

MEMORANDUM TO: Oak Park and River Forest High School District 200

FROM: Kenig, Lindgren, O'Hara, Aboona, Inc.

DATE: October 1, 2014

SUBJECT: Traffic Study  
Vacation of Scoville Avenue between  
Lake Street and South Boulevard  
Oak Park, Illinois

This memorandum provides the results and findings of a traffic study conducted for the proposed vacation of Scoville Avenue between Lake Street and South Boulevard in Oak Park, Illinois. The subject section of Scoville Avenue has one lane in each direction with 12 parallel parking spaces on the east side of the road and 23 angle parking spaces on the west side of the road. Oak Park and River Forest High School District 200 (District 200) is considering vacating the roadway section in order to increase the athletic fields on the south side of Lake Street. As proposed, pedestrian and bicycle access would be maintained between Lake Street and South Boulevard along the Scoville Avenue right-of-way. **Figure 1** shows the location of the campus. (All of the figures and tables are located in the Appendix.)

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed vacation of Scoville Avenue will have on traffic conditions in the area and determine if any roadway or traffic control improvements are necessary to accommodate the redistribution of traffic.

## Existing Conditions

Existing conditions in the area were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the study area, physical characteristics of the area roadway system including lane usage and traffic control devices and existing peak hour vehicle, pedestrian and bicycle volumes.

## Study Area

The subject section of Scoville Avenue to be vacated is located between Lake Street on the north and South Boulevard on the south and bounded by the Oak Park and River Forest High School (OPRF) athletic fields on the west and the Oak Park District's Ridgeland Commons on the east. Ridgeland Avenue is the first north-south road that extends between Lake Street and South Boulevard to the east of Scoville Avenue and East Avenue is the first north-south road to the west of Scoville Avenue. The study area for the project generally is bounded by Lake Street on the north, Ridgeland Avenue on the east, South Boulevard on the south and East Avenue on the west and includes the following intersections.

- Lake Street with Ridgeland Avenue
- Lake Street with Scoville Avenue
- Lake Street with East Avenue
- South Boulevard with Ridgeland Avenue
- South Boulevard with Scoville Avenue
- South Boulevard with East Avenue
- Scoville Avenue with the high school parking garage access drive

## Area Roadways

The characteristics of the roadways serving the study area are described in the following paragraphs and illustrated in **Figures 2**.

*Scoville Avenue* is a north-south local road. Within the study area, Scoville Avenue generally has one lane in each direction with parking permitted on both sides of the road. Between Erie Street and the alley just north of Lake Street, Scoville Avenue is a one-way southbound road that provides one moving lane with parking generally permitted on both sides of the road. A physical barrier is provided on Scoville Avenue at the alley north of Lake Street which prohibits northbound traffic from traveling past the alley. At its intersection with Lake Street and South Boulevard, Scoville Avenue is under traffic signal control. Only right-turn movements are permitted on the southbound approach of Scoville Avenue as its intersection with Lake Street.

Scoville Avenue extends along the east side of the high school campus and provides access to the front of the high school and the parking garage. Further, with the existing vacation of Elmwood Avenue, Scoville Avenue is the only local, north-south road that extends from Lake Street to South Boulevard between Ridgeland Avenue and East Avenue. In addition to providing a secondary circulation route and an additional outlet for the traffic generated by the high school, Ridgeland Commons and the Farmers Market, Scoville Avenue serves as a pick-up/drop-off location for the high school and to a lesser extent the Farmers Market and Ridgeland Commons.

**Lake Street** is an east-west arterial road that has a three-lane cross section with parking generally permitted on both sides of the road. Separate left-turn lanes are provided on Lake Street at its signalized intersections with Ridgeland Avenue and East Avenue and its unsignalized intersection with Scoville Avenue. Lake Street has a posted speed limit of 25 mph and a school speed limit of 20 mph. Pedestrian crosswalks are generally provided at all of the Lake Street intersections and pedestrian traffic signals are provided at its signalized intersections with Ridgeland Avenue and East Avenue.

**South Boulevard** is an east-west local road that has one lane in each direction with parking generally permitted on both sides of the road. The intersection of South Boulevard/Ridgeland Avenue is under traffic signal control and the intersection of South Boulevard/East Avenue is under all-way stop sign control. South Boulevard has a posted speed limit of 25 mph. Pedestrian crosswalks are generally provided at all of the South Boulevard intersections and pedestrian traffic signals are provided at its signalized intersection with East Avenue.

