

GYMNASTICS CENTER – FALL USE

Travel Survey - Parking Supply - Parking Demand

Speed

Strength

Flexibility



Coordination

Balance

Agility

Prepared for the Park District of Oak Park

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SUMMARY

This report focuses on Fall travel patterns, parking supply, and parking demand for the Gymnastics Center at 218 Madison Street. The facilities, programs, and activity levels at the Gymnastics Center directly determine parking demand. If any of these change, it is likely parking demand will change as well.

Gymnastics Travel Survey

From an analysis of Daily Attendance Data, we determined that Saturday is much busier than Sunday and Wednesday is the busiest weekday. We conducted a Travel Survey on Wednesday October 27, 2010 and Saturday October 30, 2010. The Wednesday Travel Survey took place from 3:45 to 8:30 PM and the Saturday Travel Survey from 10 AM to 1 PM.

1. Travel Mode - Car is the most common mode of access, accounting for 90 percent or more. Walking is the second most common access mode.

2. Arrival Time, Departure Time, and Duration Times - For Wednesday, the busiest Arrival Hour is 4 to 5 PM (33 arrivals). The second busiest Arrival Hour on Wednesday is 5 to 6 PM with 26 arrivals. On Saturday, the busiest Arrival Hours are 9 to 10 AM and 11 AM to Noon with 27 arrivals each hour. The busiest Departure Hour on Wednesday is 4 to 5 PM with 43 departures, followed by 5 to 6 PM with 27 departures. For Saturday, the busiest Departure Hour is 11 AM to Noon with 32 departures, followed by 10 to 11 AM and Noon to 1 PM with 24 departures each hour. The most common Duration Time is 30 minutes or less for both Survey Days. The Average Duration Time for all those who arrived by car is 58 minutes on Wednesday and 27 minutes on Saturday. When we consider just users (excluding Park District employees) from the calculation of Average Duration Time, the Average Duration Time on Wednesday drops to 27 minutes and to 36 minutes on Saturday.

3. Trip Frequency - In response to the question asking how many times a respondent came to the Gymnastics Center the previous week, the average trip frequency was 2.5 trips, and the standard deviation was 2.3 trips on Wednesday, and 1.5 average trips with a standard deviation of 1.8 trips for Saturday respondents. The range is wide (0 to 20 trips for Wednesday respondents and 0 to 11 trips for Saturday respondents).

4. Trip Purpose - For both Survey Days, Pick-Up or Drop-Off People was the most common trip purpose.

5. Vehicle Occupancy - For those respondents who came by car, the average vehicle occupancy was 2.3 persons on Wednesday and 2.4 on Saturday. The range was 1 to 5 for both Survey Days.

6. Parking Location - Madison Street (57 percent on Wednesday and 65 percent on Saturday), followed by Harvey Avenue (34 percent on Wednesday and 31 percent on Saturday) are the two most common parking locations.

7. Intersections Crossed and Direction of Approach - Madison and Lombard was the most common intersection crossed with 59 percent on Wednesday and 69

percent on Saturday. The most common Direction of Approach was from the South (slightly more than one-third), followed by the North, West, and East.

Future Scenarios

There are three building scenarios: (1) Continue As Is at 218 Madison, (2) Expand Gymnastics into Buildings and Grounds Space after Buildings and Grounds moves elsewhere, and (3) New Construction, whereby the Gymnastics and perhaps Central Administration would move into a new building.

Parking Scenarios depend on which of the three building scenarios the Park Board selects. Users under the Continue As Is Scenario and the Expand into Buildings and Grounds Scenario would most likely continue to park on Madison and Harvey as they do now. If Gymnastics occupies New Construction on Madison Street, there would be 17 to 32 new parking spaces off-street. If there is no new construction on the south side of Madison Street, employees can continue to use Lots 44 and 56. With new construction, employees would lose the use of Lots 44 and 56, but could park on the north side of Adams Street, between Humphrey and Ridgeland Avenue between 6 AM and 2:30 AM – a less desirable option because of the extra walking time to 218 Madison.

Parking Supply and Demand

1. Parking Supply - Users park along Madison and Harvey – a pattern likely to continue in the future. Parking on streets south of Madison is easier than parking on street north of Madison because the density on the south is lower. Users can also park (with some restrictions) in four enclave lots (Lot 107 on Cuyler, Lot 104 on Harvey, Lot 92 on Lombard, and Lot 74 on Madison). Park District employees have permit parking in Lots 44 and 56.

2. Parking Demand - For users under the Continue As Is Scenario, the peak parking accumulation occurs on Wednesday from 4 to 5 PM, with 54 cars parked. Of these 54 parkers, 8 parked five minutes or less, and 46 parked more than five minutes. For the Expand into Buildings and Grounds Scenario, the total demand is 97 cars (83 greater than five minutes and 14 five minutes or less). For the New Construction Scenario, the total demand is 95 cars (81 greater than five minutes and 14 five minutes or less). For employees, the estimated parking demand is 13 spaces for the Continue As Is Scenario, 27 spaces for the Expand into Buildings and Grounds Scenario, and 26 for the New Construction Scenario.

Recommendations

1. Provide a Pick-Up / Drop-Off Zone.
2. Encourage more ridesharing, walking, and bicycling.
3. Adopt a Parking Policy for the Design Day.
4. Account for Central Administration and Buildings and Grounds.
5. Assume new construction on the south side of Madison Street, which may or may not include the Park District.

ACKNOWLEDGEMENTS

Working with the Park District of Oak Park is a pleasure. People have ideas, insights, and data they are willing to share. A high percentage of Gymnastics Center users completed the Travel Survey on the two survey days. Although they are anonymous (by design), the report reflects their contributions. Any errors or omissions are solely the responsibility of the author.

Park District

Based on personal observation, many good things are happening at the Gymnastics Center. Park District staff members are competent and committed to making things better.

Gary Balling – Executive Director

Sherrill David - Registrar

Matthew L. Ellmann- Superintendent of Recreation

William J. Hamilton – Assistant Superintendent of Revenue Facilities

Jennifer S. La Fleur – Communications and Marketing Coordinator

Jamie Lapke – Gymnastics Manager

Diane Stanke – Manager of Communications

Village of Oak Park

The following Village staff members met with us and reviewed the draft report. We appreciate their willingness to share their insights and expertise.

Jim Budrick – Village Engineer

Craig Failor – Village Planner

Cara Pavlicek – Interim Manager, Parking and Mobility Services

Park District Field Crew

We appreciate the good work done by the field crew. They were competent, cheerful, and have the ability to relate to adults and children of all ages. Special thanks to J.C. Farris for entering the data accurately and diligently.

Kioto Aoki

Jamie Lapke

Jennifer R. Berni

Chris Leiner

Daria Disch

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Ronda Weiler

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Gymnastics Center Travel Survey Report - Fall 2010

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I. OVERVIEW

Background

The Gymnastics Center at 218 Madison Street houses three very different activities – Central Administration, Buildings and Grounds, and the Gymnastics Center. The majority of participants in Gymnastics Programs are 9 years of age or younger. Instructional Classes serve four age groups: (1) Tot Classes (2 to 3.5 years old), (2) Gym Kids (2.5 to 5 years old), (3) Recreational Boys (6 years and older), and (4) Recreational Girls (6 years and older).

The earliest class starts at 9 AM, which is just after the morning peak on Madison Street. The busiest time is 4 to 8 PM. Most classes are full. There was a waiting list of 220 children in 2008 and 160 children in 2009. Park District staff believe this number is less now because some parents are not enrolling their children in programs because of the weak economy and/or past experience with the time spent on the Wait List. Space at the Gymnastics Center is tight and parking is limited.

This report focuses on Fall Session travel patterns, parking demand, and parking supply because the Fall is the busiest time of the year.

Prior Reports

As part of the Madison Street Corridor Study, the Village had an Architectural Historical Survey prepared.¹ The Survey used four categories of significance:

1. Significant (National Register)
2. Significant
3. Structure of Merit
4. No Merit²

The Survey identifies the 218 Madison building as a “Structure of Merit.” The building was built in 1923 and housed the Oak Park Motor Sales Co., Dodge & Plymouth (1936), and Tri-Par Radio Co. (1953).³

The Village Board of Trustees adopted the Oak Park Madison Street Corridor Plan⁴ on June 5, 2006. The Preferred Vision includes a Boulevard treatment for Madison Street, from Harlem to Austin. The Preferred Vision for Segment 5 of Madison Street from Ridgeland Avenue to Lombard Street is Neighborhood-Oriented and Mixed-Use District.⁵

¹ Wiss, Janney, Elstner, Associates, Inc., “Architectural Historical Survey,” Prepared for the Village of Oak Park, February 20, 2006.

² Ibid, Pages 8 and 9.

³ Ibid, Page 13.

⁴ Vandewalle & Associates in association with Kenig, Lingren, O'Hara, Aboona, Inc.; Goodman-Williams Group; Wiss, Janney, Elstner Associates; and Nancy Seeger Associates. Ltd., “Village of Oak Park Madison Corridor Plan”, 2006.

⁵ Ibid, Section 3: Preferred Vision, Page 8, June 5, 2006.

Williams Architects prepared a facility improvement plan for the three different activities at 218 Madison in 2006. The Williams Plan recommended that Buildings and Grounds move to a new location and expanding the Gymnastics Center to include the space now occupied by Buildings and Grounds. The expanded Gymnastics Center would double the size of the existing Center, and allow the Park District to serve more users and increase revenues.⁶

Organization of this Report

We organized this report into five chapters and three appendices. We conducted a Travel Survey on the busiest weekday (Wednesday) and the busiest weekend day (Saturday).

Chapter II summarizes the results of the Gymnastics Center Travel Survey conducted on Wednesday October 27, 2010 and Saturday October 30, 2010. The Travel Survey provides information on travel mode, arrival and departure times, trip frequency, trip purpose, vehicle occupancy, parking location, intersections crossed, and direction of approach for those who drove.

Chapter III describes three scenarios for the future of the Gymnastics Center and the parking scenarios for users and employees that occur based on which scenario the Park Board selects.

Chapter IV analyzes parking supply and parking demand for each of the three scenarios.

Chapter V has recommendations.

Appendix A contains the use activity by day of week and for the thirty highest use days. Appendix B contains the Comments by Respondents to the Wednesday and Saturday Travel Survey. Appendix C contains parking generation rates. We have given the Park District all the Excel files that contain the tables and graphics that support this report.

⁶ Park District of Oak Park, Pro Forma Operating and Financial Analysis Report, Proposed Expanded Gymnastics Center, July 2010, Page 3.

II. GYMNASTICS TRAVEL SURVEY

“Gymnastics uses every single part of your body, every little tiny muscle that you never even knew.” – Shannon Miller – (Olympic Gymnast)

To identify travel patterns and estimate parking demand, we prepared a Postcard Survey (see Figure 1) for the busiest weekday (Wednesday) and the busiest weekend day (Saturday). Wednesday is busier than Saturday, so Wednesday is also the busiest day of the seven-day week. We conducted the Wednesday Travel Survey on October 27, 2010 from 3:45 to 8:30 PM and the Saturday Travel Survey on October 30, 2010 from 10 AM to 1 PM to capture data about the peak parking periods. Late Fall is the busiest time of the year for the Gymnastics Center. Appendix A has more information on use patterns during the Fall. Every reference to Wednesday and Saturday in the analysis that follows refers to these specific days. This chapter summarizes the results.

Field Crew members intercepted Gymnastics Center users as they entered. Users who stayed to watch their children were encouraged to complete all questions except Departure Time. As users left, a Field Crew member checked Departure Time. Users had two options for completing the Survey: (1) complete the Survey while they were there or (2) take the Postcard, complete it at their leisure, then mail it to the Park District. The vast majority of users completed and returned the Survey while they were at the Gymnastics Center.

The tables for each survey question help readers who want to compare the two Survey Days. The figures help readers who want to understand the pattern for each survey day.


Figure 1 shows the Travel Survey form. It has eight questions, space for comments, and a Survey Identification Number in the top right-hand corner. The Survey asks for:

1. Travel Mode
2. Arrival and Departure Times⁷
3. Trip Frequency
4. Trip Purpose
5. Vehicle Occupancy
6. Parking Location for those who drove
7. Intersections Crossed
8. Direction of Approach for those who drove

Respondents could add comments and 10 percent did (see Appendix B for all the comments received).

⁷ Asking for Arrival and Departure Times allows us to calculate Duration Time by subtracting the two. Although the question appears to contain two variables, it really has three variables.

FIGURE 1: Gymnastics Center Travel Survey

<p>GYMNASTICS TRAVEL SURVEY - Fall 2010 1234</p> <p><i>Please help the Park District by answering these questions and returning this form TODAY! Thank you for your cooperation.</i></p> <p>1. I came to Gymnastics today by (Check one)</p> <table><tr><td><input type="checkbox"/> Car</td><td><input type="checkbox"/> PACE Bus</td></tr><tr><td><input type="checkbox"/> Walking</td><td><input type="checkbox"/> PACE Paratransit Bus</td></tr><tr><td><input type="checkbox"/> Bicycle</td><td><input type="checkbox"/> CTA Bus</td></tr><tr><td colspan="2"><input type="checkbox"/> Other: _____</td></tr></table> <p>2. I arrived today at _____ AM / PM and left at _____ AM / PM</p> <p>3. Last week, I came to Gymnastics _____ times.</p> <p>4. Please indicate why you came to Gymnastics today: (Check all that apply)</p> <table><tr><td><input type="checkbox"/> to take a class</td><td><input type="checkbox"/> as a spectator</td></tr><tr><td><input type="checkbox"/> for team practice</td><td><input type="checkbox"/> to register for class</td></tr><tr><td><input type="checkbox"/> I am a Park District Employee</td><td><input type="checkbox"/> other: _____</td></tr><tr><td colspan="2"><input type="checkbox"/> to pick-up or drop-off people</td></tr></table> <p>5. If you came by car, how many people were in the car including you? _____</p> <p>6. If you came by car, where did you park?</p> <table><tr><td><input type="checkbox"/> on Madison Street</td><td><input type="checkbox"/> on Harvey Avenue</td></tr><tr><td><input type="checkbox"/> just dropped-off or picked-up people</td><td><input type="checkbox"/> Elsewhere: _____</td></tr></table> <p>7. If you drove to Gymnastics today:</p> <p>A) Please check any of the following intersections that you came through.</p> <table><tr><td><input type="checkbox"/> Madison & Lombard</td><td><input type="checkbox"/> Madison & Harvey</td></tr></table> <p>B) Please check any of the following streets that you crossed.</p> <table><tr><td><input type="checkbox"/> Washington Boulevard</td><td><input type="checkbox"/> Ridgeland Avenue</td></tr><tr><td><input type="checkbox"/> Jackson Boulevard</td><td><input type="checkbox"/> Lombard Avenue</td></tr></table> <p>COMMENTS:</p> <div style="text-align: right;"><p>PARK DISTRICT OF OAK PARK</p></div> <p><small>In partnership with the community, we provide quality parks and recreation experiences for the residents of Oak Park.</small></p>	<input type="checkbox"/> Car	<input type="checkbox"/> PACE Bus	<input type="checkbox"/> Walking	<input type="checkbox"/> PACE Paratransit Bus	<input type="checkbox"/> Bicycle	<input type="checkbox"/> CTA Bus	<input type="checkbox"/> Other: _____		<input type="checkbox"/> to take a class	<input type="checkbox"/> as a spectator	<input type="checkbox"/> for team practice	<input type="checkbox"/> to register for class	<input type="checkbox"/> I am a Park District Employee	<input type="checkbox"/> other: _____	<input type="checkbox"/> to pick-up or drop-off people		<input type="checkbox"/> on Madison Street	<input type="checkbox"/> on Harvey Avenue	<input type="checkbox"/> just dropped-off or picked-up people	<input type="checkbox"/> Elsewhere: _____	<input type="checkbox"/> Madison & Lombard	<input type="checkbox"/> Madison & Harvey	<input type="checkbox"/> Washington Boulevard	<input type="checkbox"/> Ridgeland Avenue	<input type="checkbox"/> Jackson Boulevard	<input type="checkbox"/> Lombard Avenue
<input type="checkbox"/> Car	<input type="checkbox"/> PACE Bus																									
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<input type="checkbox"/> Washington Boulevard	<input type="checkbox"/> Ridgeland Avenue																									
<input type="checkbox"/> Jackson Boulevard	<input type="checkbox"/> Lombard Avenue																									

