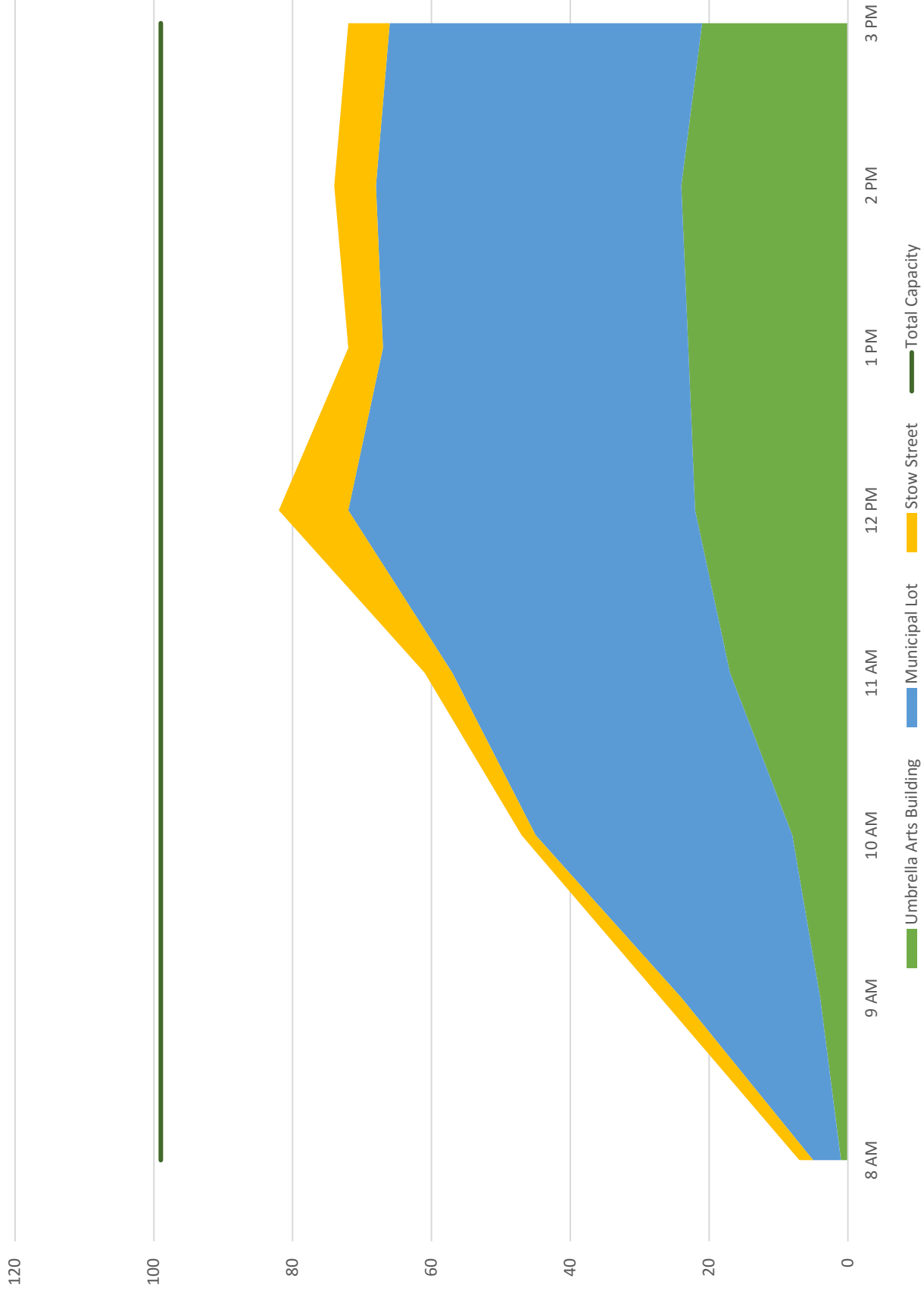
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Vehicles Counted, 9/25



Municipal lot 09/25/17	Pedestrian movement from municipal lot							
	Library In	Out	Arts Center In	Out	Other In	Out	Unknown In	Out
Time stamp								
8:00 AM								