**Ridgeland Avenue** is a north-south arterial road that generally has one lane in each direction with parking permitted on both sides of the road. Between Lake Street and South Boulevard, Ridgeland Avenue has two lanes in each direction with parking prohibited on both sides of the road. Separate left-turn lanes are provided on Ridgeland Avenue at its intersection with Lake Street. Ridgeland Avenue has a posted speed limit of 30 mph. Pedestrian crosswalks and pedestrian traffic signals are provided at its signalized intersections with Lake Street and South Boulevard.

**East Avenue** is a north-south collector road that has one lane in each direction with parking generally permitted on both sides of the road. The road has been vacated through the high school campus. East Avenue has a posted school speed limit of 20 mph. Pedestrian crosswalks and pedestrian traffic signals are provided at its signalized intersection with Lake Street.

### **Existing Vehicle, Pedestrian and Bicycle Volumes**

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period vehicle, pedestrian and bicycle counts at the seven intersections within the study area. The traffic counts were conducted on Tuesday, September 9 and 16, 2014, during the morning (7:00 A.M. to 9:00 A.M.) and afternoon/evening (2:00 P.M. to 6:00 P.M.) peak periods and Saturday, September 6, 2014 during the late morning peak period (10:00 A.M. to noon). Based on the results of the traffic counts, the weekday morning peak hour of traffic occurs from 7:15 A.M. to 8:15 A.M., the weekday afternoon peak hour occurs from 3:00 P.M. to 4:00 P.M., the weekday evening peak hour of traffic occurs from 5:00 P.M. to 6:00 P.M. and the Saturday peak hour occurs from 11:00 A.M. to noon.

Daily traffic counts were performed on Scoville Avenue just north of the railroad tracks. The daily traffic counts were conducted on Saturday, September 6, 2014 and Tuesday, September 9, 2014. In addition, weekday daily traffic volumes were obtained by the Village of Oak Park for Ridgeland Avenue and East Avenue. **Figure 3** illustrates the existing traffic volumes and **Figure 4** illustrates the existing pedestrian and bicycle volumes.

## Projected Traffic Volumes

In order to evaluate future traffic conditions, it was necessary to estimate the redistribution of the traffic due to the vacation of Scoville Avenue.

### Vacation of Scoville Avenue

Table 1 shows the existing daily and peak hour traffic volumes along the section of Scoville Avenue proposed to be vacated and the following summarizes the results of the traffic counts.

- Scoville Avenue had a daily, two-way volume of approximately 1,200 vehicles on a weekday and 1,300 vehicles on a Saturday. The Saturday volumes were likely higher due to the activity at the Farmers Market and Ridgeland Commons. Based on the Village's data, Ridgeland Avenue had a weekday daily traffic volume of approximately 16,300 vehicles and East Avenue had a weekday daily volume of approximately 3,100 vehicles.
- The peak hour volume of traffic along Scoville Avenue occurred during the weekday morning peak hour with an average two-way volume of approximately 214 vehicles. This time period corresponds with the peak drop-off activity at the high school and the morning commuter peak period. The two-way volume during the afternoon peak hour and evening peak hour was approximately half the volume during the morning peak hour.
- Scoville Avenue had an average peak hour volume of approximately 167 vehicles during the Saturday late morning peak period. This time period corresponds with the peak activity at the Farmers Market as well as activity at Ridgeland Commons.

From the traffic counts, it can be seen that the traffic using Scoville Avenue is primarily local traffic that is traveling to/from the neighborhood south of South Boulevard and traffic generated by the high school, Ridgeland Commons and the Farmers Market. As such, it is expected that the Scoville Avenue traffic would be redistributed to the parallel north-south routes (Ridgeland Avenue and East Avenue) east and west of Scoville Avenue.

### Redistributed Existing Traffic Volumes

The existing Scoville Avenue traffic volumes were redistributed along the area roadway system to obtain existing redistributed traffic volumes. It should be noted that District 200 is considering replacing the 300-space campus parking garage with a proposed natatorium building with the parking demand provided in the garage accommodate on the area roadways. The elimination of the parking garage would result in a reduction in the traffic volumes in the study area as the parking would be redistributed to the area roadways. However, to provide a worst case analysis the study was performed assuming the traffic currently generated by the parking garage. Further, to ascertain the impact of the Scoville Avenue vacation only, no additional traffic growth was assumed as part of the study. **Figure 5** shows the existing redistributed traffic volumes assuming the vacation of Scoville Avenue.

