TRANSPORTATION MODE F0R RYAN FIELD CONCERT VENUE

	COLUMN A	COLUMN B (presented at 09.27 LUC meeting)	COLUMN C
	Applicant's Assumptions	**More Realistic Estimates** **(if CTA follows its evening & weekend schedule)**	**More Realistic Estimates** **(if CTA follows its weekday business hour schedule)**
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)	5,760 (20%) Rationale: 96 concert attendees per train car (80% of crush capacity), 6 cars per train, **5 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)	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)	19,095 (67%) Rationale: based on the above-revised estimates of CTA ridership)

PARKING REQUIREMENTS F0R RYAN FIELD CONCERT VENUE

		COLUMN A	COLUMN B (presented at 09.27 LUC meeting)	COLUMN C
		Applicant's Original Estimates	**More Realistic Estimates (if CTA follows its evening & weekend schedule – 4 trains/hour)**	**More Realistic Estimates (if CTA follows its weekday business hour schedule – 5 trains/hour)**
LINE 1	**Concert Attendees Using a Personal Auto**	14,820 persons (52% of attendees)	20,235 persons (71% of attendees)	19,095 persons (67% of attendees)
LINE 2	**Parking Demand (spaces needed)**	5,928 (2.5 persons per vehicle)	8,094 (2.5 persons per vehicle)	7,638 (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)	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)	4,110 (5 campus and 7 downtown lots)
LINE 5	**Total Parking Spaces Available (Line 3 + Line 4)**	6,522	6,385	6,385
LINE 6	**Remote Parking Spaces Needed (Line 2 – Line 3)**	3,562	5,819	5,363
LINE 7	**Remote Parking Spaces (Surplus versus Deficit) (Line 4 – Line 6)**	594 (surplus)	**1,709 (deficit)**	**1,253 (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 (presented at 09.27 LUC meeting)	COLUMN C
	Applicant's Original Estimates	**More Realistic Estimates** **(if CTA follows its evening & weekend schedule – 4 trains/hour)**	**More Realistic Estimates** **(if CTA follows its weekday business hour schedule – 5 trains/hour)**
Persons Who Need Shuttle for Remote Parking	9,195 persons (3,562 offsite cars)	15,020 persons (5,819 offsite cars)	13,843 persons (5,363 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	• 6,922 persons • 173 shuttle runs • 87 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	• 6,922 persons • 173 shuttle runs • 87 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	• 11,767 persons • 294 shuttle runs • 147 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	• 2,076 persons • 52 shuttle runs • 26 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.

Kenneth G Proskie Mon, Oct 2, 7:27 PM (14 hours ago)

to me

Hello Dana,

See my responses in red text below. I am attaching the same slides that I used at the September 27 Land Use Commission meeting, but I added a "Column C" to show Purple Line capacities if the CTA were to agree to operate their business/rush hour schedule for Ryan Field concerts. (I believe that this is highly unlikely. See my explanation below.)

Hope this helps. Let me know if you or your neighbors have additional questions.

Regards,

Ken Proskie

From: Dana Hoffman <hellodana@gmail.com>
Date: Monday, October 2, 2023 at 10:33 AM
To: Kenneth G Proskie <kproskie@comcast.net>
Subject: Additional Questions from neighbors about presentation

Hi Ken,

Since my presentation at the September 27 Land Use Commission meeting, my neighbors have asked a lot of good questions. Can you help me address these?

1. What if Northwestern partners with CTA to increase the Purple Line trains? Does this ever happen at Wrigley? How many trains are possible? The CTA operates 4 Purple Line trains per hour on

weekends, and on weekdays during concert arrival and departure times. That is what my slides (Column B) were based on at the September 27 Land Use Commission meeting.