1. Travel Mode

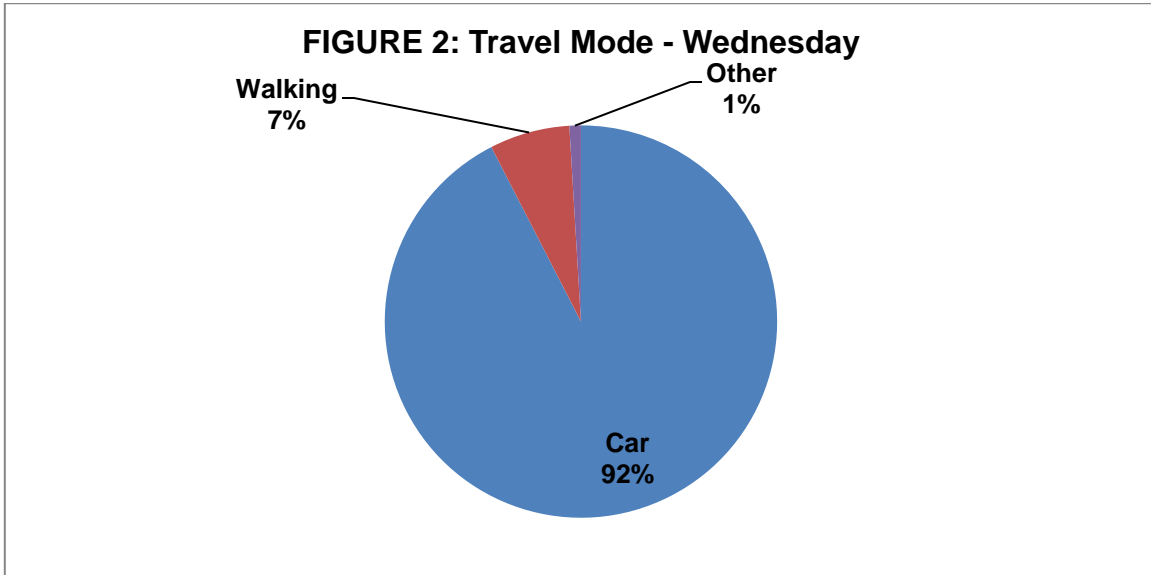
Question #1 on the Travel Survey says, “I came to Gymnastics today by (Check one)” and the choices are Car, Walking, Bicycle, PACE Bus, PACE Paratransit Bus, CTA Bus, and Other. For those respondents who checked “Other,” we asked them to Specify.

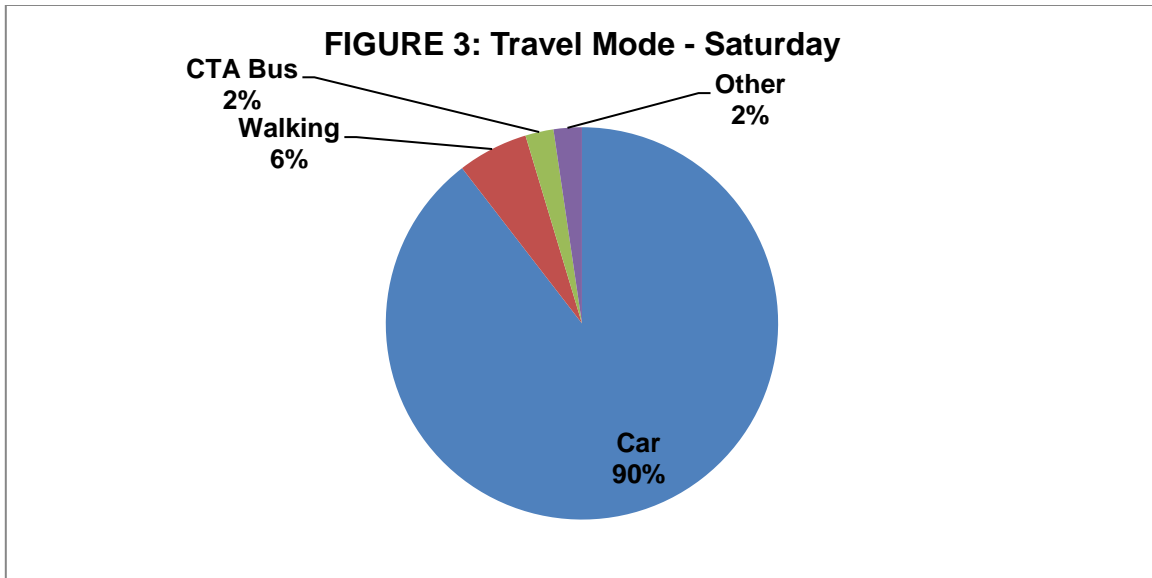
Table 1 and the Figure 2 and 3 pie charts summarize the travel mode results for Wednesday and Saturday. The “Car” category includes cars, SUVs, vans, and pick-up truck. “Car” is the predominant mode (92 percent on Wednesday and 90 percent on Saturday), so we show it in bold type. Less than 10 percent walked.

The table and two pie charts show the number of respondents. A respondent in most cases is providing answers for more than one person. The one “Other” respondent for Wednesday came by CTA train. One of the two “Other” respondents for Saturday came by truck and the second was “dropped off by Mom.”

TABLE 1: Travel Mode – Wednesday and Saturday

Travel Mode	Wednesday		Saturday	
	Nr	Percent	Nr	Percent
Car	98	92.5	77	90.0
Walking	7	6.6	5	5.8
CTA Bus	0	0.0	2	2.3
Other	1	0.9	2	2.3
TOTAL	106	100.0	86	100.0





2. Arrival Time, Departure Time, and Duration Time

Question #2 on the Travel Survey says, "I arrived today at ____ AM / PM and left at ____ AM / PM." This question has two variables provided by respondents (Arrival Time and Departure Time) and one variable that we calculated (Duration Time at the Gymnastics Center) by subtracting Departure Time minus Arrival Time.

a. Arrival Time

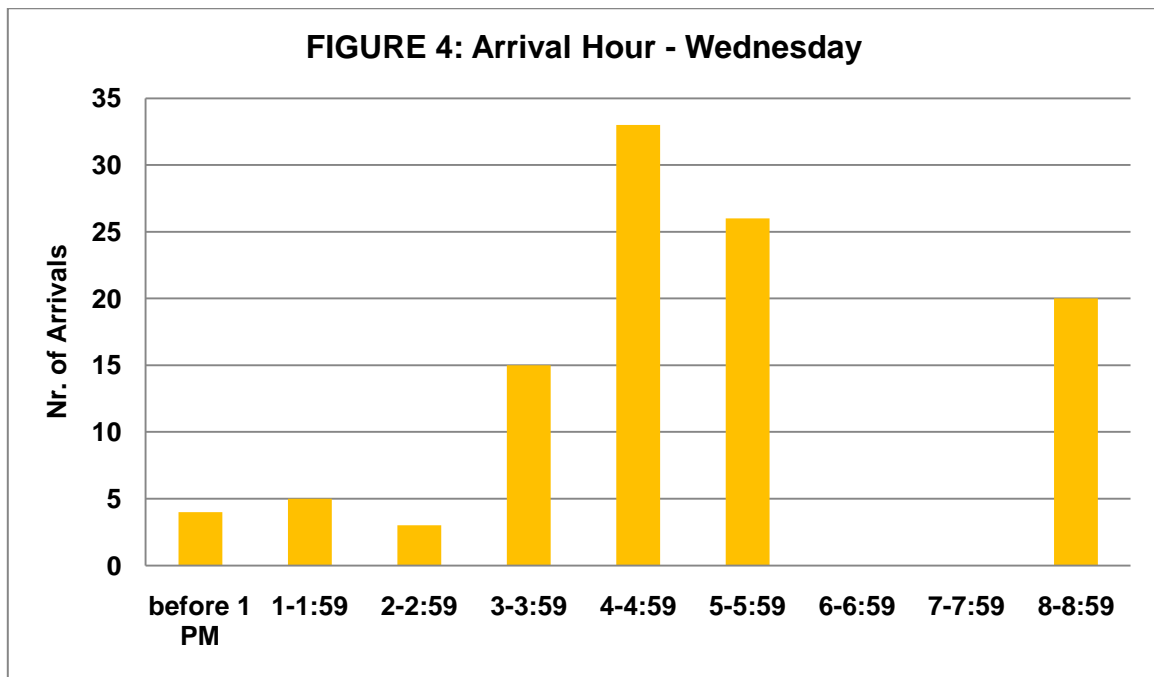
Tables 2 and 3 summarize the results for Arrival Time for both Wednesday and Saturday. Figures 4 and 5 summarize the results in graphic format for each day. Both tables and charts show the number of surveys, so one survey can provide information for more than one person. The peak hour for each day on both days is in bold type.

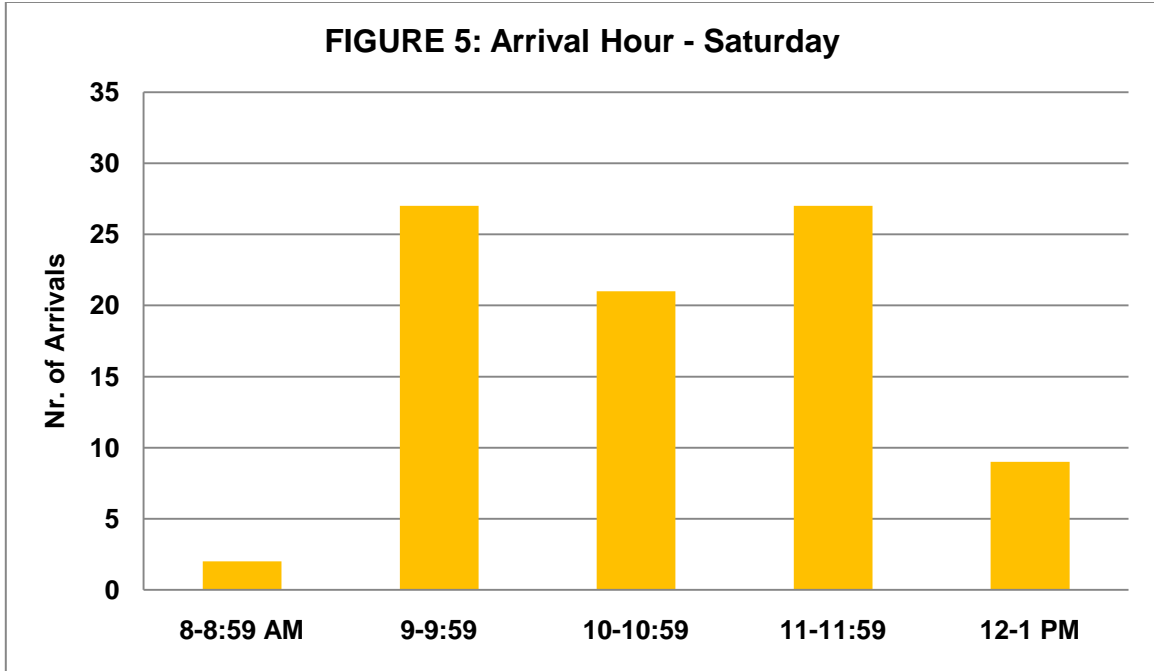
TABLE 2: Arrival Hour - Wednesday

Arrival Hour - Wednesday	Number	Percent
before 1 PM	4	3.8
1-1:59	5	4.7
2-2:59	3	2.8
3-3:59	15	14.2
4-4:59	33	31.1
5-5:59	26	24.5
6-6:59	0	0.0
7-7:59	0	0.0
8-8:59	20	18.9
Total	106	100.0

TABLE 3: Arrival Hour – Saturday

Arrival Hour - Saturday	Number	Percent
8-8:59 AM	2	2.3
9-9:59	27	31.4
10-10:59	21	24.4
11-11:59	27	31.4
12-1 PM	9	10.5
Total	86	100.0





On Wednesday, the peak arrival hour is from 4 to 5 PM with 33 arrivals. The second busiest hour is 5 to 6 PM with 26 arrivals. On Saturday, there is a tie for the busiest hour with 27 each from 9 to 10 AM and from 11 AM to Noon. The third busiest hour is from 10 to 11 with 21 arrivals. The Wednesday peak hour overlaps the street peak hour on Madison Street. For both days, the class schedule explains the peak hour.

b. Departure Time

Tables 4 and 5 show the Departure Time results for both survey days. Figures 6 and 7 contain column charts to show the results in graphic format for each survey days. Both tables and column charts exclude two surveys on Saturday with no departure time and can contain information for more than one person. The largest departure for each day is in bold type.