## Traffic Analysis

Traffic analyses were performed for the intersections within the study area to determine the operation of the existing roadway system, evaluate the impact of the proposed roadway vacation and determine the ability of the roadway system to accommodate the redistributed traffic. Analyses were performed for the existing volumes and the existing redistributed volumes.

The traffic analyses were performed using Synchro 8 computer software, which is based on the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010. The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the traffic signal or stop sign control operation and includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Level of Service A is the highest grade (best traffic flow and least delay), Level of Service E represents saturated or at-capacity conditions and Level of Service F is the lowest grade (oversaturated conditions, extensive delays). For two-way stop controlled (TWSC) intersections, levels of service are only calculated for the approaches controlled by a stop sign (not for the intersection as a whole).

The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are shown in **Table 2**. The results of the capacity analysis are summarized in **Tables 3** and **4**. The following summarizes how the intersections are currently operating and projected to operate with the proposed vacation of Scoville Avenue.

### Operations of Existing Conditions

**General Intersection Operations.** The results of the capacity analyses and field observations show that under existing conditions all of the intersections in the study area generally operate at a good level of service. During the weekday morning and evening peak hours the intersections are generally operating at a Level of Service C or D and during the weekday afternoon and Saturday morning peak hours are generally operating at a Level of Service B or C. It is important to note that certain approaches and movements experience additional delay and queuing during the peak periods, particularly along Ridgeland Avenue and East Avenue. Further, the southbound approach of Scoville Avenue at Lake Street also experiences additional congestion associated with the high school and Farmers Market. However, crossing guards are located at this intersection before and after school and on Saturdays when the Farmers Market is in operation to help direct traffic and to assist pedestrians/bicyclists crossing Lake Street.

**Localized Congestion.** While the intersections are projected to operate at a good overall level of service, several of the roads and intersections within the study area experience localized congestion associated with the high school, large events at the high school and the Farmers Market. During the weekday, this is usually only concentrated for a 20 to 30 minute period before and after school. On a Saturday the congestion can occur at various times during the late morning/early afternoon peak period. The localized congestion typically occurs along Lake Street, East Avenue and Scoville Avenue north of Lake Street.

## **Projected Conditions**

***General Intersection Operations.*** With the redistribution of the Scoville Avenue traffic, all of the intersections are projected to generally operate at a good level of service with a limited increase in overall intersection delay. However, the intersection of East Avenue/Lake Street is projected to experience a greater increase in average intersection delay (10 to 15 seconds) during the morning peak hour when the drop-off activity occurs at the high school. In addition, several intersections are projected to drop a grade in level of service during certain peak hours as many of these intersections are currently operating on the threshold between two levels of service.

Further, the redistribution of the traffic will have a greater impact on specific intersection movements and/or approaches that will serve as the primary alternative routes around the vacated section of Scoville Avenue. For example, the northbound approach of East Avenue at Lake Street and the southbound approach of East Avenue at South Boulevard are projected to operate at a poor level of service during the morning peak hour when the peak drop-off activity occurs at the high school. In addition, the left-turn movements from (1) northbound Ridgeland Avenue to westbound Lake Street and (2) westbound Lake Street to southbound East Avenue are projected to experience a greater increase in delay.

Finally, given the reduction in traffic and the elimination of one leg of the intersections, the vacation of Scoville Avenue would improve the operation of the intersections of (1) Scoville Avenue with Lake Street and (2) Scoville Avenue with South Boulevard.

***Localized Queueing.*** In addition to the traffic that currently traverses Scoville Avenue, the vacation of Scoville Avenue will also result in the redistribution of the drop-off/pick-up activity and parking that currently occurs along Scoville Avenue. As such, the Scoville Avenue vacation will only further increase the localized congestion experienced in the study area that occurs before and after school, during larger events at the high school and during the Farmers Market, particularly along East Avenue, Lake Street and Scoville Avenue.

***Roadway Improvements.*** Potential improvements/modifications that would enhance the roadway operations and help mitigate the impact of the redistributed Scoville Avenue traffic volumes include the following.