Since the platform length is limited to 6-car trains, the only way to increase the capacity is to operate more trains per hour. Their published schedule shows that the CTA runs 5 trains per hour on weekdays during business/rush hours. I decided to add a "Column C" to my previous slides to show these capacities if the CTA were to increase service to 5 trains per hour on concert evenings. As you can see, the capacity would increase by about 1,100 passengers in the 2-hour peak window. About 19,000 would still need to drive (instead of 20,000 in Column B). The remote parking deficit improves from 1,709 to 1,252 spaces. Fewer shuttles would be needed, but still a sizable number…about 173 shuttle runs per hour pre-concert (instead of 188)…about 294 in the first post-concert hour (instead of 319).

Bottom line…5 CTA trains per hour helps, but not nearly enough to make a significant impact. To avoid a parking deficit and reach 30% ridership in the 2-hour peak pre-concert, CTA would need to double the number of trains per hour (8 trains per hour), and all trains would need to be crush-loaded with folks traveling to Ryan Field. Post-concert, CTA would need to run 12-13 trains in the first hour (to transport 85% of fans). This is one train every 4 ½ - 5 minutes. Neither scenario seems realistic or feasible.

Northwestern may state that a lot of folks will arrive early for a pre-concert dinner, and the 2-hour peak arrival window may spread out…and that this will allow more persons to use the CTA. Maybe some will arrive earlier, but probably a modest number, and probably not 4 hours early. After a concert, 85% will still need transit in the first hour.

With regard to your question about Wrigley Field, I have been a Cubs season ticket holder for over 30 years. I have attended over 500 games and a few sold-out concerts (Elton John, Paul McCartney, Gaga, Buffett). I always commute to Wrigley on the CTA Red/Purple Lines. I can state with confidence that the CTA doesn't increase service for Cubs games or concerts. They run a regular schedule. That's just the way it is. I have never seen the CTA increase train service for a sold-out event at Wrigley, and I highly doubt that they would do this for Ryan Field events.

2. After a concert, it seems like a lot of people will head to the Central

Street Purple Line CTA platform, which is pretty narrow and not that long. Where would overflow people wait? Good question. I assume that the platform might be able to hold a crush-capacity trainload (576 people). Here is what happens after a game at Wrigley. When the Addison Street platform is full, overflow passengers back up down the escalators and stairs inside the station. At that point, the CTA shuts down the turnstiles and all passengers must wait in the station and on sidewalks/streets/alleys until the next train picks up a load of folks.

I expect that something similar would happen at Central Street when the platform fills up. If 4,600 folks ride the CTA, and 85% head for the EL in the first post-concert hour, then up to 4,000 would need to wait in the station and spill over onto the sidewalks/streets. There would be nowhere to go the bathroom unless the City or NU installs a bunch of porta-bathrooms along the roadside. Since you live at 1219 Central, I imagine that the lines could stretch past your building. However, many might give up when they see the long line…possibly walk or rideshare.

3. What would will happen if people decide to rideshare or walk to their cars? What if the weather is bad? Another good question. The Kimley-Horn report assumes that 5% will ride share (1,425 fans in 475 vehicles). However, it's easy to imagine that some folks will figure out that it's faster to walk or rideshare instead of waiting for 1-2 hours for their shuttle or a CTA train. It's difficult to predict numbers, but it wouldn't surprise me if 50% gave up on waiting. See my "What If 50%" attachment for a hypothetical scenario of what could happen.

4. Shuttle question: Why did your slides show 2 shuttle runs per hour when the Kimley report shows up to 3 per hour? Could you clarify this? At best, under ideal conditions, it will take 4-5 minutes to sequence, queue, and load/unload passengers at a remote lot; 8-10 minutes to commute to Ryan Field, 4-5 more minutes to sequence, queue, and load/unload at Ryan Field, and 8-10 minutes to return to the remote lot **(a total of 25-30 minutes for a roundtrip)**. That's 2 roundtrips per hour for a shuttle bus. For Ryan Field concerts, actual commuting time is likely to be higher due to the expected high traffic volumes, pedestrian traffic, congestion, waiting times, etc.