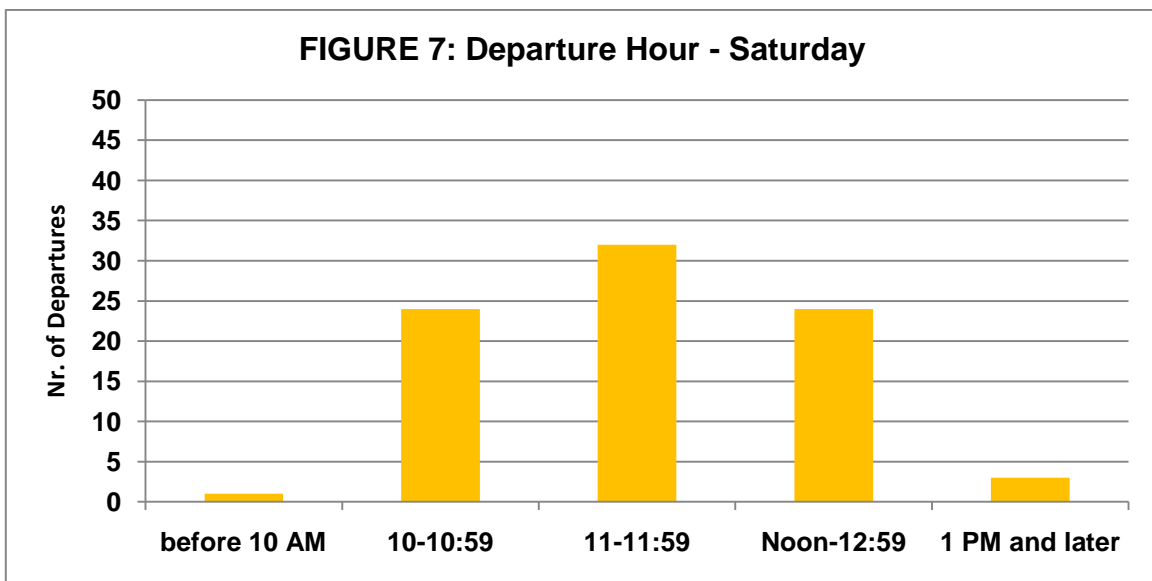
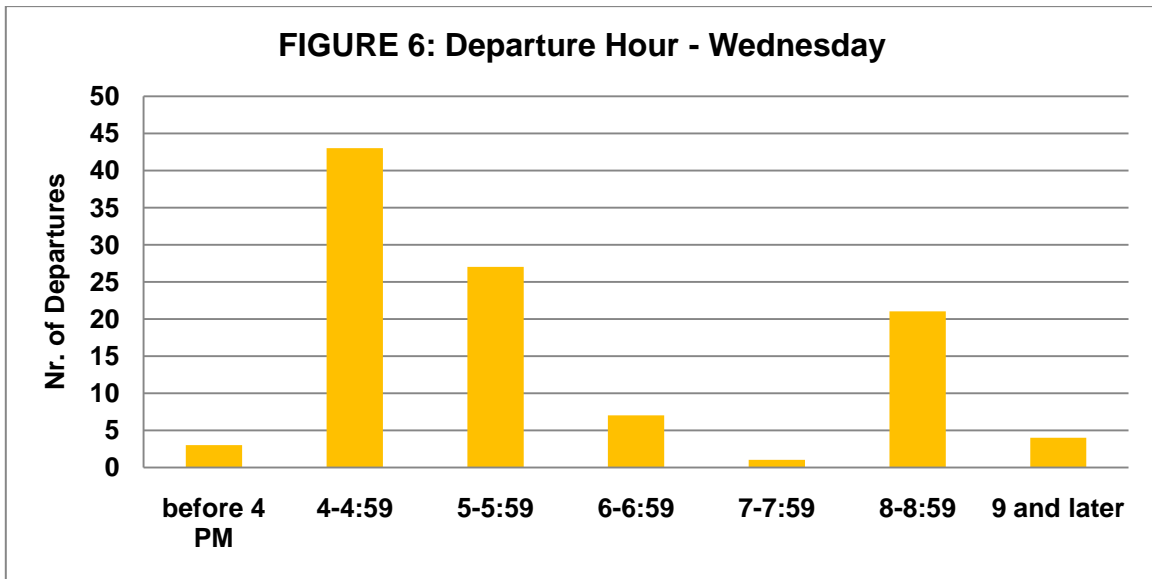
TABLE 4: Departure Hour – Wednesday

Departure Hour - Wednesday	Number	Percent
before 4 PM	3	2.8
4-4:59	43	40.6
5-5:59	27	25.5
6-6:59	7	6.6
7-7:59	1	0.9
8-8:59	21	19.8
9 and later	4	3.8
TOTAL	106	100.0

TABLE 5: Departure Hour – Saturday

Departure Hour - Saturday	Number	Percent
before 10 AM	1	1.2
10-10:59	24	28.6
11-11:59	32	38.1
Noon-12:59 PM	24	28.6
1 PM and later	3	3.6
TOTAL	84	100.0

*Excludes two records with no Departure Time

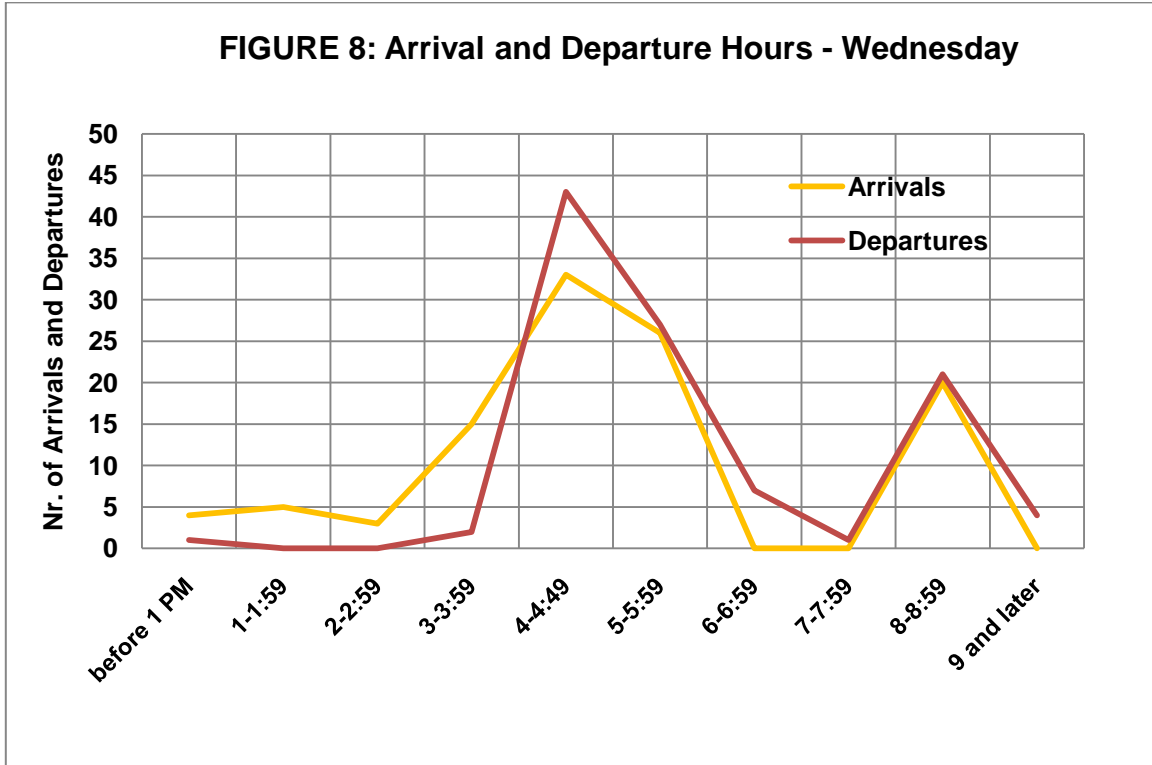


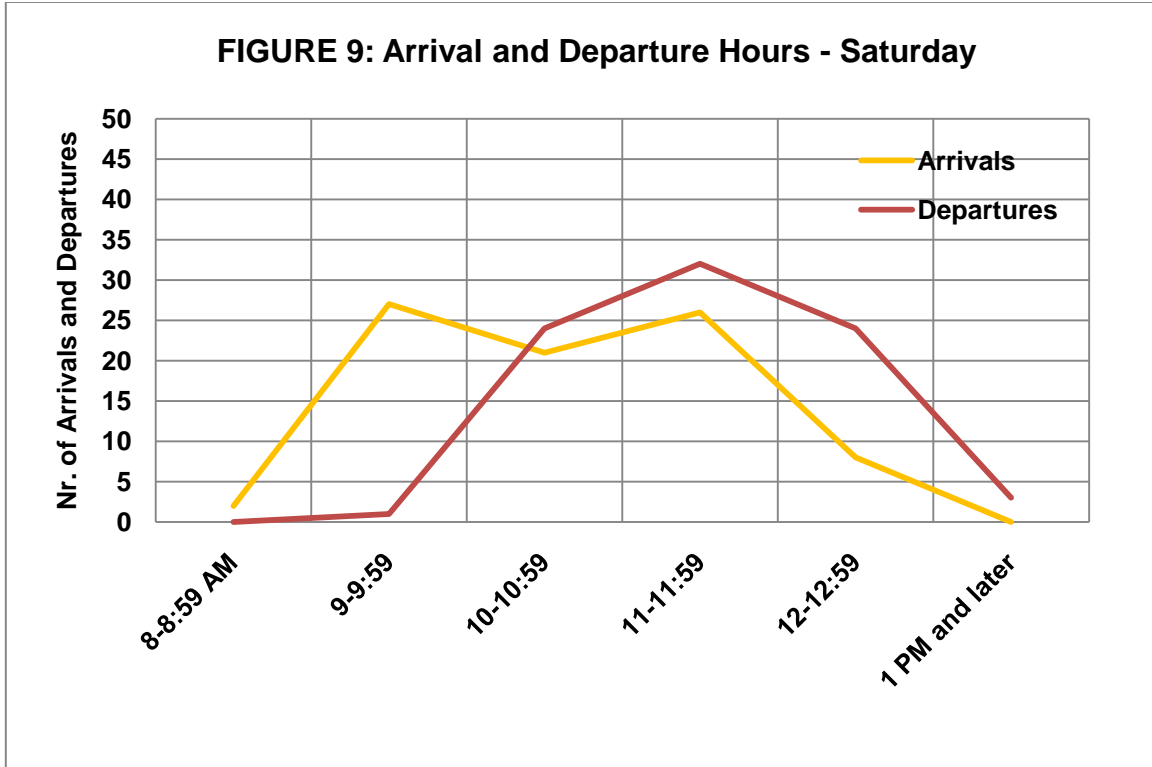
*Excludes two records with no Departure Time

The peak departure hour for Wednesday is 4 to 5 PM with 43 departures, followed by 5 to 6 PM with 27 departures. On Saturday, the peak departure hour is 11 AM to Noon with 32 departures, followed by a tie for second place with 24 departures from 10 to 11 AM and Noon to 1 PM.

c. Arrival and Departure Time

Figures 8 and 9 are line charts that show both arrivals and departures for Wednesday and Saturday. The Saturday results exclude two surveys with no departure times. Each survey can provide information for more than one person.





For Wednesday, the arrivals and departure lines are close together because many people drop-off a child for a class, go elsewhere, and then pick-up the child after class. On Saturday, more people watch their child during a class.

d. Duration Time

Table 6 and the two column charts in Figures 10 and 11 show Duration Time for all Travel Modes on both survey days. Note that travel time is not included. Duration Time is simply Departure Time minus Arrival Time. For both days, the most common duration time is less than 30 minutes (shown in bold type).

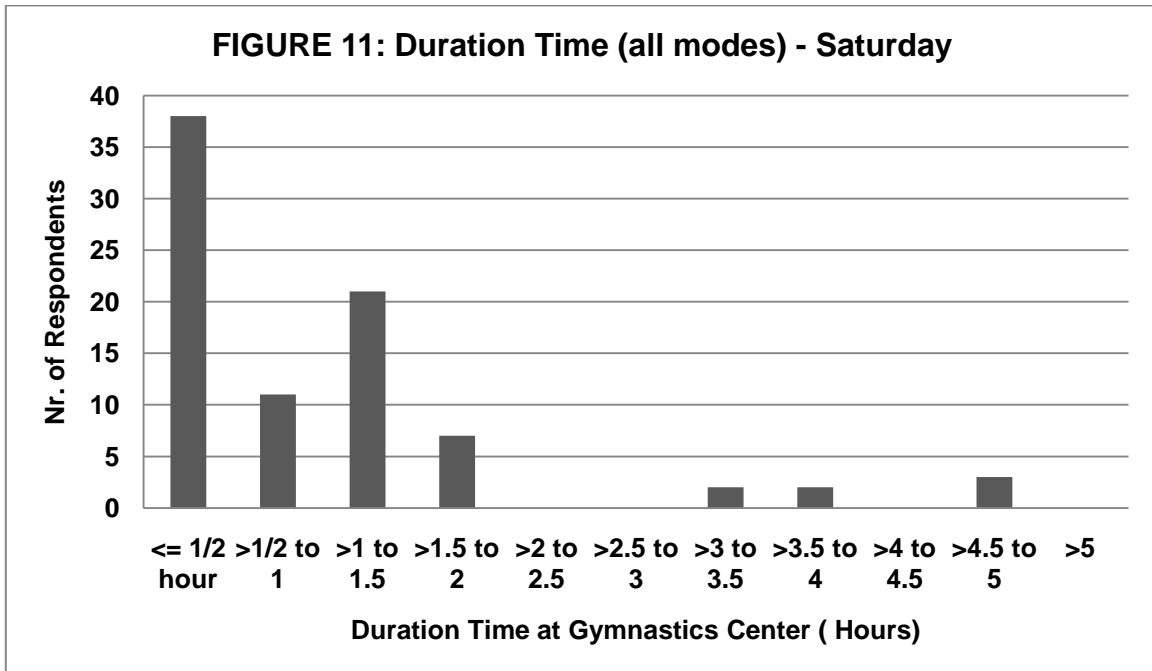
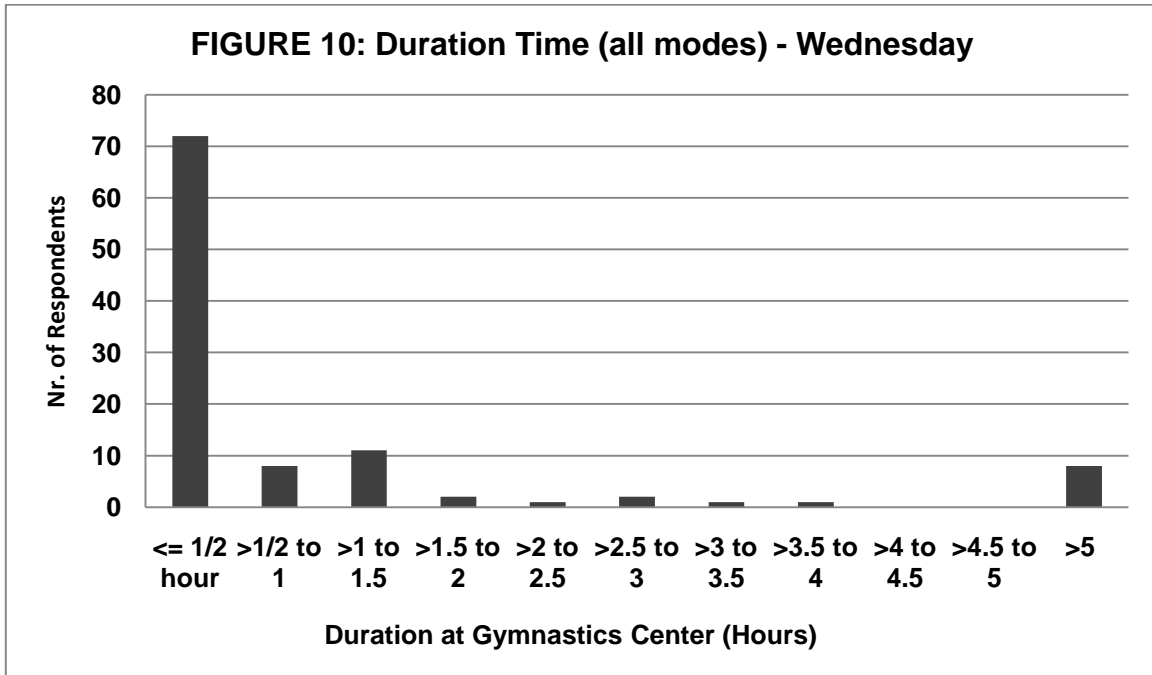
TABLE 6: Duration Time (all modes) – Wednesday and Saturday

Duration Time (all modes)	Wednesday		Saturday	
	Number	Percent	Number	Percent
<= 1/2 hour	72	68.1	38	45.2
>1/2 to 1	8	7.5	11	13.1
>1 to 1.5	11	10.4	21	25.0
>1.5 to 2	2	1.9	7	8.3
>2 to 2.5	1	0.9	0	0.0
>2.5 to 3	2	1.9	0	0.0
>3 to 3.5	1	0.9	2	2.4
>3.5 to 4	1	0.9	2	2.4
>4 to 4.5	0	0.0	0	0.0
>4.5 to 5	0	0.0	3	3.6

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>5	8	7.5	0	0.0
TOTAL	106	100.0	84	100.0

*Saturday excludes two records with no Departure Time



*Saturday excludes two records with no Departure Time

Duration times reflect the schedule and length of classes, as well as many parents who drop-off a child and then pick them up after class.