- Traffic signal modifications.
- The addition of a right-turn lane on the northbound approach of East Avenue at Lake Street. This improvement would require the widening of the roadway, the elimination of some on-street parking and, possibly, the relocation of portions of the traffic signal.
- To help direct and manage the vehicle and pedestrian traffic as well as the drop-off/pick-up activity associated with the start and end of school, additional school traffic control personnel should be located along Lake Street, particularly at its intersection with East Avenue.

## **Conclusion**

The following summarizes the results of the traffic evaluation regarding the vacation of Scoville Avenue between Lake Street and South Boulevard.

### **Function and Characteristics of Scoville Avenue**

- Scoville Avenue is a local roadway that serves the residential area south of South Boulevard as well as the high school, Ridgeland Commons, the Farmers Market and the other commercial and instructional uses along Lake Street.
- With the previous vacation of Elmwood Avenue, the vacation of Scoville Avenue would eliminate any north-south connections between Ridgeland Avenue and East Avenue, further reducing the grid roadway system and ability to circulate around the area. The vacation of Scoville Avenue would result in additional circulation and travel in the area as Ridgeland Avenue and East Avenue are separated by ¼ of mile.
- Scoville Avenue provides secondary access and an additional circulation route for the area as well as the high school, Ridgeland Commons and the Farmers Market. In addition to distributing the traffic generated by these uses/activities, Scoville Avenue serves as a pick-up/drop-off location for the high school and to a lesser extent the Farmers Market and Ridgeland Commons as well as providing additional parking for these uses. As such, traffic currently traversing Scoville Avenue as well as the drop-off/pick-up and parking activity will be redistributed to the other area roadways, particularly East Avenue, Lake Street and Scoville Avenue north of Lake Street.

### **Scoville Avenue Traffic Volumes**

- Scoville Avenue had a daily, two-way volume of approximately 1,300 vehicles and an peak hourly, two-way traffic volume that varied between 110 to 210 vehicles.
- It is estimated that the redistribution of the Scoville Avenue traffic would increase the volume of traffic on Ridgeland Avenue by approximately five to seven percent and the daily traffic along East Avenue by 20 to 25 percent.

## Roadway Operations

- With the redistribution of the Scoville Avenue traffic, all of the intersections are projected to generally operate at a good level of service with a limited increase in overall intersection delay. However, the intersections of East Avenue/Lake Street will experience a greater increase in average intersection delay of (10 to 15 seconds) during the morning peak hour when the drop-off activity occurs at the high school. In addition, several intersections are projected to drop a grade in level of service during certain peak hours as many of these intersections are currently operating on the threshold between two levels of service.
- Further, the redistribution of the traffic will have a greater impact on specific intersection movements and/or approaches that will serve as the primary alternative routes around the vacated section of Scoville Avenue. For example, the northbound approach of East Avenue at Lake Street and the southbound approach of East Avenue at South Boulevard are projected to operate at a poor level of service during the morning peak hour when the peak drop-off activity occurs at the high school. In addition, the left-turn movements from (1) northbound Ridgeland Avenue to westbound Lake Street and (2) westbound Lake Street to southbound East Avenue are projected to experience a greater increase in delay.
- While the intersections are projected to operate at a good overall level of service, several of the roads and intersection within the study area experience localized congestion associated with the high school, large events at the high school and the Farmers Market. During the weekday, this is usually only concentrated for a 20 to 30 minute period before and after school. On a Saturday the congestion can occur at various times during the late morning/early afternoon peak period. Given the increase in traffic and drop-off/pick-up and parking activity, the vacation of Scoville Avenue will further increase the localized congestion experienced in the study area, particularly along East Avenue, Lake Street and Scoville Avenue north of Lake Street.
- Potential improvements/modifications that would enhance the roadway operations and help mitigate the impact of the redistributed Scoville Avenue traffic include the following.
  - Traffic signal timing modifications.
  - The use of additional school traffic control personnel at select locations along Lake Street.
  - The addition of a right-turn lane on the northbound approach of East Avenue at Lake Street, which would require the elimination of some on-street parking and roadway widening.

