Wilmette – Plans to Prohibit Semi-Trailer Access

CTA Central Street Bridge (very tight clearance)

MAP LEGEND

Ryan Field

Bridges

○ Posted Height (2" less than actual)

⬡ Actual Height

◇ IDOT Posted Height

Truck Routes

— Truck Route

— Truck Prohibited

— IDOT Street
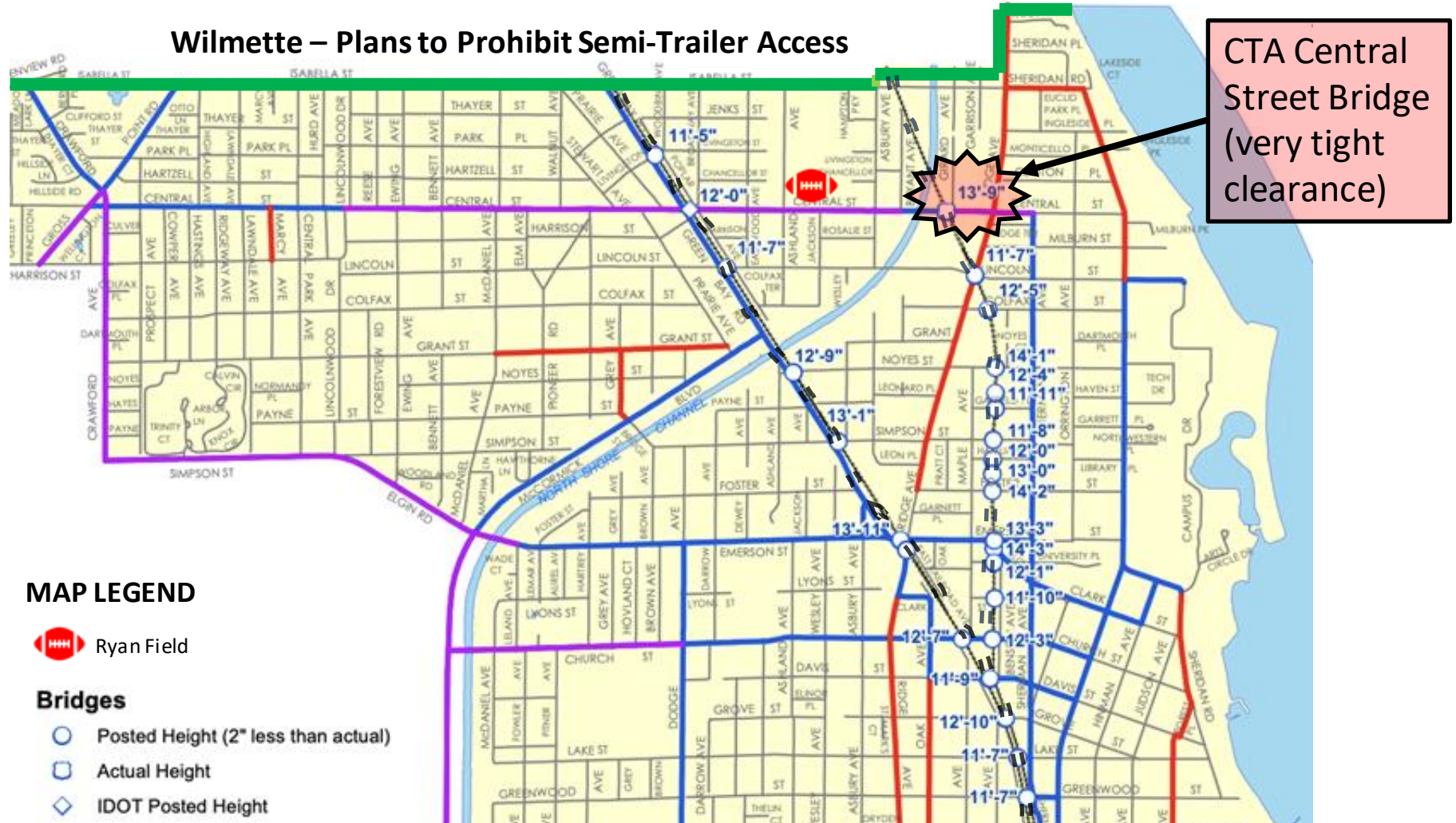
Most semi-trailer trucks are 13'6" high

TRANSPORTATION MODE F0R RYAN FIELD CONCERT VENUE

	COLUMN A	COLUMN B
	Applicant's Assumptions	**More Realistic Estimates**
CTA Passengers During 2-Hour Peak Before/After Concert	8,550 (30%; rationale not provided)	4,608 (16%) Rationale: 96 concert attendees per train car (80% of crush capacity), 6 cars per train, 4 trains per hour, all passengers on all trains are Ryan Field concert attendees during 2-hour peak)
METRA Passengers During 2-Hour Peak Before/After Concert	2,850 (10%; rationale not provided)	1,500 (5%) Rationale: 1,000-1,500 use METRA for Ravinia, 8 cars per train, 1 extra train within 2-hour peak – same as Ravinia)
Attendees Using a Personal Auto	14,820 (52%; rationale not provided)	20,235 (71%) Rationale: based on the above-revised estimates of CTA and METRA ridership)