Table 7 shows Average Duration Time at the Gymnastics Center for Wednesday and Saturday. Because 90 percent or more of the respondents came by car on both days, and the numbers for all other modes of arrival are small, we have just shown the data for those who came by car.

TABLE 7: Average Duration Time – Wednesday and Saturday

Mode of Arrival (Car Only)	Wednesday		Saturday	
	Nr of Respondents	Average Duration Time	Nr of Respondents	Average Duration Time
Car, all respondents*	98	57.6	75	59.8
Car, users only**	88	27.0	70	36.3

*Includes only those respondents who came by car and provided information on Arrival and Departure Times.

**Includes just users, and excludes Park District employees

For Wednesday, the average duration for all respondents who came by car is almost 58 minutes and for Saturday, it is just under one hour. When we exclude Park District employees, the average for Wednesday drops to 27 minutes and for Saturday, it drops to 36 minutes.

e. Summary Statistics for Wednesday and Saturday

Tables 8 and 9 show the number of trips by car and arrival hour. We excluded the other modes because of the small number of respondents. For example, Table 8 shows that Wednesday survey respondents who arrived before 1 PM made 13 trips in the prior week. The maximum number in Table 8 (shown in bold type) is the 8 to 9 PM respondents who made 89 trips in the prior week. This reflects that older children come at night and younger children come in the afternoon.

TABLE 8: Number of Trips Last Week by Car and Arrival Hour – Wednesday

Time Period	Number
Before 1 PM	13
1 PM	19
2 PM	4
3 PM	24
4 PM	37
5 PM	56
6 PM	0
7 PM	0
8 PM	89
TOTAL	242

TABLE 9: Number of Trips Last Week by Car and Arrival Hour – Saturday

Time Period	Number
Before 9 AM	12
9 AM	31
10 AM	22
11 AM	34
Noon	20
TOTAL	119

Tables 10 and 11 show the number of trips by car and departure hour.

TABLE 10: Number of Trips Last Week by Car and Departure Hour – Wednesday

Time Period	Number
Before 4 PM	5
4 PM	47
5 PM	53
6 PM	19
7 PM	1
8 PM	98
9 PM	10
10 PM	6
TOTAL	239

TABLE 11: Number of Trips Last Week by Car and Departure Hour – Saturday

Time Period	Number
Before 10 AM	1
10 AM	24
11 AM	32
Noon	36
1 PM	6
TOTAL	99

*Excludes two records with no Departure Time

The maximum number of departures on Wednesday occurred from 8 to 9 PM with 98. On Saturday, the maximum number of departures occurred from Noon to 1 PM with 36.

3. Trip Frequency

Question #3 on the Travel Survey says, “Last week, I came to Gymnastics _____ times.”

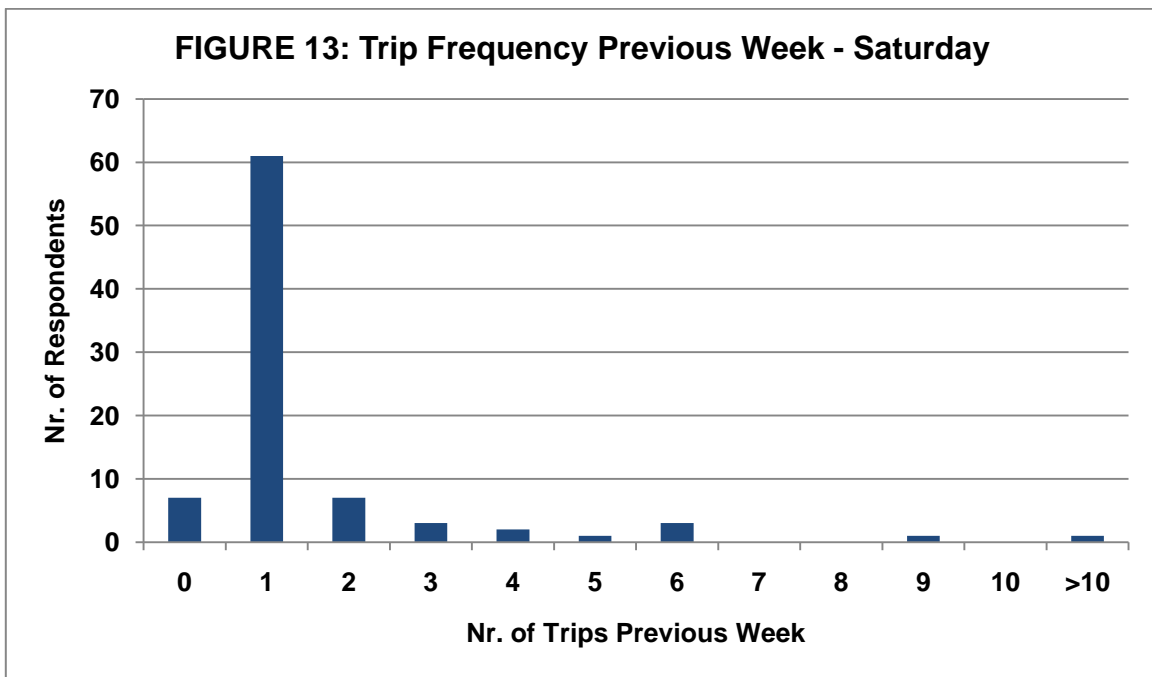
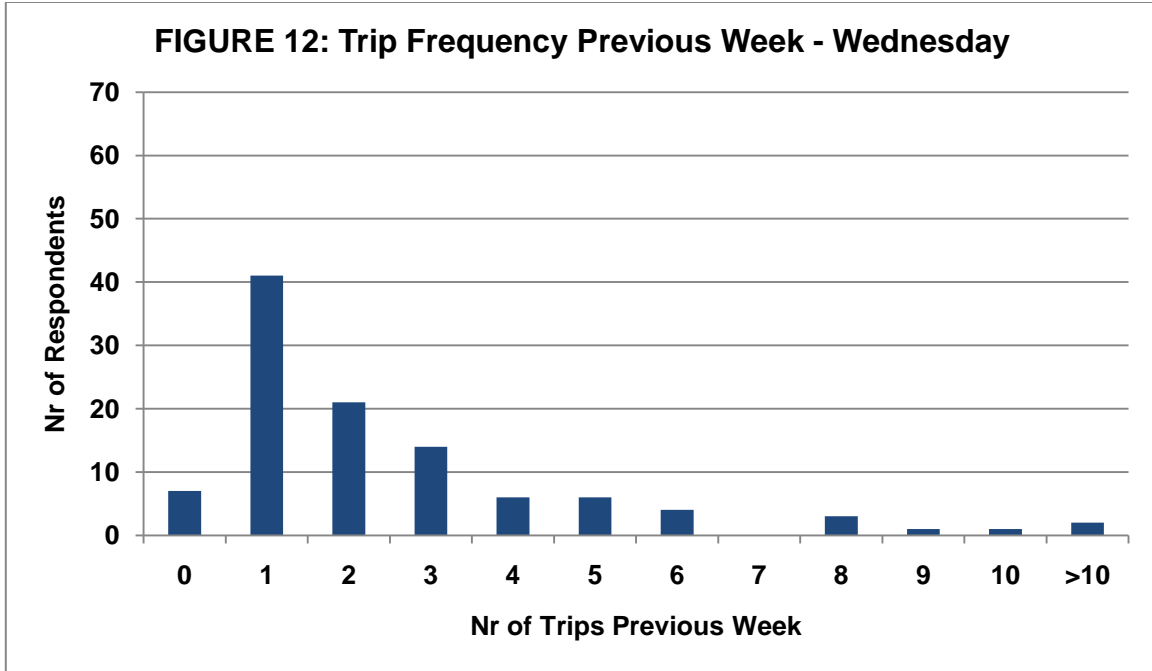
Table 12 provides summary descriptive statistics for Wednesday and Saturday just for users who arrive by car. Total Trips Last Week is based on Question #3 in the Travel Survey. The average (also known as the mean) is the total of all the trips made by car in the prior week from the Travel Survey, divided by the number of respondents who came by car. The standard deviation is the average deviation from the average number of trips last week. The minimum and maximum number of trips last week are the single lowest and single highest number. Because of the small number of respondents, we did not calculate summary statistics for any of the other arrival modes.

TABLE 12: Summary Statistics – Wednesday and Saturday (car only)

Statistic	Wednesday	Saturday
Nr of Respondents	98	77
Total Trips Last Week	482	119
Average Nr of Trips Last Week	2.5	1.5
Standard Deviation of Trips Last Week	2.3	1.8
Minimum Nr of Trips Last Week	0	0
Maximum Nr of Trips Last Week	20	11

The average number of trips in the prior week was 2.5 for Wednesday and 1.5 for Saturday. The standard deviation is higher for Wednesday than for Saturday. The minimum and maximum are also called the “range.” The range for Wednesday is 0 to 20 and 0 to 11 for Saturday. A Park District employee who came by CTA Train accounts for the maximum of 20 trips and a user who came for Team Practice by car accounts for the maximum of 11 trips.

The two column charts (Figures 12 and 13) below show the Trip Frequency for the prior week for both survey days for all modes.



For both days, the most common answer was one trip in the prior week.

4. Trip Purpose

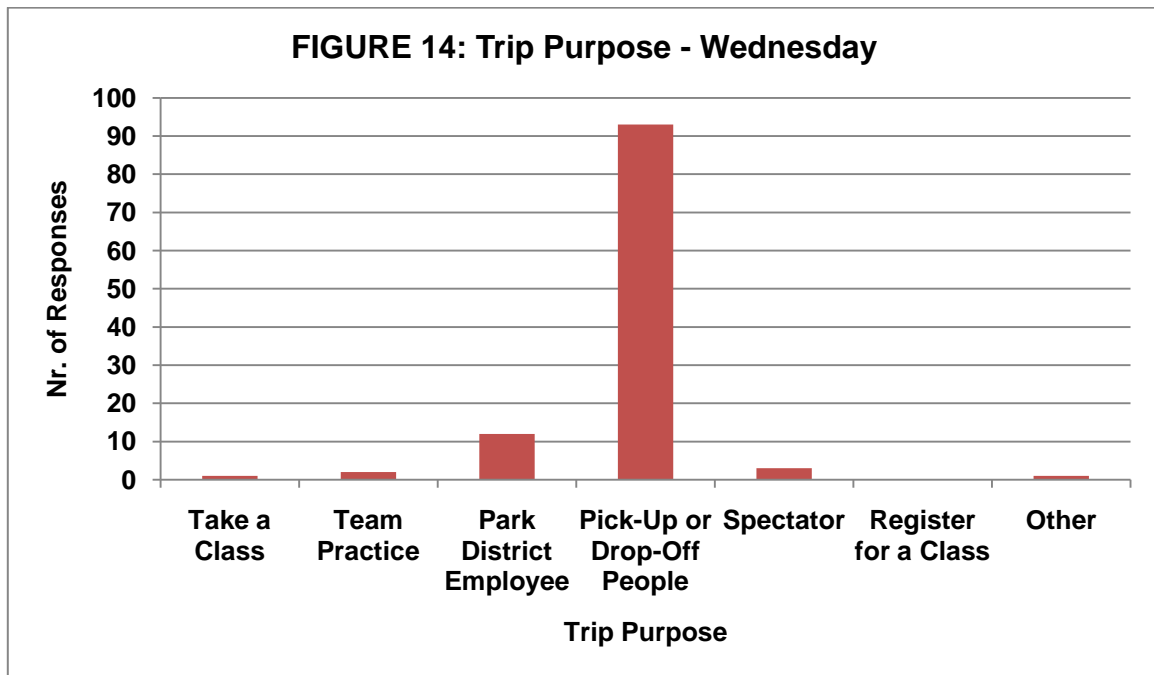
Question #4 on the Travel Survey says, "Please indicate why you came to Gymnastics today: (Check all that apply)" and the possible answers are: to take a class, for team practice, I am a Park District Employee, to pick-up or drop-off

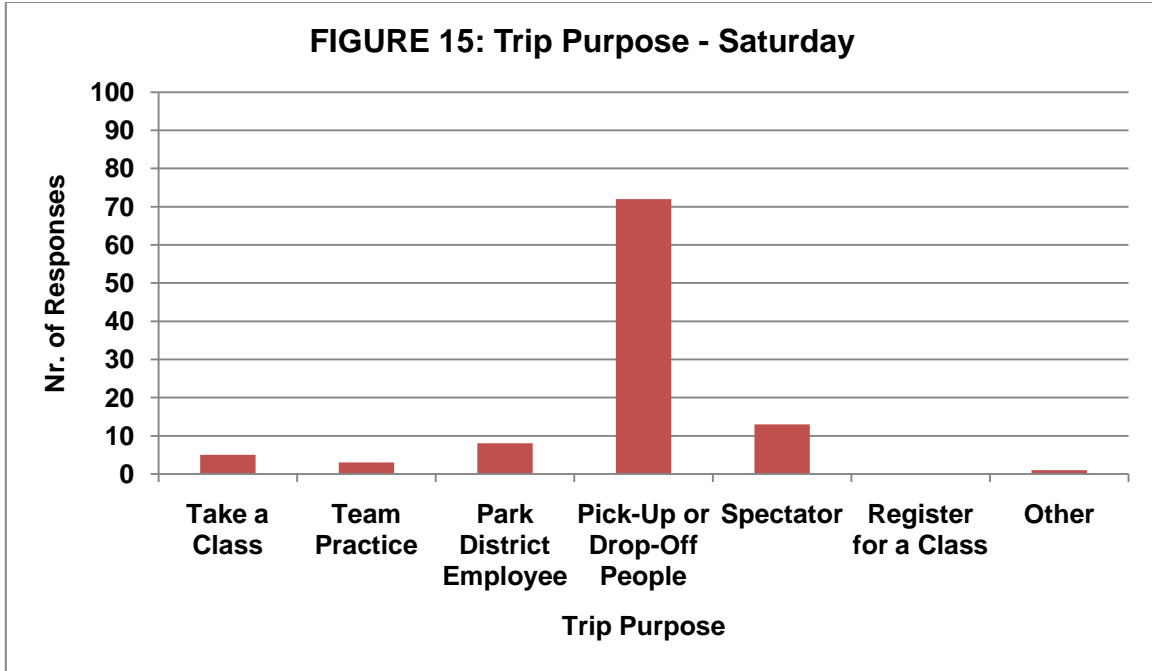
people, as a spectator, to register for class, other.” The Survey asks those who checked “Other” to specify their trip purpose.

Table 13 and the column charts in Figures 14 and 15 show Trip Purpose for both survey days. For both days, Pick-Up or Drop-Off People was the most common Trip Purpose by a wide margin. For Wednesday, Park District Employee was the second most common Trip Purpose. For Saturday, Spectator was the second most common answer. Multiple answers are possible for both one person and there can be more than one person in a vehicle.