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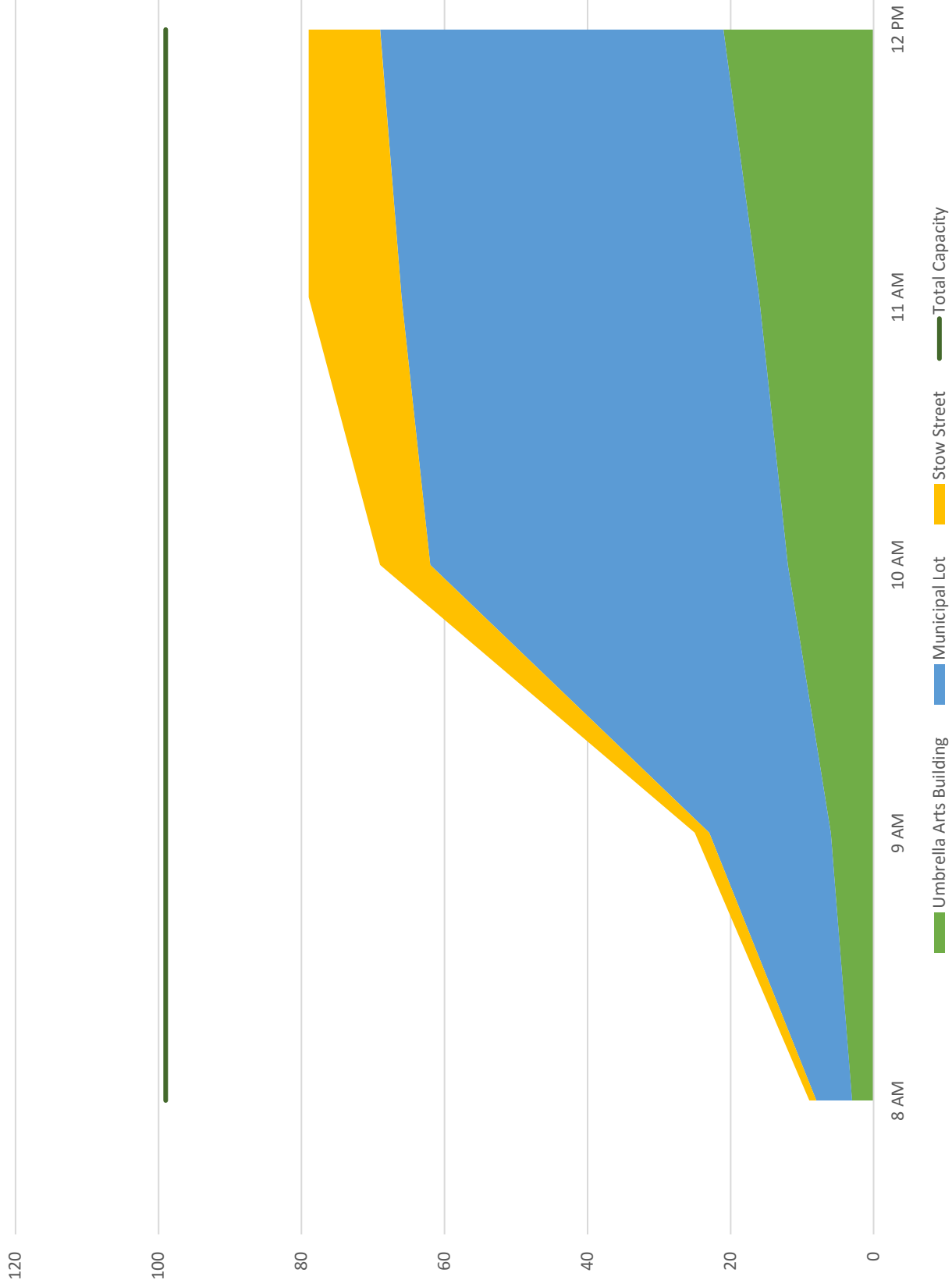
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Vehicles Counted, 9/26



Municipal lot 09/26/17	Pedestrian movement from municipal lot							
	Library In	Out	Arts Center In	Out	Other In	Out	Unknown In	Out
Time stamp								
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