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210 MEIGS ROAD RESIDENTIAL PROJECT: PARKING STUDY FOR THE WASHINGTON ELEMENTARY SCHOOL

Associated Transportation Engineers (ATE) has prepared the following parking study for the Washington Elementary School in conjunction with the 210 Meigs Road Residential Project. This study was prepared to address the issues raised in the City's DART letter dated October 11, 2007.

Project Description

The 210 Meigs Road Residential Project is proposing a lot line adjustment and lot merger to create a 5-lot subdivision on a parcel currently located on the Washington Elementary School campus. The configuration of the existing parking lot at the school would be revised as part of the subdivision project in order to provide parking for the school.

Existing and Proposed Parking Supply

Figure 1 (attached) shows an aerial photograph of the existing parking layout at the Washington Elementary School. The elementary school currently provides 25 marked spaces for staff and visitors. Additional parking is provided in an unmarked paved area located on the site of the proposed subdivision. Based on observations at the site, the unmarked parking area can accommodate approximately 65 vehicles. Thus, there is a total of approximately 90 spaces available on-site for the elementary school.

The modified parking plan developed for the Washington Elementary School is illustrated in Figure 2. As shown, the unmarked paved area that is used by the school for parking would be replaced with the proposed residential subdivision. The elementary school's parking and circulation system would be modified to provide a total of 65 parking spaces on-site.

Existing Parking Demands

ATE conducted parking surveys at Washington Elementary School on Monday, November 19, 2007 and Tuesday, November 20, 2007. Attendance records provided by school staff show that 94% of all students were present (36 absent) during both days of the parking survey. The average daily attendance at the school is 97% (18 absent). The difference in student attendance would not measurably affect the results of the hourly parking surveys, as the results of the hourly parking surveys are associated to the faculty, staff, and visitors to the school. Parked vehicles were counted and recorded throughout the day to determine the peak parking demand that occurs on-site. The results of the hourly parking surveys are shown in Table 1. The results of the parking surveys conducted during the drop-off/pick-up periods are reviewed in the following section.

Table 1
Parking Survey Results

Monday, November 19, 2007		Tuesday, November 20, 2007	
Time	Parked Vehicles	Time	Parked Vehicles
8:00 A.M.	36	8:00 A.M.	43
8:30 A.M.	52	8:30 A.M.	57
10:00 A.M.	52	10:00 A.M.	53
11:00 A.M.	58	11:00 A.M.	64
12:00 P.M.	58	12:00 P.M.	53
1:00 P.M.	59	1:00 P.M.	46
3:00 P.M.	49	3:00 P.M.	37

The data presented in Table 1 show that the peak parking demand on Monday occurred at 1:00 P.M. when 59 vehicles were counted on-site. The peak demand on Tuesday occurred at 11:00 A.M. when 64 vehicles were counted on-site. The proposed parking supply of 65 spaces would therefore accommodate the peak demands experienced on-site throughout the day.

Drop-Off/Pick-Up Periods

Parking surveys were also conducted during the start and end of the school day when students are dropped-off and picked-up. Vehicles were counted and recorded approximately every two-minutes to determine the peak parking demands during these periods (data attached for reference). The results show a total of 85 vehicles parked on the site at 2:44 P.M. on Monday and 82 vehicles parked on the site at 2:40 P.M. on Tuesday. These demands would exceed the proposed 65-space parking supply. It is noted that the peak demands experienced on-site during the drop-off/pick-up time periods would be slightly higher (3-5 additional vehicle) assuming the that the school experienced average attendance (97%) on the days that the surveys were conducted (94% attendance).

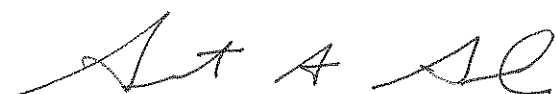
It is important to note that these demands occur for brief periods during the start and end of the school day and are related to the congestion that occurs in the drop-off/pick-up area. There were no school personnel assisting with traffic flows on the days surveyed and the congestion resulted in some of the parents choosing to park their vehicles rather than use the drop-off/pick-up area. The revised plan provides for a more efficient drop-off/pick-up area. It is recommended that the school assign personnel to the drop-off/pick-up area during the peak periods to manage flows, which will also reduce parking demands.