TABLE 13: Trip Purpose - Wednesday and Saturday

Trip Purpose	Wednesday		Saturday	
	Nr.	Percent	Nr.	Percent
Take a Class	1	0.9	5	4.9
Team Practice	2	1.8	3	2.9
Park District Employee	12	10.7	8	7.8
Pick-Up or Drop-Off People	93	83.0	72	70.6
Spectator	3	2.7	13	12.7
Register for a Class	0	0.0	0	0.0
Other	1	0.9	1	1.0
TOTAL	112	100.0	102	100.0





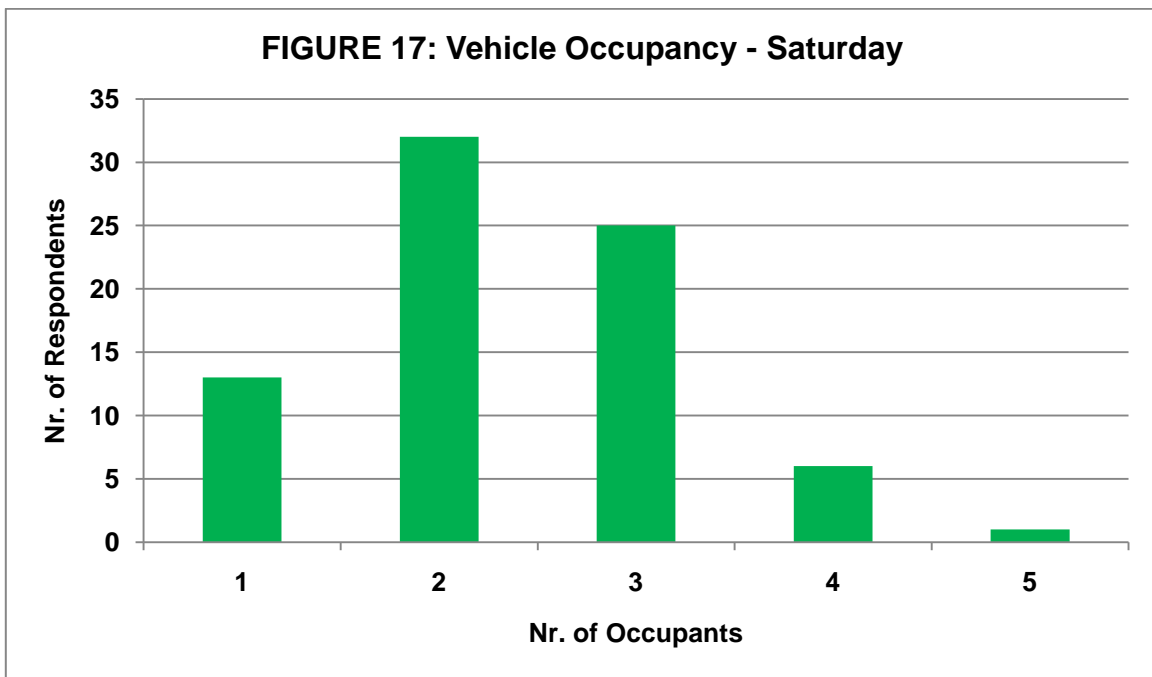
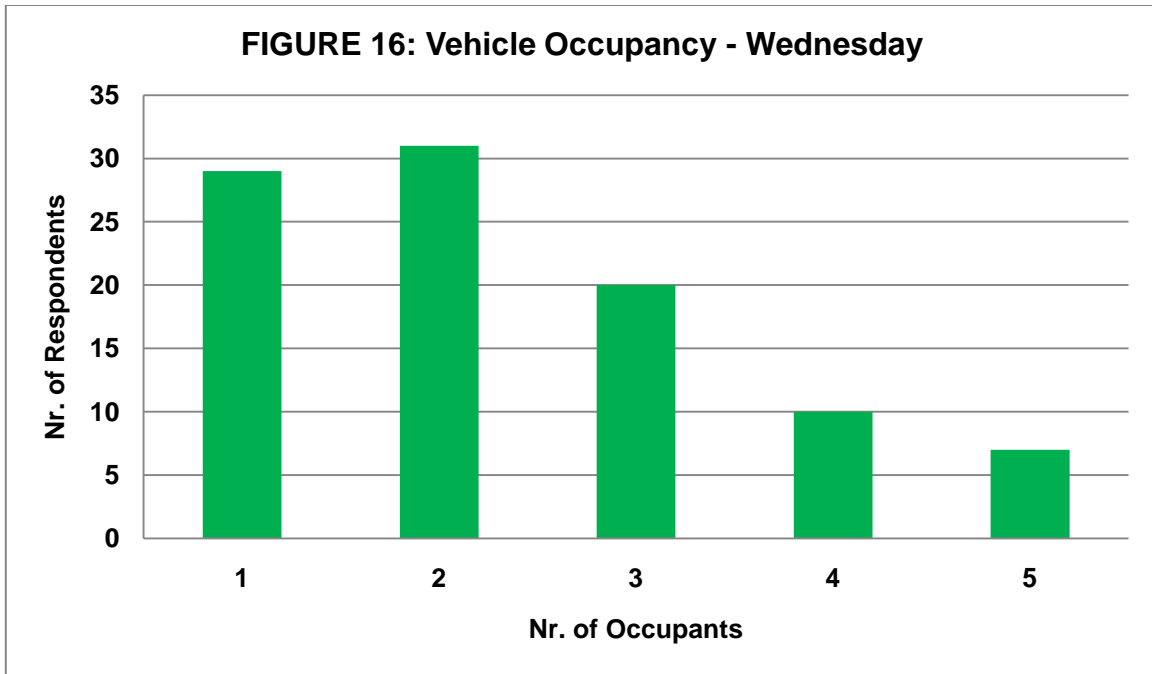
5. Vehicle Occupancy

Question #5 on the Travel Survey says, “If you came by car, how many people were in the car including you? _____”?

Table 14 contains Summary Statistics for Vehicle Occupancy. Average Vehicle Occupancy is similar for days. The range (1 to 5) is identical for both days. The table only contains data for respondents who came by car. Figures 16 and 17 show the Vehicle Occupancy results for both days.

TABLE 14: Summary Statistics for Vehicle Occupancy – Wednesday and Saturday

	Wednesday	Saturday
Average Vehicle Occupancy	2.3	2.4
Standard Deviation	1.2	0.9
Minimum	1	1
Maximum	5	5



For both survey days, the most common answer was two occupants per vehicle. For Wednesday, the second most common answer was one occupant per vehicle. For Saturday, the second most common answer was three occupants per vehicle.

6. Parking Location

Question #6 on the Travel Survey says, "If you came by car, where did you park? The possible answers are: (1) on Madison Street, (2) on Harvey Avenue, (3) just

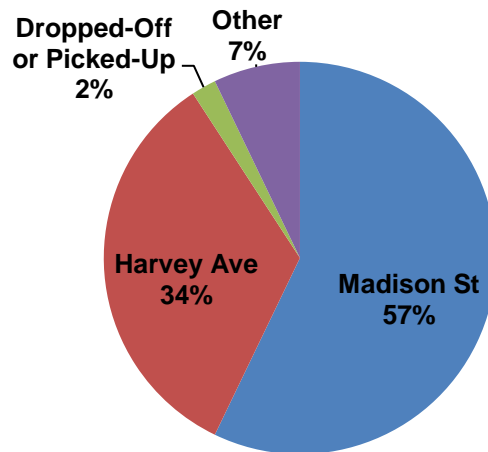
dropped-off or picked-up people, or (4) elsewhere. For those who checked “elsewhere,” we asked them to specify where. The respondents who checked elsewhere parked on Lombard or Lot 56 located on the south side of Madison Street, west of Harvey Avenue.

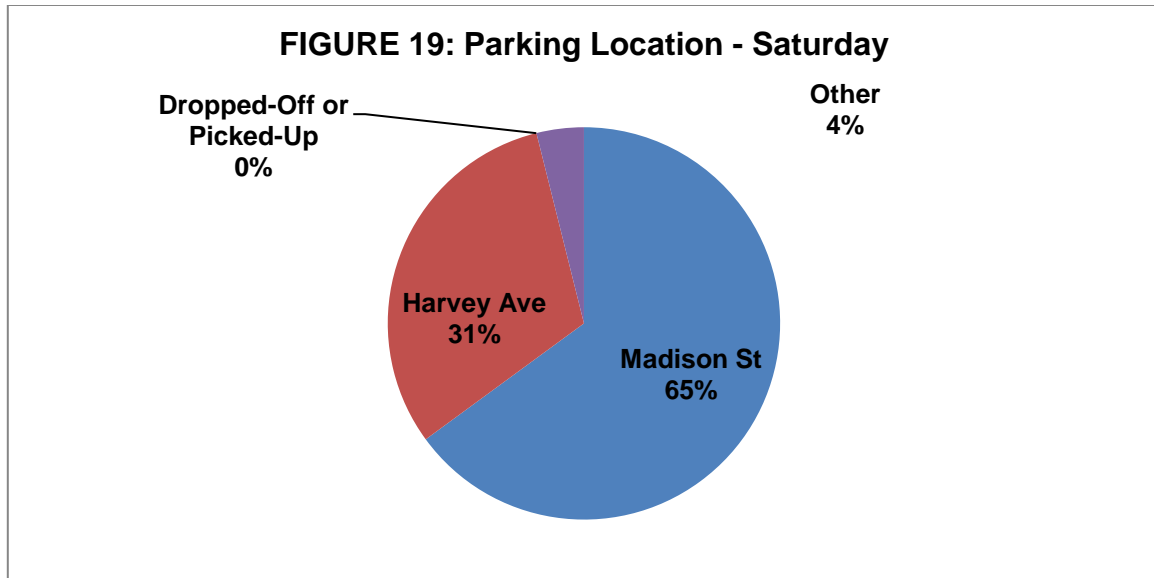
Table 15 and the pie charts in Figures 18 and 19 summarize the results for Parking Location.

TABLE 15: Parking Location – Wednesday and Saturday

Location	Wednesday		Saturday	
	Nr	Percent	Nr	Percent
Madison St	56	57.1	50	64.9
Harvey Ave	33	33.7	24	31.2
Dropped-Off or Picked-Up	2	2.0	0	0.0
Other	7	7.1	3	3.9
TOTAL	98	100.0	77	100.0

FIGURE 18: Parking Location - Wednesday





Most people parked on Madison Street.

7. Intersections Crossed and Direction of Approach

Question 7 on the Travel Survey has two parts: Intersections Crossed and Direction of Approach.

a. Intersections Crossed

Question 7A says, “If you drove to Gymnastics today: (A) “Please check any of the following intersections that you came through.” The possible answers are (1) Madison and Lombard and (2) Madison and Harvey. Table 16 summarizes the results for intersections crossed.

TABLE 16: Intersections Crossed – Wednesday and Saturday

Intersections Crossed	Wednesday		Saturday	
	Nr	Percent	Nr	Percent
Madison & Lombard	60	58.8	47	69.1
Madison & Harvey	42	41.2	21	30.9
TOTAL	102	100.0	68	100.0

On both days, more people crossed than Madison and Lombard (located east of the Gymnastics Center) than Madison and Harvey (located west of the Gymnastics Center). On Wednesday, almost 60 percent crossed Madison and Lombard. On Saturday, almost 70 percent crossed the same intersection.

b. Direction of Approach

Question 7B says, “Please check any of the following streets that you crossed.” The possible answers are Washington Boulevard, Jackson Boulevard, Ridgeland Avenue, and Lombard Avenue. One driver can cross more than one intersection.

The focus of the Direction of Approach is the Gymnastics Center (also Park Headquarters) on Madison Street. The intent is to allow traffic engineers to analyze the need for possible intersection improvements.

Table 17 and Figures 20 and 21 show the four compass directions and the streets north, east, south, and west for both Survey Days. Some drivers crossed more than one street, so multiple answers are possible.

TABLE 17: Direction of Approach – Wednesday and Saturday

Direction of Approach and Intersection	Wednesday		Saturday	
	Nr	Percent	Nr	Percent
North - Washington Boulevard	50	27.6	36	26.5
East - Lombard Ave	26	14.4	21	15.4
South - Jackson Boulevard	64	35.3	46	33.8
West - Ridgeland Ave	41	22.7	33	24.3
TOTAL	181	100.0	136	100.0

FIGURE 20: Direction of Approach – Wednesday

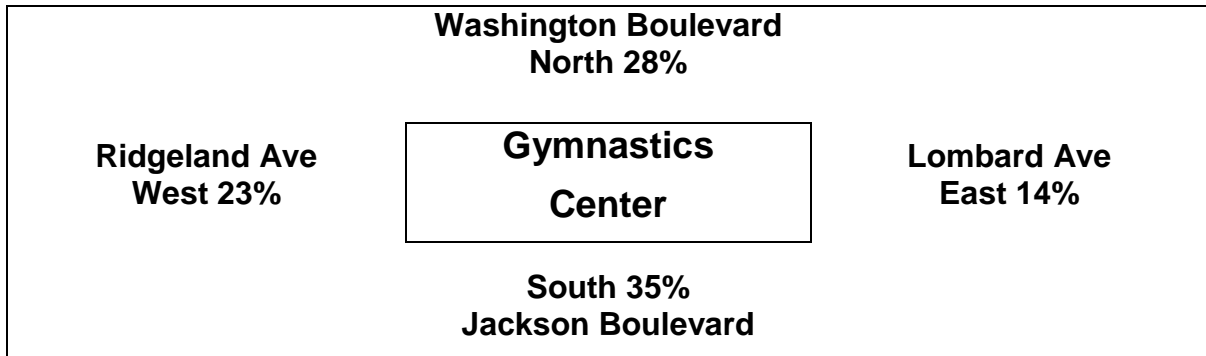
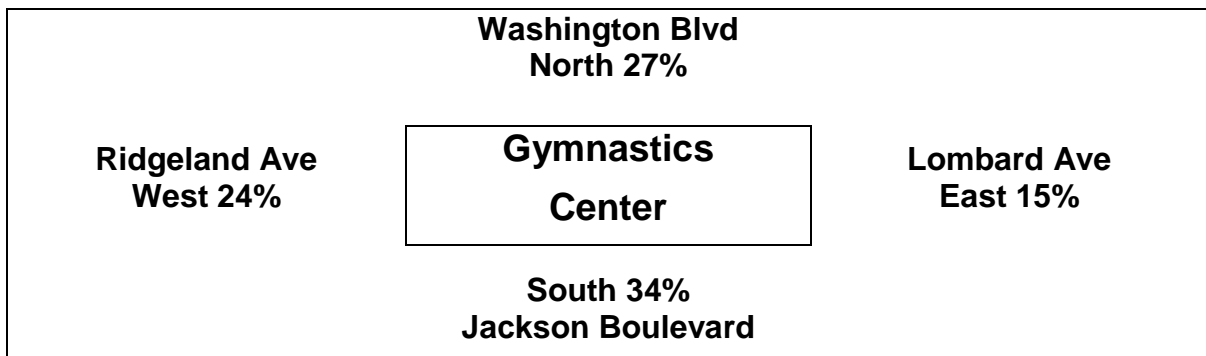


FIGURE 21: Direction of Approach – Saturday



The Direction of Approach pattern is similar for both days. Slightly more than one-third of those who drove came from the South. The second most common Direction of Approach is the drivers who crossed Washington Boulevard

(approached from the North and accounted for over 25 percent). Drivers from the West crossed Ridgeland Avenue and accounted for just under 25 percent. Finally, drivers from the East crossed Lombard Avenue and accounted for about 15 percent.

8. Comments

Appendix B lists the comments from 19 respondents to the Wednesday and Saturday Travel Survey. There were 188 postcards received (103 from the Wednesday and 85 from the Saturday Survey). The 19 respondents who provided comments represent 10 percent of the 188 total responses.

III. FUTURE SCENARIOS

There will be mistakes, there will be falters. There will be things that are not a part of your plan. See the challenges in your life and accept them and embrace them.

- Dominique Dawes – (Olympic Gymnast)

This chapter describes three future building scenarios for the Gymnastics Center. The second and third scenarios assume a larger Gymnastics Center to accommodate the unmet demand for programs. The first and second scenarios keep the Gymnastics Center at 218 Madison, and third scenario is new construction on the south side of Madison Street. More users create additional parking demand. The three Building Scenarios lead to parking scenarios for users and employees.