PARKING REQUIREMENTS F0R RYAN FIELD CONCERT VENUE

		COLUMN A	COLUMN B
		Applicant's Original Estimates	**More Realistic Estimates**
LINE 1	**Concert Attendees Using a Personal Auto**	14,820 persons (52% of attendees)	20,235 persons (71% of attendees)
LINE 2	**Parking Demand (spaces needed)**	5,928 (2.5 persons per vehicle)	8,094 (2.5 persons per vehicle)
LINE 3	**Onsite Parking Spaces Available**	2,366 (1316 spaces at U2, 850 at golf course, 200 at Poplar)	2,275 (92 spaces added at U2, 700 added at NorthShore, 850 removed at golf course, 33 removed at Poplar)
LINE 4	**Remote Parking Spaces Available**	4,156 (5 campus and 4 downtown lots)	4,110 (5 campus and 7 downtown lots)
LINE 5	**Total Parking Spaces Available (Line 3 + Line 4)**	6,522	6,385
LINE 6	**Remote Parking Spaces Needed (Line 2 – Line 3)**	3,562	5,819
LINE 7	**Remote Parking Spaces (Surplus versus Deficit) (Line 4 – Line 6)**	594 (surplus)	**1,709 (deficit)**

Northwestern's Downtown Evanston Parking Inventory

Location	Typical Available Spaces	
	Weekday Evening	**Weekend Evening**
E2 Self-Park (1890 N Maple)	100 (28%)	100 (28%)
1629 Orrington	250 (71%)	250 (71%)
1800 Maple Self-Park	840 (70%) 60%	840 (70%) 60%
Sherman Plaza (821 Davis)	840 (70%) 53%	840 (70%) 53%
Church Street Self-Park (525 Church)	450 (75%)	420 (70%)
500 Davis	50 (67%)	50 (67%)
One Rotary Center (1560 Sherman)	315 (65%)	320 (66%)
TOTAL	**2,845 (67%)** 59%	**2,820 (66%)** 58%

SHUTTLE REQUIREMENTS FOR RYAN FIELD CONCERT VENUE

	COLUMN A	COLUMN B
	Applicant's Original Estimates	**More Realistic Estimates**
Persons Who Need Shuttle for Remote Parking	9,195 persons (3,562 offsite cars)	15,020 persons (5,819 offsite cars)
Shuttle Requirements 0-1 Hour Before Concert	· 4,598 persons · 115 shuttle runs · 58 shuttle buses	· 7,510 persons · 188 shuttle runs · 94 shuttle buses
Shuttle Requirements 1-2 Hour Before Concert	· 4,597 persons · 115 shuttle runs · 58 shuttle buses	· 7,510 persons · 188 shuttle runs · 94 shuttle buses
Shuttle Requirements 0-1 Hour After Concert	· 7,816 persons · 195 shuttle runs · 98 shuttle buses	· 12,767 persons · 319 shuttle runs · 160 shuttle buses
Shuttle Requirements 1-2 Hour After Concert	· 1,379 persons · 35 shuttle runs · 18 shuttle buses	· 2,253 persons · 56 shuttle runs · 28 shuttle buses

NOTE: At the highly attended Ohio State football game in 2022, 47 shuttle trips were used to transport 2,406 persons to offsite parking.

CONCLUSIONS -- CONCERT DAY TRAFFIC/PARKING OPERATIONS

- The applicant's study relies on unrealistic public transit assumptions that lead to underestimations of parking demand and shuttle requirements.

- There is a severe shortage of U2 parking. Many cities have codes that require 1 space for every 3 attendees at sports venues. Ryan Field has 1 for every 20-25.

- The applicant is relying heavily on offsite parking, but there is a deficit here also.

- The shuttle plan is not feasible to execute, especially post-concert.

CONCERT OPERATIONS SUMMARY

1. Each concert setup and teardown will cause detrimental impacts for days (possibly a week or more)

2. More people will drive to concerts than assumed by the applicant, drastically increasing the parking and shuttle requirements

3. The shuttle plan is virtually impossible to execute

4. After concerts, many will not wait hours for a shuttle or CTA train
   - Faster to walk for 1-2 miles to cars through neighborhoods
   - Ridesharing will increase congestion

5. NU plans to consume all downtown parking
   - Parking deficit for restaurants, AMC theater, Northlight theater, and residents
   - Congestion due to hundreds of shuttle buses loading, unloading, and circulating
   - Caravans along shuttle routes