Church Parking

Questions were raised by members of the public regarding the use of the adjacent church parking lot during the day by school staff/visitors. Vehicles were observed parking in the dirt lot located in front of the church building, east of the school driveway during the drop-off/pick-up periods. One to six cars were observed using the dirt lot during the morning drop-off period and two to seven cars were observed using the dirt lot during the afternoon pick-up period. These vehicles were only parked for a short period of time to drop-off and pick-up students. The church's paved parking lot was not included in the initial parking surveys, however, no vehicles were observed using the paved parking lot on follow up visits to the site.

This concludes our parking study for the Washington Elementary School in conjunction with the 210 Meigs Road Residential Project. Please call our office if you have questions regarding the analysis or findings.

Associated Transportation Engineers

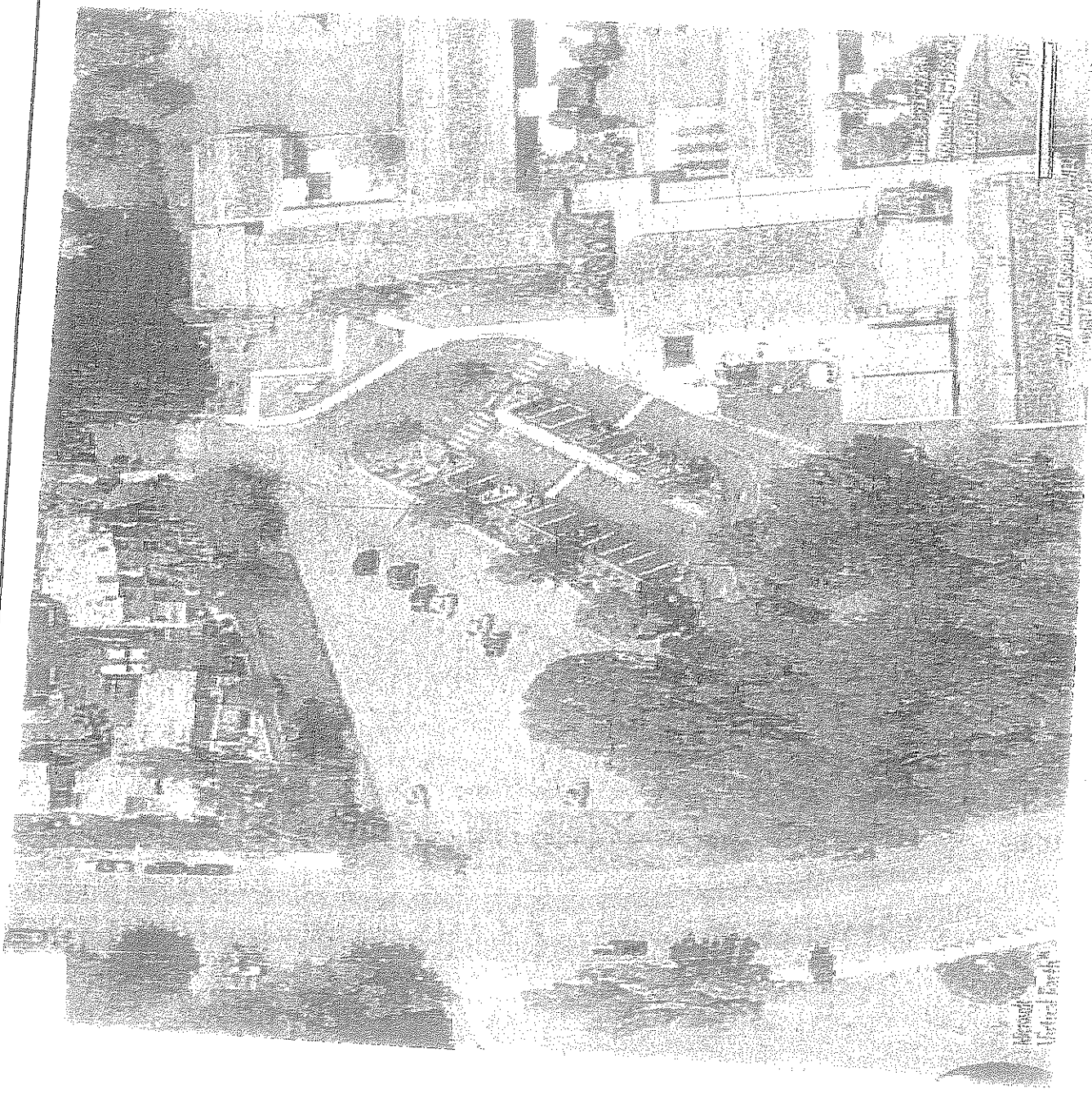


Scott A. Schell, AICP, PTP
Principal Transportation Planner

SAS/MMF

Attachments: Existing Site

Proposed Site Plan
Parking Survey Data
Peak Period Parking Survey Data



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NOT TO SCALE



EXISTING PARKING LAYOUT

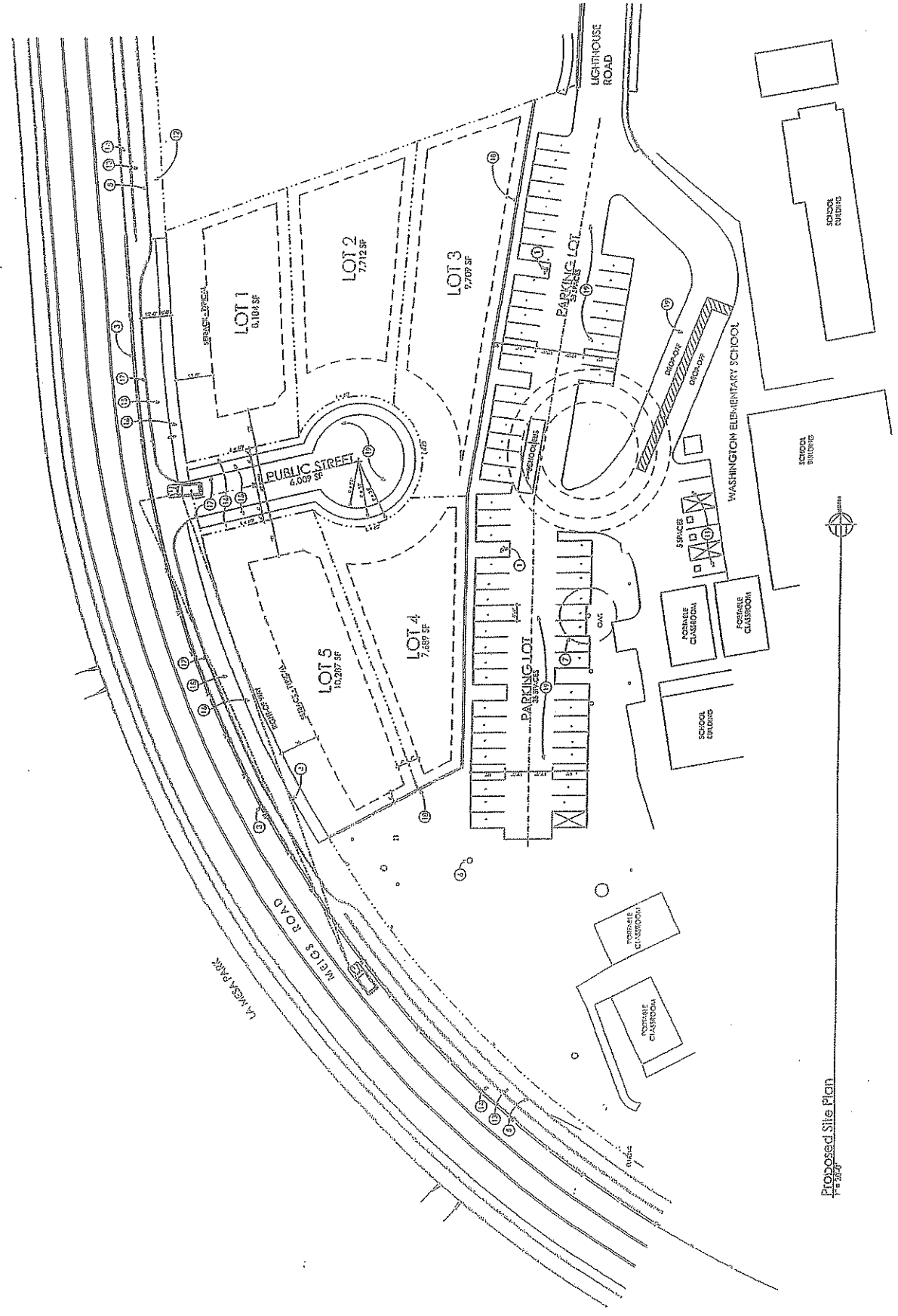
FIGURE 1

MODIFIED PARKING PLAN

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MMF #07055



Proposed Site Plan
1" = 20'-0"