BUILDING SCENARIOS

Table 18 summarizes the three building scenarios in terms of location, number of participants in Gymnastic Programs, and square feet..

TABLE 18: Gymnastics Center Building Scenarios

Scenario	Location	Estimated Participants	Square Feet
1. Continue As Is	218 Madison	2,356	7,600
2. Expand into Buildings and Grounds Space	218 Madison	3,628	15,500
3. New Construction	South side of Madison	3,628	+/-15,000

1. Continue As Is

Under the “Continue As Is” Scenario, Gymnastics would stay at 218 Madison Street in its present space. Central Administration and Buildings and Grounds would also share the building as they do now. The Gymnastics Center now has 7,600 square feet and serves 2,356 participants.

2. Expand into Buildings and Grounds Space

Under this scenario, Buildings and Grounds would move to another facility, allowing Gymnastics to expand into the vacated space. The 2006 Williams Architects report on 218 Madison Street recommended this scenario. It would increase the current 7,600 square feet to about 15,500 square feet⁸ and allow the Park District to reduce the size of the Wait List, which was 220 participants in 2008 and 160 in 2009. The Park District estimates serving 3,628 participants.⁹

⁸ Park District of Oak Park, Pro Forma Operating and Financial Analysis Report, Proposed Expanded Gymnastics Center, July 2010, Page 4.

⁹ Ibid, Page 13.

3. New Construction

Under this scenario, Gymnastics would move into a new building constructed on the south side of Madison Street. In this scenario, Gymnastics would have less than 15,500 square feet, but would serve the same projected number of 3,628 participants as the previous scenario because new construction would allow a more efficient layout than remodeling the 218 Madison building. New construction would have longer spans without vertical supports. As with the previous scenario, this scenario would reduce the Wait List. This scenario would eliminate Lots 44 and 56 (45 employee permit parking spaces), but include 32 off-street parking spaces as part of the new construction.

PARKING SCENARIOS

Based on the Building Scenarios, we considered Parking Scenarios for Users and for Employees. There are five points to keep in mind for the parking scenarios.

- Parking Lots 44 and 56 are located on the site of the south side of Madison Street. A private developer owns both lots, but the Village of Oak Park leases parking spaces. The Village allows the Park District to issue 45 parking permits (10 in Lot 44 and 35 in Lot 56). The Park District must surrender the 45 parking permits if the owners of the site proceed with new construction.
- Development may or may not occur on the south side of Madison Street. If it occurs, the Park District may or may not be one of the occupants.
- If the Park District becomes an occupant in a new building, there would be between 17 and 32 parking spaces off-street based on design studies for the site. Most of these 32 parking spaces should be for users. Employees would then most likely park along the north side of Adams Street.
- If a project on the south side of Madison Street occurs without the Park District as an occupant, this project would create an additional parking demand that would reduce the available parking spaces on the street.
- Long-term planning by the Park District for 218 Madison should assume new development will occur on the south side of Madison Street.

Parking Scenarios for Users

1. Continue As Is

Under the “Continue As Is” Scenario, most users would continue to park on Madison and Harvey as they do now.

2. Expand into Buildings and Grounds Space

Under the “Expand into Buildings and Grounds Space” Scenario, most users would continue to park on Madison and Harvey as they do now. Because this scenario serves more users, parking demand would be greater, but parking supply would not increase.

3. New Construction

Under the “New Construction” Scenario, the Park District would be an occupant and there would be 17 to 32 new parking spaces off-street. The Park District should reserve most of these spaces for users.

Parking Scenarios for Employees

Table 19 shows the number of off-street employee parking spaces allocated in Lots 44 and 56 for the three functions at 218 Madison. We use this allocation to allocate parking supply in future scenarios. Gymnastics Center employees have 16 percent of the permits, but this percentage increases if Buildings and Grounds moves elsewhere.

TABLE 19: Allocation of Off-Street Employee Parking Spaces

Function	Lot 44, SW Corner, Madison & Highland	Lot 56, Madison, E of Highland	Total	Percent
Central Administration	8	19	27	60
Buildings and Grounds	0	11	11	24
Gymnastics	2	5	7	16
TOTAL	10	35	45	100

The three scenarios for the Gymnastics Center create five possible employee parking scenarios because of the uncertainty as to whether new construction will occur on the south side of Madison Street, and if so, whether the Park District will be a part of the project. Table 20 summarizes the five parking scenarios. Under every scenario, employees could park on the north side of Adams Street, between Humphrey and Ridgeland Avenues between 6 AM and 2:30 AM.

TABLE 20: Parking Scenarios - Employees

Parking Scenario	Without New Construction on the south side of Madison	With New Construction on the south side of Madison
Continue As Is	45 spaces – Lots 44 & 56	0 spaces – Lots 44 & 56
Expand into Buildings & Grounds Space	45 spaces – Lots 44 & 56	0 spaces – Lots 44 & 56
New Construction	Not Applicable because the Park District is an owner and occupant in this scenario	0 spaces – Lots 44 & 56 Up to 32 off-street spaces (most intended for users, not employees)

1. Continue As Is

As indicated in Table 20, the Park District would keep 45 off-street permit parking spaces for employees at Lots 44 and 56 under the Continue As Is Scenario if New Construction does not happen. If new construction occurs on the south side of Madison Street without the Park District as an occupant, then Park District employees would lose the right to park in Lots 44 and 56, but could park on the north side of Adams Street, between Humphrey and Ridgeland Avenues. Parking on Adams Street is less convenient than parking spaces in Lots 44 and 56 because it adds a minimum of an extra block walk from Adams to Madison plus some additional east-west walking time depending on where on Adams Street an employee finds a parking space.

2. Expand into Buildings and Grounds Space

If new construction on the south side of Madison Street does not occur, the Park District would keep 45 off-street permit parking spaces for employees at Lots 44 and 56. If new construction starts, the Park District would surrender the 45 permits to park in Lots 44 and 56, but could continue to use the north side of Adams Street, between Humphrey and Ridgeland Avenues.

3. New Construction

Under this scenario, the Park District would surrender the 45 permits in Lots 44 and 56, but would have between 17 and 32 off-street parking spaces as part of the new project. During the late afternoon weekday peaks, most of these spaces should be for users, not employees.

IV. PARKING SUPPLY AND DEMAND

“Everyone gets scared, and everyone falls. The key is to get right back up and try again.” - Shannon Miller – (Olympic Gymnast)

This chapter starts with an explanation of Parking Supply and Parking Demand, and then presents the analysis for two groups: (1) Users and (2) Employees. The intent is to estimate how many parking spaces the Gymnastics facility needs under the scenarios described in the previous chapter.

PARKING SUPPLY AND PARKING DEMAND

1. Parking Supply

The Institute of Transportation Engineers (ITE) Transportation Planning Handbook says, “parking supply is the total number of spaces available to serve a destination,”¹⁰ in this case, the Gymnastics facility at Park District Headquarters (218 Madison).

2. Parking Demand

We used a “Design Day” defined as the “level of parking generation that recurs frequently enough to justify providing parking spaces at that level.”¹¹ Selecting a Design Day is a policy decision. Selecting the single busiest day of the year as the Design Day is not appropriate because the parking supply will be underutilized every other day of the year. Parking space near the Gymnastics Center is limited. Selecting the busiest day of the year is a poor trade-off because it suggests using space for parking cars is more important than other uses. Similarly, selecting an average day as the Design Day means too little parking for half of the days. The Institute of Transportation Engineers suggests, “The design day is typically selected from among the top ten to twenty activity days per year.”¹² Some experts recommend the 80th or 85th percentile.

USER PARKING

1. Parking Supply

The Travel Demand Survey shows most users now find parking spaces along Madison and Harvey. This pattern is likely to continue in the future. The density is lower south of Madison than it is along the Washington Boulevard Apartment Corridor north of Madison. Finding spaces south of Madison is easier than finding spaces north of Madison because there are more single-family houses south of Madison and more apartment buildings and condominiums north of Madison. Users who park south of Madison must cross Madison (a busy street) to get to the Gymnastics Center. If the new construction occurs on the south side of Madison Street, there will be increased parking demand, but also an increase in the off-street parking supply because of the new project. Users can also park, without a

¹⁰ “Transportation Planning Handbook,” Institute of Transportation Engineers, 1999. Page 501.

¹¹ Ibid. Page 501.

¹² Ibid. Page 501.

Village Parking Permit in four enclave lots, bearing in mind the enclaves are not reserved for Gymnastics Center users, but serve multiple groups:

- Lot 107 – Cuyler, north of Madison, 8 spaces, meters, paid by space, Monday through Friday 8 AM to 6 PM (permit parking at all other times)
- Lot 104 – Harvey, north of Madison, 8 spaces, meters, paid by space, Monday through Friday 8 AM to 6 PM (permit parking at all other times)
- Lot 92 – Lombard, north of Madison, 8 spaces, meters paid by space, Monday through Friday, 8 AM to 10 PM (permit parking at all other times), Meters must be paid between 8 AM and 6 PM
- Lot 74 – North side of Madison, Taylor to Lombard, 10 spaces, seven days a week from 8 AM to 8 PM (permit parking at all other times)

Parking resources are limited, so there will be competition for available parking spaces. There is additional parking supply on Madison Street as well as the north-south streets (Harvey, Lombard, Highland, and Cuyler). Gymnastics Center users who want to park on Madison will compete with retail and business customers. Gymnastics Center users who want to park on the north-south streets will compete with neighborhood parking. Limiting non-residential parking in neighborhoods improves the quality of neighborhood life. Protecting Oak Park neighborhoods is important.

2. Parking Demand

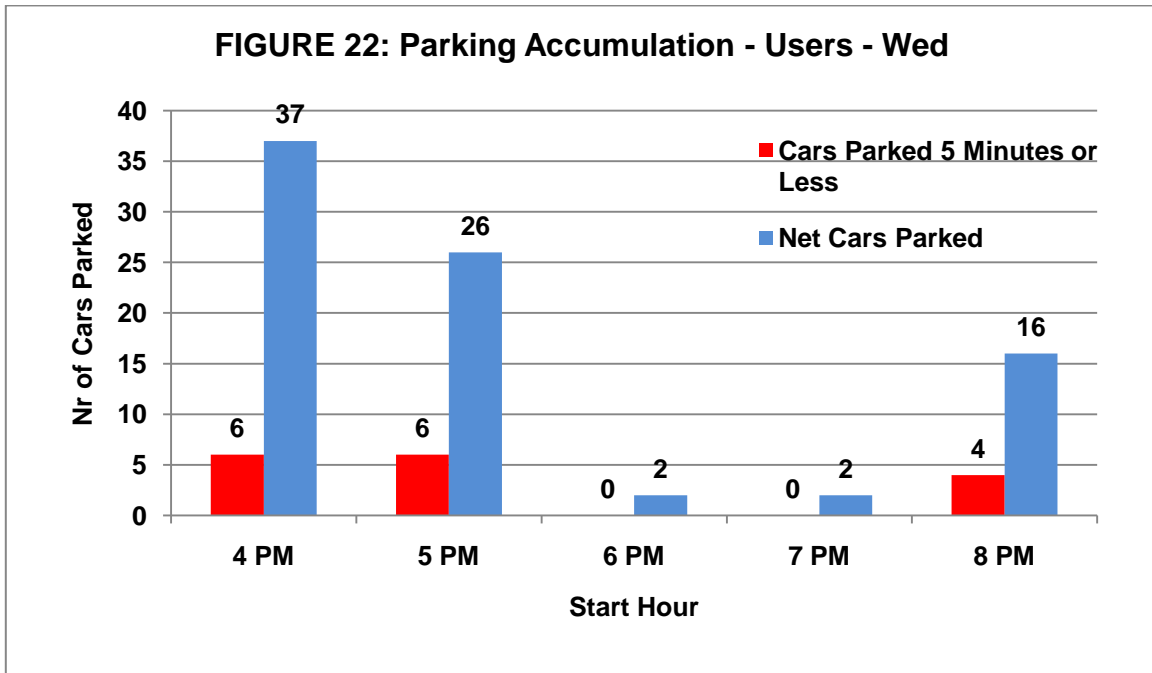
Tables 21 and 22 show the Peak Parking Accumulation for Users on Wednesday and Saturday. Figures 22 and 23 are column charts that show Parking Accumulation for Net Cars Parked and Cars Parked 5 Minutes or less for Wednesday and Saturday. We based the two tables and figures on the analysis of the Travel Survey data, which show a short parking duration and a significant number of people who park five minutes or less. Later in this section, we applied an Expansion Factor for Wednesday (the peak day) to convert the number of surveys received into all participants. The column labeled “Total Cars Parked” includes respondents who came by car regardless of their parking duration. The column labeled “Cars Parked 5 Minutes or Less” is respondents who parked five minutes or less. The column labeled “Net Cars Parked” is respondents who parked longer than five minutes. In Table 21, 43 respondents parked between 4 and 4:59 PM. Of these 43, six parked five minutes or less. Subtracting 43 minus 6 equals 37 Net Cars Parked. We subdivided Total Cars Parked into two categories: (1) those who parked five minutes or less and (2) those who parked more than five minutes because a Pick-Up and Drop-Off zone can accommodate cars parked five minutes or less. Note that the 6 to 8 PM time on Wednesday had no cars parked five minutes or less.