5. You showed a slide with Northwestern's estimates for parking at the downtown Maple and Sherman city garages. Why did you change their estimates? I believe Northwestern made a simple math error in their calculations. At the Maple Avenue garage, NU states that 840 spaces will be available (70%). This garage has a known published capacity

of 1,400 spaces. When doing the math, this means that projected availability is 60% (not 70%). At the Sherman Plaza garage, NU states that 840 spaces are available (70%). This garage has a known published capacity of 1,583 spaces, which means that availability is 53% (not 70%). These corrections reduce the bottom line for downtown garages from 67% to 58%.

Thanks,

Dana Hoffman

2 Attachments • Scanned by Gmail

POST-CONCERT SHUTTLE/CTA ALTERNATIVES (hypothetical scenarios ??)

What if 50% of shuttle riders (7,500) decide not to wait for 1-2 hours for a ride (post-concert)?

- Assume that 67% of these (5,000) decide to walk back to their cars
- Assume that the remaining 33% (2,500) were to rideshare
- Then, an additional 833 rideshare vehicles would be needed

What if 50% of CTA riders (2,300) also decide not to wait for 1-2 hours? Since many probably need to commute home instead of a parking lot, it is likely that a higher percentage will rideshare versus walk.

- Assume that 33% of these (759) decide to walk
- Assume that the remaining 67% (1,541) were to rideshare
- An additional 514 rideshare vehicles would be needed

In addition to the 475 rideshare vehicles already included in the NU study, an additional 1,347 would be needed – 1,822 in total. That's 400 more cars than the capacity of the U2 lots.

About 5,800 folks would walk. If the weather were bad, fewer would walk and more would rideshare.

Question as posed by Dana Hoffman, 1219 Central St to Neil Bergman

What is the average concert set up time for a medium size concert vs a mega concert?

Answer:

Neil Bergman, Audio Engineer, Set Carpenter, and Lead Tech
Nashville, TN
28 years in the concert business
September 25, 2023

For a small concert with a pop up stage/roof structure the build time is a day to four days. For a large, concert roofing stage it depends how you prep the field and the size of the structure. If they are putting down heavy duty plastic flooring to drive semis, etc, as well as to support the structure, figure several days of flooring, four or five days to build the roof and stage, and a day or two for production load in of lights, sound, and video. Are you speaking on behalf of the university or in opposition to the idea?

I would definitely have questions about where the truck's bringing in material will marshall. Will they leave semi trailers on site or force them to drive somewhere off-site for storage until the concert ends? I don't know how they determined the parking area for that arena. I have some concern if they only accounted for a fraction of what a general use stadium would require. Did they under build parking in the belief that many students would be walking or taking mass transit to see football games? In addition, I would expect removal of the production and structure to take at least two to three days, along with another day for the flooring.

I think using comparable information from Wrigley Field is absolutely your best way to illustrate how all this works. I absolutely agree with you, the proximity to Evanston hospital is more than a minor inconvenience. The noise issues, as well, are considerable. The fact they've held football games there for decades is inconsequential. Extremely loud noise from ball stadiums is sporadic and almost always during the day, as opposed to concerts at night. This is a disaster for every reason you mentioned.

I've worked in the industry for 28 years. I'm a relatively low level worker on roof and stage builds, but I've been involved in probably 25 large stage/roof structures. Despite ever improving best practices, they still require a week or more for these concerts.

I've worked hundreds of small to medium stage builds, too.

Neil Bergman’s credentials:


Audio Engineer at Freelance Audio Engineer


Former Set carpenter at Sugarland


Former led tech at Katt Williams "11:11" tour


Former Actor at Encore Theatre Company, Inc.


Former Nashville Operations Manager at Joe Lewis Company INC


Former Front Office Manager at Gary Musick Company


Former Sound Engineer at Armed Forces Entertainment


Former Sound, light, video, AV tech. at the crew masters


Former Sound Engineer at Opryland Productions


Former Sound mixer at Opryland USA


Former Audio Engineer at Gaylord Entertainment


Lives in Nashville, Tennessee


From Highland Park, Illinois