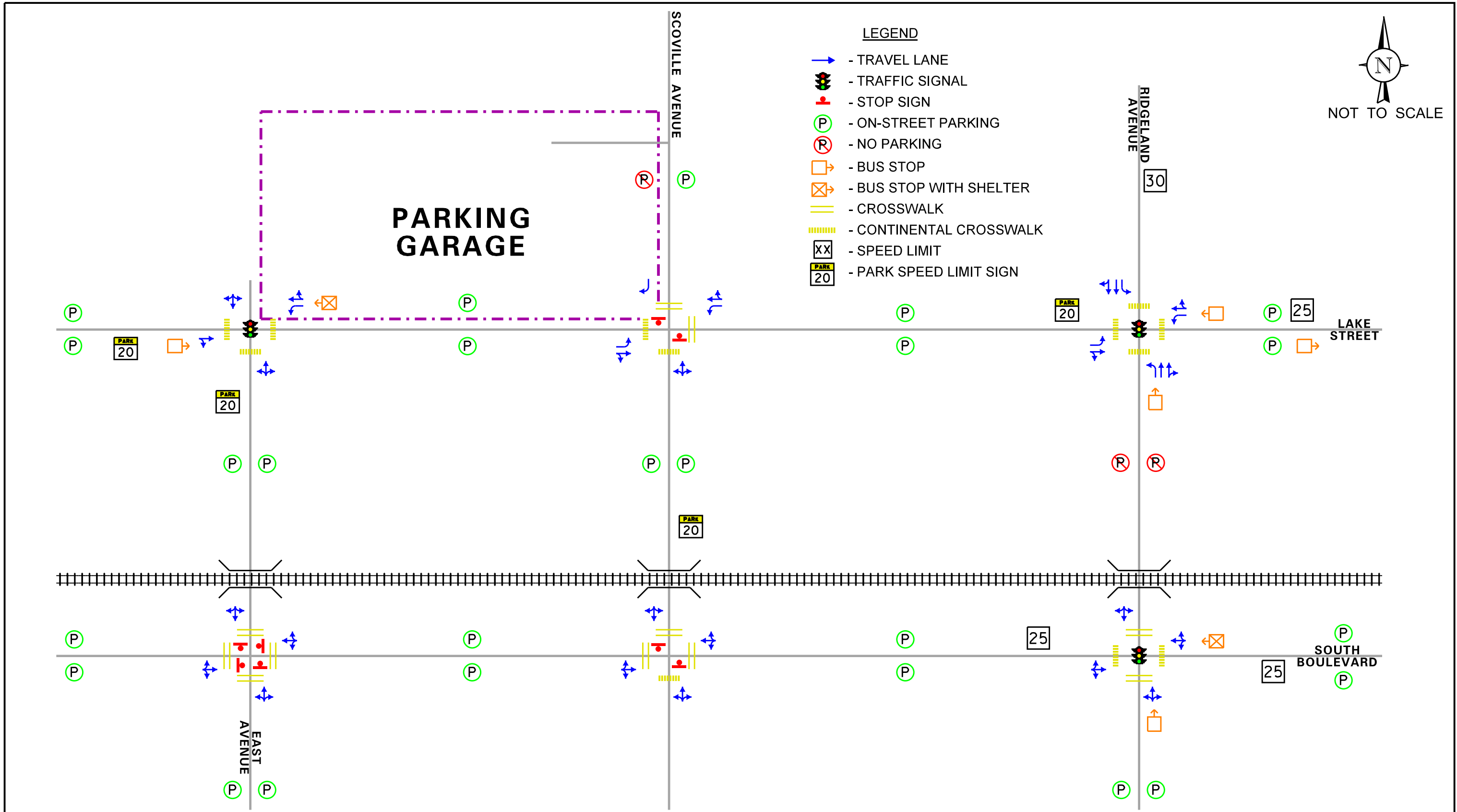


# **Appendix**



Location of High School Campus

Figure 1



PROJECT:  
 Oak Park and River Forest  
 High School  
 Oak Park, Illinois

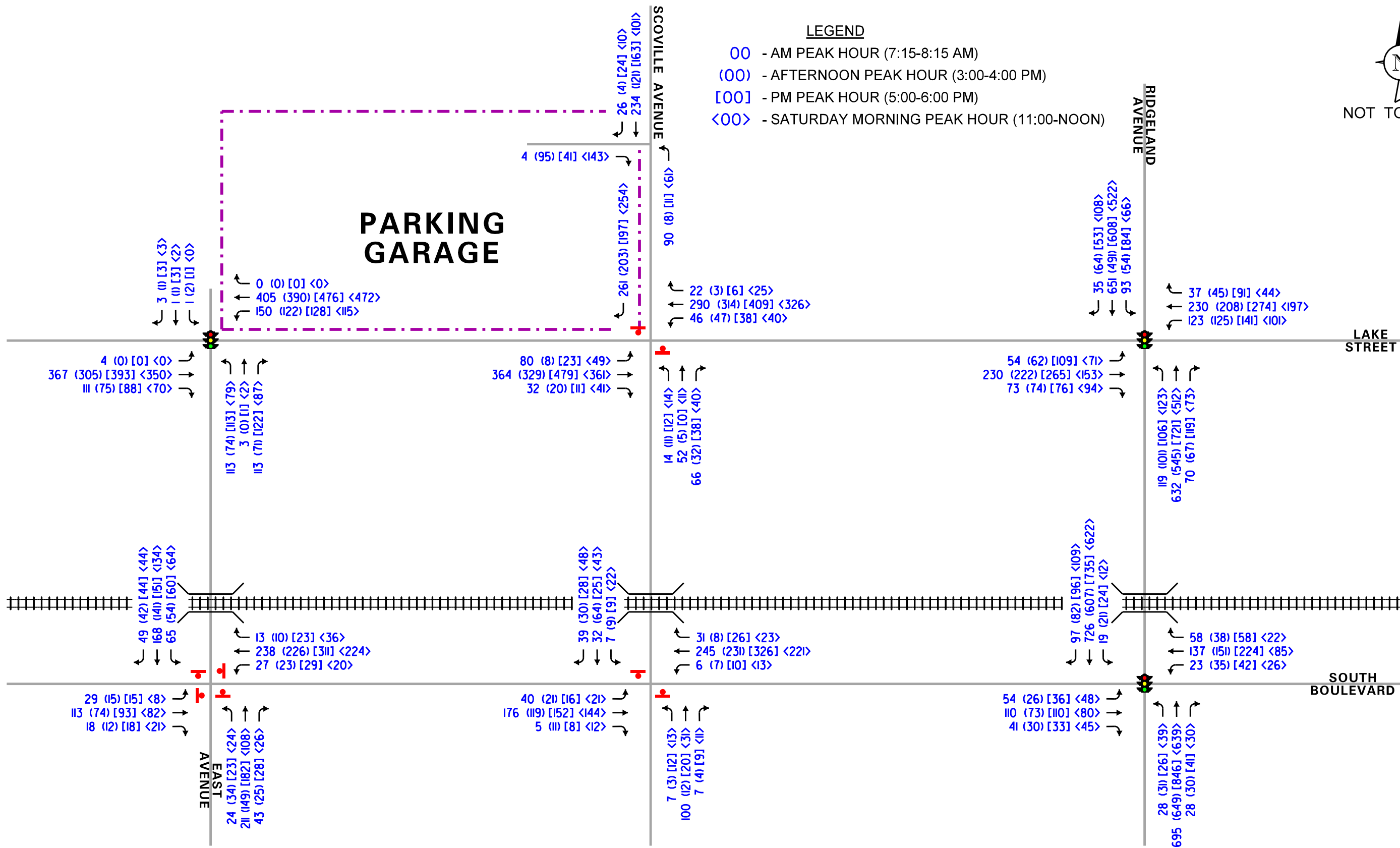
TITLE:  
 EXISTING ROADWAY CHARACTERISTICS

**KLOA**  
 Job No: 14-204  
 Figure: 2



NOT TO SCALE

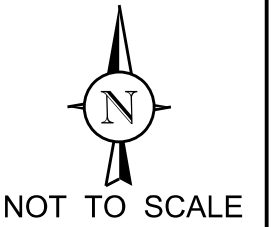
- LEGEND**
- 00 - AM PEAK HOUR (7:15-8:15 AM)
  - (00) - AFTERNOON PEAK HOUR (3:00-4:00 PM)
  - [00] - PM PEAK HOUR (5:00-6:00 PM)
  - <00> - SATURDAY MORNING PEAK HOUR (11:00-NOON)