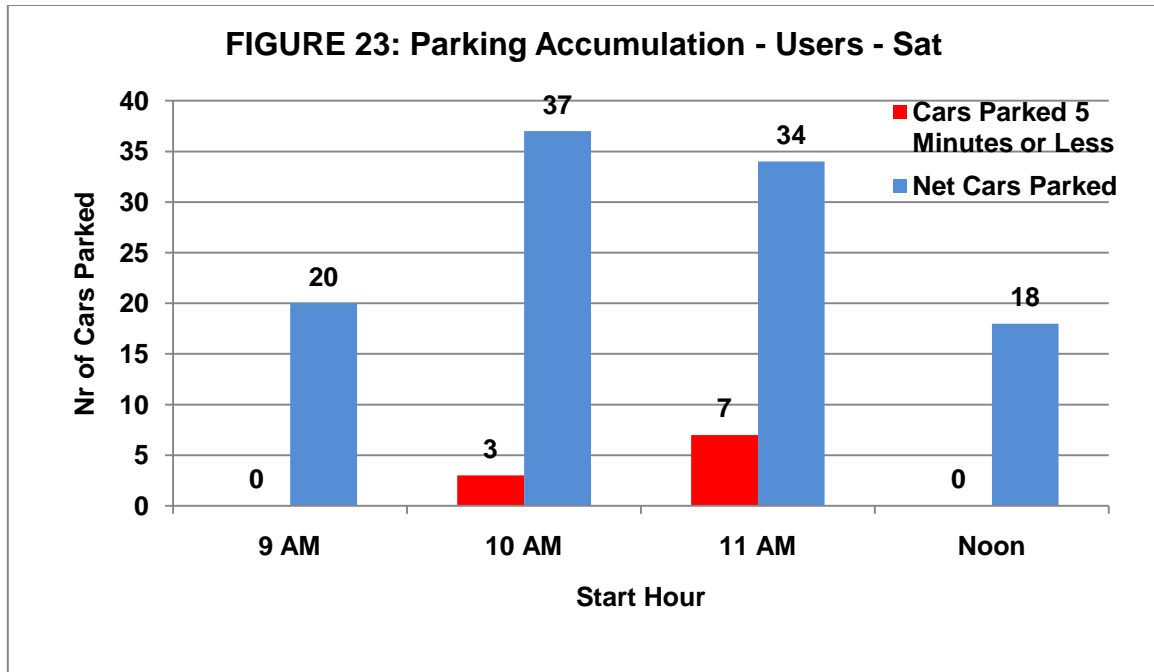
TABLE 21: Peak Parking Accumulation – Users Only - Wednesday

Cars Parked Starting at:	Total Cars Parked	Cars Parked 5 Minutes or Less	Net Cars Parked
4 PM	43	6	37
5 PM	32	6	26
6 PM	2	0	2
7 PM	2	0	2
8 PM	20	4	16

TABLE 22: Peak Parking Accumulation – Users Only – Saturday

Start Hour	Total Cars Parked	Cars Parked 5 Minutes or Less	Net Cars Parked
9 AM	20	0	20
10 AM	40	3	37
11 AM	41	7	34
Noon	18	0	18



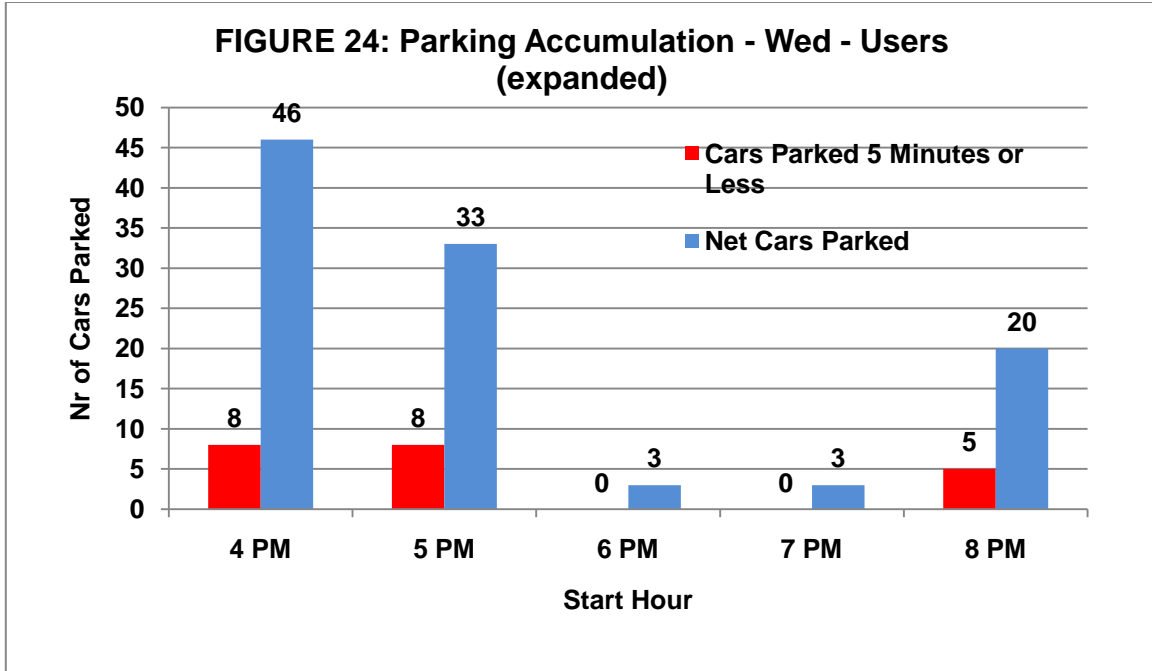


For Wednesday, the Peak Parking Accumulation time is 4 to 5 PM with 37 cars parked longer than five minutes and 6 cars parked for five minutes or less. For Saturday, the Peak Parking Accumulation time is 10 to 11 AM with 37 cars parked. The second busiest hour on Wednesday is 5 to 6 PM with 26 Net Cars Parked. For Saturday, the second busiest hour is 11 AM to Noon with 34 Net Cars Parked.

Table 23 and Figure 24 show the Wednesday data expanded to account for all users. The Expansion Factor is Total Participants / Number of User Surveys Returned = 1.26 (rounded to whole parking spaces).

TABLE 23: Peak Parking Accumulation- Users Only (Expanded) – Wednesday

Start Hour	Total Cars Parked	Cars Parked 5 Minutes or Less	Net Cars Parked
4 PM	54	8	46
5 PM	41	8	33
6 PM	3	0	3
7 PM	3	0	3
8 PM	25	5	20



Using the expanded data for Wednesday, 4 to 5 PM, followed by 5 to 6 PM are the two busiest hours. For Wednesday, there were 46 cars parked longer than five minutes and eight cars parked five minutes or less. Note that the 6 to 8 PM time had no cars parked five minutes or less.

Table 24 lists the estimated number of parking spaces for four different parking policies based on the expanded data for Wednesday. Net parking excludes those who park five minutes or less.

1. Day 10 – the tenth busiest day of the Fall 2010 Session
2. Day 20 – the 20th busiest day of the Fall 2010 Session
3. 80th Percentile – meet the demand of 80 percent of the users in the Fall 2010 Session
4. 85th Percentile – meet the demand of 85 percent of the users in the Fall 2010 Session.

The 80th Percentile occurs on Day 17 and the 85th Percentile occurs on Day 13.

TABLE 24: Estimated User Parking Demand (longer than Five Minutes) for Four Parking Policies

Parking Policy	Estimated Parking Demand (longer than 5 minutes)
Day 10	46
Day 20	37
80 th Percentile	46
85 th Percentile	46

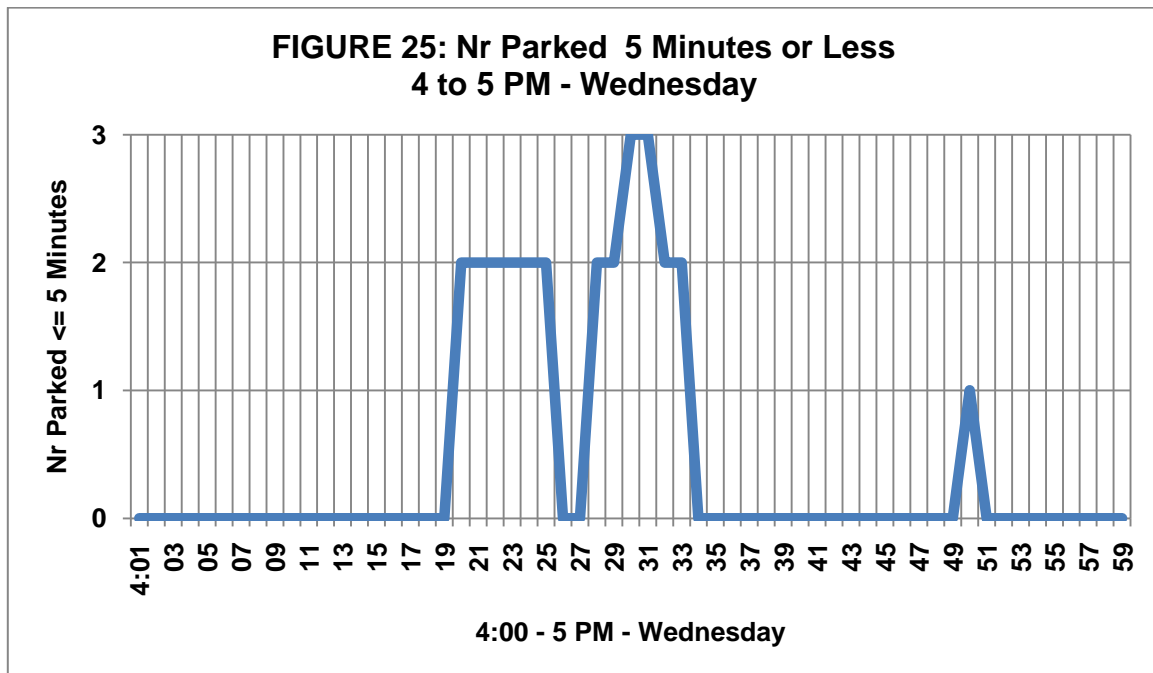
We recommend using 46 cars as the Estimated Parking Demand for longer than five minutes.

Table 25 shows the estimated parking demand for users parked longer than five minutes for the three scenarios based on calculations documented in Appendix C.

TABLE 25: Estimated User Parking Demand for the Three Building Scenarios

Scenario	Users > 5 Minutes	Users <= 5 Minutes	Total
1. Continue As Is	46	8	54
2. Expand into Buildings & Grounds	83	14	97
3. New Construction	81	14	95

Figure 25 shows the number of vehicles parked for each minute between 4 and 5 PM on Wednesday. Forty-seven out of the 60 minutes have no parkers. The remaining 13 minutes in the hour have between one and three parkers.



We recommend a three-car Pick-Up / Drop-Off Zone for those who park five minutes or less for Gymnastics. Although there are between 8 and 14 users who park five minutes or less during the peak hour, Figure 25 shows they are not all there during the same five-minutes. In addition, people also come to Park Headquarters to register for classes, so the Pick-Up / Drop-Off zone could be larger to accommodate this demand as well. Registration usually takes 15 minutes or less.

There are several traffic calming techniques, such as flared sidewalks, diverters, and one-way streets that can help protect the residential neighborhoods. As with many public policy issues, there needs to be a balance.

EMPLOYEE PARKING

1. Parking Supply

Table 26 below summarizes the current parking supply for employee off-street and on-street spaces. The third column labeled “Nr of Spaces – Total” is the total number of permits issued to Park District employees off-street in Lots #44 and #56 and a prorated share of on-street parking on the north side of Adams Street between Humphrey and Ridgeland. The fourth column labeled “Nr of Spaces – Gymnastics” is based on 16 percent (with rounding) of the spaces allocated to Park District employees assigned to the Gymnastics Center. For example, Lot #44 has 10 parking spaces allocated to Park District employees. Of these 10, two are allocated to the Gymnastics Center and the other eight are allocated to Central Administration, and Buildings and Grounds. Table 19 in this report shows the allocation of Off-Street Employee Parking Spaces as 60 percent to Central Administration, 24 percent to Buildings and Grounds, and 16 percent to Gymnastics.

TABLE 26: Parking Supply for Employees – Existing Conditions

Name	Location	Nr of Spaces - Total	Nr of Spaces - Gymnastics	Type	Comments
OFF-STREET PARKING					
Lot 44	Southwest corner, Madison & Highland	10	2	Off-Street	Permit Parking for Park District Employees only
Lot 56	South side of Madison, next to Lot 58*	35	6	Off-Street	Permit Parking for Park District Employees only
Subtotal		45	8		
ON-STREET PARKING					
Adams St. on-street Parking	North side of Adams Street between Humphrey and Ridgeland	18**	3	On-Street	Park District employees who work at 218 Madison can park here between 6 AM and 2:30 AM subject to the

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					availability of legal spaces
Subtotal		18	3		
TOTAL		63	11		

**Lot 58 is located alongside Lot 56. The Park District does not lease any of the 26 parking spaces in Lot 58.*

***There are an estimated 69 parking spaces on the north side of Adams Street, between Humphrey and Ridgeland. For the purpose of this analysis, we are allocating 18 of the 69 spaces available for Park District employees and 3 of the 18 for Gymnastics Center employees. There are seven blocks on Adams Street between Humphrey and Ridgeland with about 69 parking spaces. We excluded some blocks as being too far from 218 Madison and we excluded the block between Harvey and Lombard, because it is the southern border of Village Hall*

Under the Draft Agreement between the Village of Oak Park and the Park District of Oak Park for Intergovernmental Use of Parking Facilities, the Village leases 10 permit parking spaces in Lot 44 and 35 permit parking spaces in Lot 56 for Park District employees. Both Lots 44 and 56 are subject to redevelopment and the Park District is obligated to surrender all permits from Lots 44 and 56 if redevelopment commences. The Draft Agreement allows Park District employees to park on the north side of Adams Street between Humphrey and Ridgeland Avenues. There are an estimated 69 parking spaces in this seven-block area, but as a practical matter, many of these spaces are unlikely to be used by Park District employees. The eastern and western most blocks are far from 218 Madison. The block between Lombard and Taylor is the southern boundary of the Village Hall block and is frequently used by persons visiting Village Hall. Park District employees using Adams Street for parking will have a longer walk than they do now when they park in either Lot 44 or 56.

2. Parking Demand

Table 27 lists the number of full-time and part-time employees under the three scenarios. The Pro Forma shows one of the Part Time Coaches works on Saturday (8:30 AM to 1:30 PM) and one works on Sunday (8:30 AM to 1:30 PM).¹³ The table excludes a Maintenance Technician at 2.5 hours per week and a Maintenance Supervisor also at 2.5 hours per week. Some part time employees do not park during peak parking hours, so we excluded them from the estimated demand in the tables and discussion that follows. We estimate a demand for 13 parking spaces for the Continue As Is Scenario and 22 parking spaces for the other two building scenarios.

¹³ Pro Forma Operating and Financial Analysis Report, July 2010, Page 30.

TABLE 27: Staff for Gymnastics Center

Position	Continue As Is	Expand into Buildings & Grounds	New Construction
Full-Time Employees			
Facilities Manager	1	1	1
Assistant Manager	1	1	1
Coaches	3	4	4
Subtotal	5	6	6
Part-Time Employees			
Office Manager	1	1	1
Assistants	0	3	3
Part-Time Coaches	5- 10	10 – 15	10 – 15
Subtotal	6 – 11	14 – 19	14 - 19
TOTAL	11 – 16	20 – 25	20 - 25

Table 28 compares estimated Gymnastics Center parking demand to supply for each of the three scenarios, which have five parking scenarios.

TABLE 28: Comparison of Gymnastics Center Employee Parking Demand to Supply

Parking Scenario	Estimated Parking Demand	Estimated Parking Supply	Surplus (+) or Deficient (-) in Parking Spaces
1. Continue as is without New Construction	13	11	-2
2. Continue as is with New Construction	13	3	-10
3. Expand into Buildings & Grounds without New Construction	24	11	-13
4. Expand into Buildings & Grounds with New Construction	24	3	-21
5. New Construction with Park District as an owner	24	3	-21

In every scenario, there is a shortage of parking based on the assumption of 18 spaces on Adams Street for employees. Because there are 69 spaces on the

north side of Adams between Humphrey and Ridgeland, Park District will be able to find places to park, but face a longer walk to 218 Madison. Employees who arrive after the morning peak will have a longer walk to Park Headquarters.

V. RECOMMENDATIONS

This chapter presents our five major recommendations.

- 1. Provide a Pick-Up / Drop-Off Zone** – The analysis of parking demand shows a high number of parents dropping-off and picking-up their children. Providing curb space for this high turnover, very short-term parking, will utilize limited parking space more efficiently, increase safety for children, and limit the amount of double parking that occurs on Madison Street. The cost of creating a Pick-Up / Drop-Off Zone is minimal.
- 2. Encourage more ridesharing, walking, and bicycling** – Average vehicle occupancy is 2.3 persons for Wednesday respondents and 2.4 for Saturday respondents. A program to encourage ridesharing will reduce the demand for parking spaces. Users and employees can also walk or ride a bicycle. However, young children riding their bicycles to the Gymnastics Center is not a viable option.
- 3. Adopt a Parking Policy for the Design Day** – Because of the 17-week Fall Session Schedule, the Day 10, 80th Percentile, and 85th Percentile Parking Demand are all the same. Any one of the three policies is appropriate for the Park District.
- 4. Account for Central Administration and Buildings and Grounds** – This analysis focuses on the Gymnastics Center. These recommendations apply to the Gymnastics Center. Planning should account for all three functions in the 218 Madison building.
- 5. Assume new construction on the south side of Madison Street** – The Park District should assume a developer will build on this site at some time in the future, which means Lots 44 and 56 will not be available for off-street parking for Park District employees. Even with off-street parking in a new project, there is likely to be a greater demand for parking and therefore more competition for on-street parking.