WASHINGTON ELEMENTARY SCHOOL #07055

PARKING SURVEY

DATE: Monday, November 19, 2007

ON-SITE PARKING

TIME	UNMARKED LOT (7 Spaces)	LOT 1 (11 Spaces)	LOT 2 (8 Spaces)	RESERVED LOT (4 Spaces)	ADA PARKING (2 Spaces)	TOTAL VEHICLES (PARKED)
8:30	33	10	6	3	0	52
10:00	32	11	6	3	0	52
11:00	37	11	6	3	1	58
12:00	38	11	6	2	1	58
1:00	29	11	6	2	1	59
3:00	30	11	6	2	0	49

OFF-SITE PARKING

LIGHTHOUSE ROAD
0
2
1
0
0
1
1

Notes:

Lot 2 - 1 space unavailable; storage container
Reserved lot - 1 space coned off

WASHINGTON ELEMENTARY SCHOOL #07055

PARKING SURVEY

DATE: Tuesday, November 20, 2007

ON-SITE PARKING

TIME	UNMARKED LOT (? Spaces)	LOT 1 (11 Spaces)	LOT 2 (8 Spaces)	RESERVED LOT (4 Spaces)	ADA PARKING (2 Spaces)		TOTAL VEHICLES (PARKED)
8:00	22	11	6	3	1	1	43
8:30	34	11	7	4	1	1	57
10:00	32	11	6	3	1	1	53
11:00	44	11	5	3	1	1	64
12:00	33	11	6	2	1	1	53
1:00	24	11	6	4	1	1	46
3:00	20	8	5	4	0	0	37

OFF-SITE PARKING LIGHTHOUSE ROAD
0
0
1
1
1
1
0

Notes:

Lot 2 - 1 space unavailable; storage container
Reserved lot - 1 space coned off

WASHINGTON ELEMENTARY SCHOOL #0765

PARKING SURVEY

DATE: Monday, November 19, 2007

TIME	ON-SITE PARKING		TOTAL VEHICLES
	UNMARKED LOT (? Spaces)	ON-SITE PARKING	
8:05	37	18	55
8:06	39	18	57
8:07	40	18	58
8:08	41	18	59
8:09	43	19	62
8:10	48	20	68
8:11	56	20	76
8:12	59	20	79
8:13	54	20	74

TIME	VEHICLES IN QUEUE (DROP-OFF)
8:05	3
8:06	2
8:07	3
8:08	5
8:09	8
8:10	2
8:11	6
8:12	12
8:13	8

TIME	ON-SITE PARKING		TOTAL VEHICLES
	UNMARKED LOT (? Spaces)	ON-SITE PARKING	
2:38	56	20	76
2:42	62	20	82
2:44	65	20	85
2:46	61	20	81
2:48	59	20	79
2:50	51	19	70
2:52	45	19	64
2:54	39	19	58
2:56	36	19	55
2:58	35	19	54
3:00	30	19	49

TIME	VEHICLES IN QUEUE (DROP-OFF)		TOTAL VEHICLES
	VEHICLES IN QUEUE (DROP-OFF)	LIGHTHOUSE ROAD	
2:38	8		5
2:42	8		7
2:44	15		7
2:46	13		3
2:48	11		2
2:50	6		1
2:52	2		1
2:54	2		1
2:56	3		1
2:58	3		1
3:00	2		1

WASHINGTON ELEMENTARY SCHOOL #87855

PARKING SURVEY

DATE: Tuesday, November 20, 2007

ON-SITE PARKING

TIME	UNMARKED LOT	ON-SITE PARKING	TOTAL VEHICLES
8:05	24	21	45
8:07	29	21	50
8:09	34	21	55
8:11	35	21	56
8:13	41	21	62
8:15	51	21	72
8:17	58	21	79
8:19	50	21	71
8:21	48	21	69
8:23	46	21	67
8:25	34	21	55

OFF-SITE PARKING

VEHICLES IN QUEUE (DROP-OFF)	LIGHT HOUSE ROAD
0	2
9	2
13	1
11	2
11	5
7	6
9	6
5	4
3	4
1	2
1	1

ON-SITE PARKING

TIME	UNMARKED LOT	ON-SITE PARKING	TOTAL VEHICLES
2:30	47	22	69
2:34	53	22	75
2:36	55	22	77
2:38	59	22	81
2:40	60	22	82
2:42	52	22	74
2:44	45	22	67
2:46	43	20	63
2:48	36	19	55
2:50	34	18	52
2:54	34	17	51

OFF-SITE PARKING

VEHICLES IN QUEUE (DROP-OFF)	LIGHT HOUSE ROAD
5	5
7	7
7	7
9	7
9	6
8	5
10	3
6	3
4	2
2	2
1	2