APPENDIX A: USE OF GYMNASTICS CENTER

Appendix A summarizes the use of the Gymnastics Center. We used Fall Session (August 23 to December 18, 2010) registration data because this is the busiest time of the year. We conducted the Travel Survey on Wednesday October 27, 2010 and Saturday October 30, 2010.

We used Descriptive Statistics to summarize use data, in particular frequency distributions, one measure of central tendency (the average), and two measures of dispersion (standard deviation and range).

Parents must register their children before they can attend each class. For our purposes, we assumed everyone who registered for each class attended on both survey days.

1. Use by Day of Week

Table A1 shows the registration data by day of week for the 17-week Fall Session from August 23 to December 18, 2010. Note the overlap in age groups (for example 4-5 and 3-4 years old) and the overlap in some time periods (for example, 3:30 – 5:30 PM, 3:30 – 6 PM, 4 – 5:20 PM) on Monday.

Table A1: Registration Data by Day of Week - Fall Session 2010 (August 23 to December 18, 2010)

Monday	Ages (years)	Total Students
8:30-9:30 am	4-5	7
9:45-10:30 am	3-4	7
10:45-11:30 am	3-4	7
1:30-2:15 pm	3-4	10
2:30-3:15 pm	3-4	7
2:30-3:30 pm	4-5	7
3:30-5:30 pm	6-8	6
3:30-6:00 pm	6-8	7
4:00-5:20 pm	6-16	33
5:30-6:15 pm	3-4	15
5:30-8:30 pm	7-18	22
6:30-7:50 pm	6-18	21
TOTAL		149
Tuesday	Ages (years)	Total Students
9:30-10:15 am	2-3	13
10:30-11:15 am	2-3	14
1:30-2:15 pm	3-4	10
2:30-3:30 pm	4-5	6
3:30-6:00 pm	6-8	7
3:30-6:30 pm	6-10	10
3:30-5:30 pm	8-13	10

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4:00-5:20 pm	6-12	24
5:30-6:30 pm	4-6	20
6:00-9:00 pm	10-16	12
6:40-8:00 pm	6-11	21
6:40-8:40 pm	9-13	10
TOTAL		157
Wednesday	Ages (years)	Total Students
9:00-9:45 am	2-3	14
10:00-11:30 am	1-5	50
1:30-2:15 pm	3-4	8
1:30-2:30 pm	4-5	5
3:00-4:20 pm	6-10	21
3:15-4:00 pm	3-4	12
3:30-5:30 pm	6-8	6
4:30-5:30 pm	4-5	23
4:30-5:50 pm	6-10	17
5:30-8:30 pm	6-18	44
TOTAL		200
Thursday	Ages (years)	Total Students
8:30-9:30 am	4-5	4
9:45-10:30 am	3-4	7
10:45-11:30 am	3-4	7
12:30-1:30 pm	4-5	7
1:30-2:15 pm	3-4	10
2:30-3:30 pm	4-5	5
3:30-6:00 pm	6-8	7
3:30-6:30 pm	6-10	10
3:30-5:30 pm	8-13	6
4:00-5:20 pm	6-8	25
5:30-6:30 pm	4-5	21
6:00-9:00 pm	10-16	12
6:40-8:40 pm	9-13	8
6:40-8:00 pm	9-12	23
6:40-8:40	9-13	8
TOTAL		160
Friday	Ages (years)	Total Students
9:15-10:00 am	3-4	7
10:15-11:00 am	3-4	6
11:15 am-12:15 pm	4-5	6
1:00-2:30 pm	1-5	50

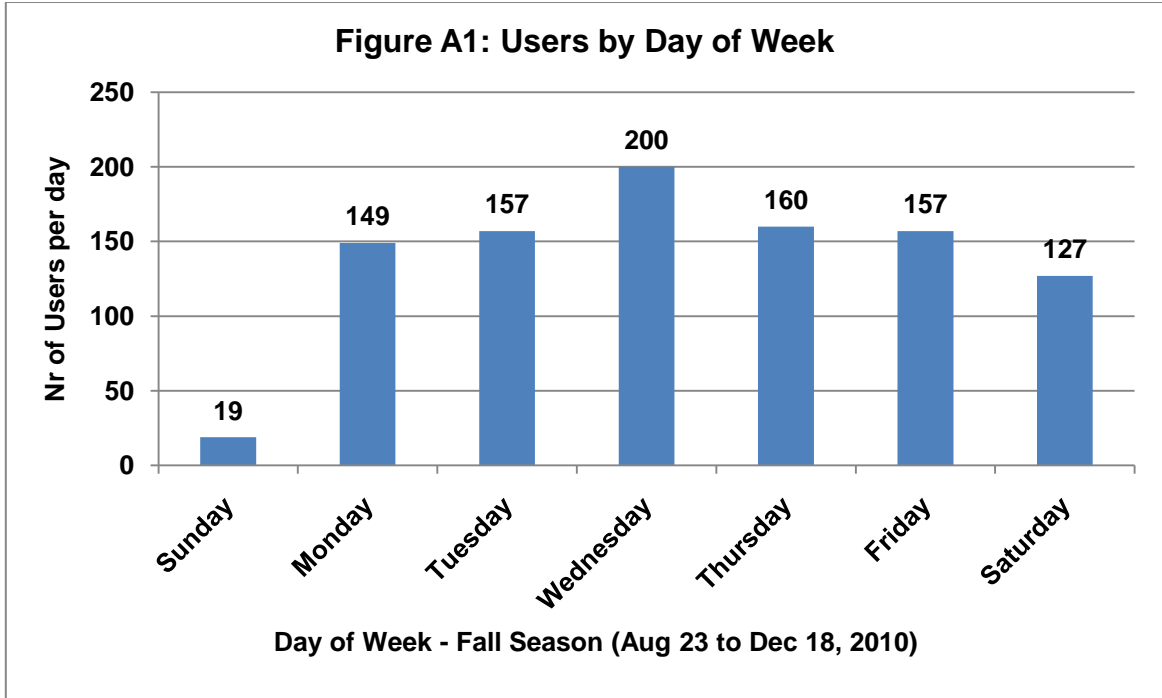
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3:30-6:00	6-8	7
3:30-5:30 pm	6-8	6
4:00-5:20 pm	6-11	33
5:30-6:30 pm	4-5	17
5:30-8:30 pm	10-18	7
6:45-7:30 pm	2-3	18
TOTAL		157
Saturday	Ages (years)	Total Students
8:15-9:00 am	2-3	19
9:15-10:00 am	3-4	12
9:30-10:50 am	6-13	25
10:15-11:15 am	4-5	14
11:00-12:20 pm	6-12	22
11:30 am-12:30 pm	4-5	13
12:30-4:00 pm	7-18	22
TOTAL		127
Sunday	Ages (years)	Total Students
9:30 am-12:30 pm	10-16	12
12:30-3:30 pm	6-8	7
TOTAL		19

Table A2 and Figure A1 show the activity by day of week. Wednesday is the busiest weekday and busiest day of the seven-day week. Saturday is the busiest weekend day.

Table A2: Total Users by Day of Week (Fall Session – 2010)

Day	Number	Rank	Percent
Sunday	19	7	2.0
Monday	149	5	15.4
Tuesday	157	3 tie	16.2
Wednesday	200	1	20.6
Thursday	160	2	16.5
Friday	157	3 tie	16.2
Saturday	127	6	13.1
TOTAL	969		100.0



2. Top Use Days

Table A3 lists the highest 30 days of use for the 17-week Fall Session of 2010. For our purposes, we assumed every student registered attended each session (no absences). Because Wednesday is the busiest day, all seventeen Wednesday's appear first in the table. Thursday is the second busiest day. Day 10 and the 80th and 85th Percentile all occur on a Wednesday. Day 20 occurs on a Thursday (in bold type in the table). Bear in mind, Table A3 is users, not the number of vehicles driven to the Gymnastics Center and parked.

TABLE A3: Highest 30 Days Based on Total Users

Day	Total Students	Rank
Wednesday	200	1
Wednesday	200	2
Wednesday	200	3
Wednesday	200	4
Wednesday	200	5
Wednesday	200	6
Wednesday	200	7
Wednesday	200	8
Wednesday	200	9
Wednesday	200	Day 10

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Wednesday	200	11
Wednesday	200	12
Wednesday	200	13 (85th Percentile)
Wednesday	200	14
Wednesday	200	15
Wednesday	200	16
Wednesday	200	17 (80th Percentile)
Thursday	160	18
Thursday	160	19
Thursday	160	Day 20
Thursday	160	21
Thursday	160	22
Thursday	160	23
Thursday	160	24
Thursday	160	25
Thursday	160	26
Thursday	160	27
Thursday	160	28
Thursday	160	29
Thursday	160	30

APPENDIX B: RESPONDENT COMMENTS FROM THE SURVEY

This appendix lists all the comments provided by respondents to the Travel Survey on both Wednesday and Saturday. We organized comments by Survey Identification Number.

There were 103 postcards from the Wednesday Travel Survey, and there were 85 postcards from the Saturday Travel Survey, for a total of 188. Of this total, 19 respondents (10 percent) provided the comments listed below.

TABLE B1: Travel Survey Comments

Survey #	Comments
Wednesday, October 27, 2010 (10 Comments)	
3030	Today I parked dropped off at 3pm & parked picked up at 4:20 pm
3041	I usually come down Madison & do a u turn. I came differently today. I usually come from Clinton & Madison & drive down.
3058	We live on Cuyler / Madison so the only street we have to cross is Madison. busy
3113	We live on the 500 block of S. Harvey
3114	We usually walk
3146	I live on Lombard.
3162	Can be difficult to find parking
3169	There is no such thing as too much parking!
3180	I came from I-290 Austin exit North to Jackson west to Harvey North
3185	A drop off lane would be very nice. Double parking on Madison bad.

Survey #	Comments
Saturday October 30, 2010 (9 Comments)	
3501	I walk because there's no parking. Would drive if there was parking.
3528	More seating needed in lobby area
3543	Parking lot would be nice

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3548	I parked illegally with my hazards on Madison
3556	We often walk (3 classes) & when we drive there are usually 4 people in the car.
3582	We often walk!
3586	I take CTA green line to Ridgeland 2 times a week.
3615	You should encourage people to come here by means other than cars. Have the minimum off-street parking.
3618	We usually walk on Harvey.

APPENDIX C: PARKING GENERATION RATES

This appendix contains the analysis of parking generation rates. We divided parkers into three groups: (1) employees, (2) users who parked more than five minutes, and (3) users who parked five minutes or less.

There are at least three ways to develop parking generation rates:

1. Square Feet, i.e., one parking space per “X” square feet
2. Participants, i.e., one parking space per “X” participants
3. Employees, i.e., one parking space per “X” employees

Calculating parking spaces based on employees is useful for estimating Employee Parking Demand, but not for estimating User Parking Demand. Instead, we based Employee Parking Demand on the staffing plan in the Pro Forma for the Proposed Expanded Gymnastics Center – July 2010. We accounted for different shifts, part-time employees, and the 75 to 85 hours per week the Gymnastics Center is open during the school year. Using employee-based ratios for User Demand produces a low estimate.

The underlying assumption in the analysis is that current relationships will be valid for future conditions.

Table C1 shows parking demand for the Continue As Is Scenario.

TABLE C1: Parking Demand for the Continue As Is Scenario

Attribute	Parking Demand			
	Employees	Users > 5 Minutes	Users <= 5 Minutes	Total
Square Feet = 7,600	13	46	8	67
Participants = 2,356	13	46	8	67

Table C2 shows parking generation rates based on the ratios calculated from Table C1. For example, using Square Feet and Users who park more than five minutes, Table C2 calculates one parking space per 165 square feet (7,600 SF / 46 users parked more than five minutes = 165 SF)

TABLE C2: Parking Generation Rates based on Current Ratios

Attribute	Parking Demand			
	Employees	Users > 5 Minutes	Users <= 5 Minutes	Total
1 space / “X” Square Feet	585 SF	165 SF	950 SF	113 SF
1 space / “X” Participants	181 Participants	51 Participants	295 Participants	35 Participants

Table C3 shows parking demand for the Expand into Buildings and Grounds Space based on the ratios calculated from Table C1.

TABLE C3: Parking Demand for the Expand into Buildings and Grounds Scenario

Attribute	Parking Demand			
	Employees	Users > 5 Minutes	Users <= 5 Minutes	Total
Square Feet = 15,500	27	94	16	137
Participants = 3,628	20	71	12	104

Table C4 shows parking demand for the New Construction Scenario based on the ratios calculated from Table C1.

TABLE C4: Parking Demand for the New Construction Scenario

Attribute	Parking Demand			
	Employees	Users > 5 Minutes	Users <= 5 Minutes	Total
Square Feet = 15,000	26	91	16	133
Participants = 3,628	20	71	12	103

Table C5 shows the recommended estimates, which average the results from the Square Feet and the Participants methods, except for Employees Parking for New Construction where we used the higher number.

TABLE C5: Recommended Parking Demand Estimates

Scenario	Employees	Users > 5 Minutes	Users <= 5 Minutes	Total
Expand into Buildings & Grounds	24	83	14	121
New Construction	24	81	14	119

*Park District\Site Master Plans\Gymnastics Travel Survey Report Fall 2010
 Park District\Site Master Plans\Gymnastics Travel Survey Data Analysis.xlsx
 Park District\Site Master Plans\Gymnastics Daily Use Data.xlsx*

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PROFESSIONAL EXPERIENCE

- New Alternatives, Inc. President 1975 - 2007
- Barton-Aschman Associates Senior Associate 1971 - 1975
- Boston Redevelopment Authority Chief Transportation Planner 1964 - 1971

EDUCATION

- Masters in City Planning, Massachusetts Institute of Technology
- Bachelor of Arts in Political Science with Honors, University of Pennsylvania
- Seminar on Quantitative Methods in the Social Sciences (six-week course), Harvard University, Kennedy School of Government

PROFESSIONAL ASSOCIATIONS

- American Institute of Certified Planners (AICP)
- American Planning Association

TEACHING EXPERIENCE (Adjunct Professor)

- Illinois Institute of Technology, Graduate Program in Public Administration
- DePaul University, School for New Learning
- Loyola University, Department of Urban Studies

CIVIC INVOLVEMENT

- Ad Hoc Infrastructure Committee - Village of Oak Park 1996
- American Institute of Architects, Regional / Urban Design Assistance Teams
- Chicago Area Transportation Study - Highway Working Group
- Citizens for Appropriate Transportation - Co-Chair
- Cook-DuPage Corridor, Citizens Committee, Regional Transportation Authority
- Friends of Downtown Board Member
- Housing Oak Park Steering Committee
- I-290 (Eisenhower Expressway) Task Force Member
- Oak Park Housing Programs Advisory Committee (1991 - 2001)
- Oak Park Regional Housing Center - President, Board of Directors (2001 - 2007)
- Village of Oak Park Trustee (1997 - 2001)

PUBLICATIONS

- More than 25 articles in professional magazines as well as newspaper articles

PARK DISTRICT OF OAK PARK

- Parks Infrastructure Committee, Chair, (report issued November 2002)
- Renews Our Parks Referendum Committee - 2005
- Consultant Selection Committees for Site Master Plans
- Ridgeland Common Working Group
- Ridgeland Common Travel Survey Reports (Summer 2009 and Winter 2010)