PROJECT: Oak Park and River Forest High School Oak Park, Illinois

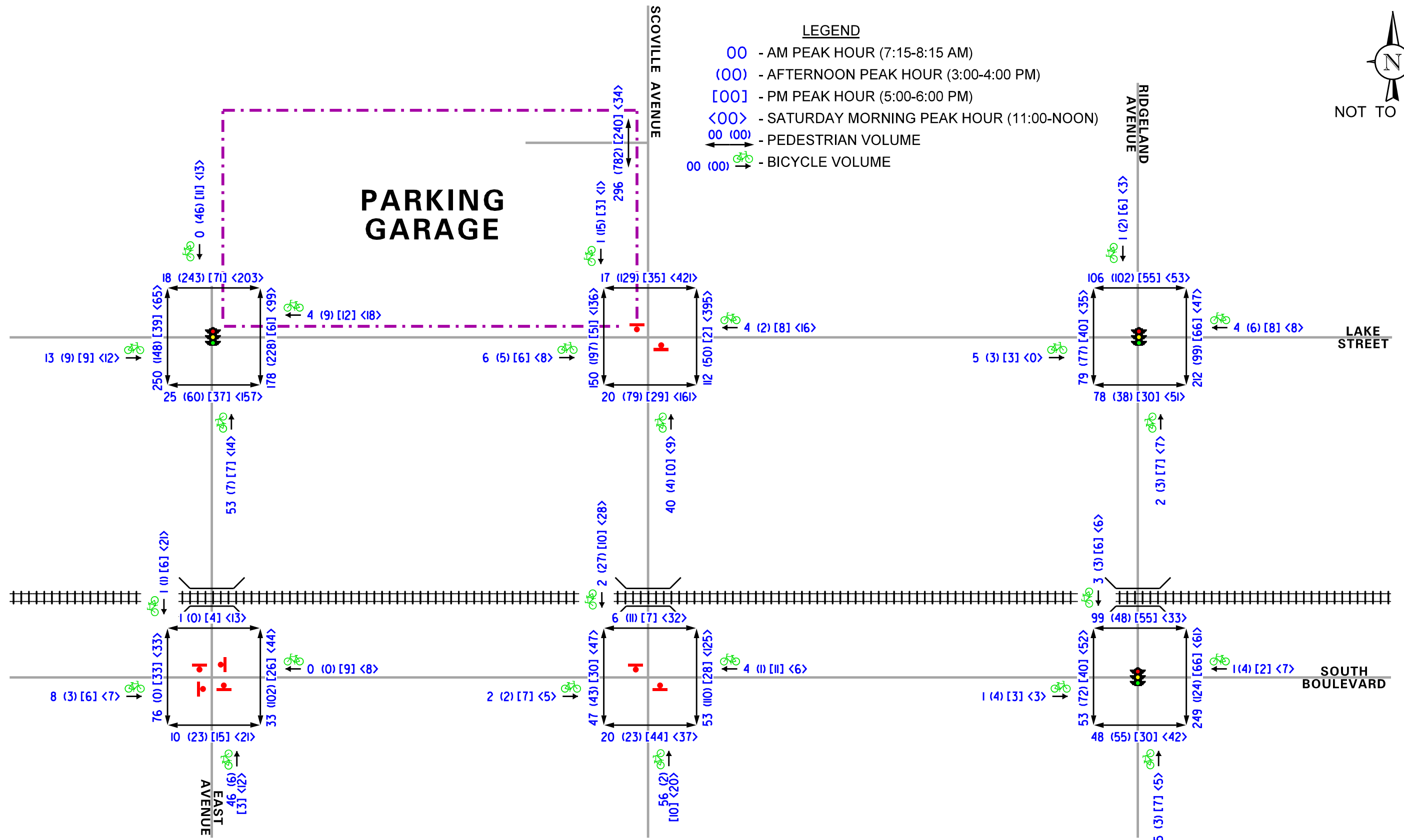
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**KLOA**  
Job No: 14-204  
Figure: 3



**LEGEND**

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- (00) - AFTERNOON PEAK HOUR (3:00-4:00 PM)
- [00] - PM PEAK HOUR (5:00-6:00 PM)
- <00> - SATURDAY MORNING PEAK HOUR (11:00-NOON)
- 00 (00) - PEDESTRIAN VOLUME
- 00 (00) - BICYCLE VOLUME



PROJECT: Oak Park and River Forest High School  
Oak Park, Illinois

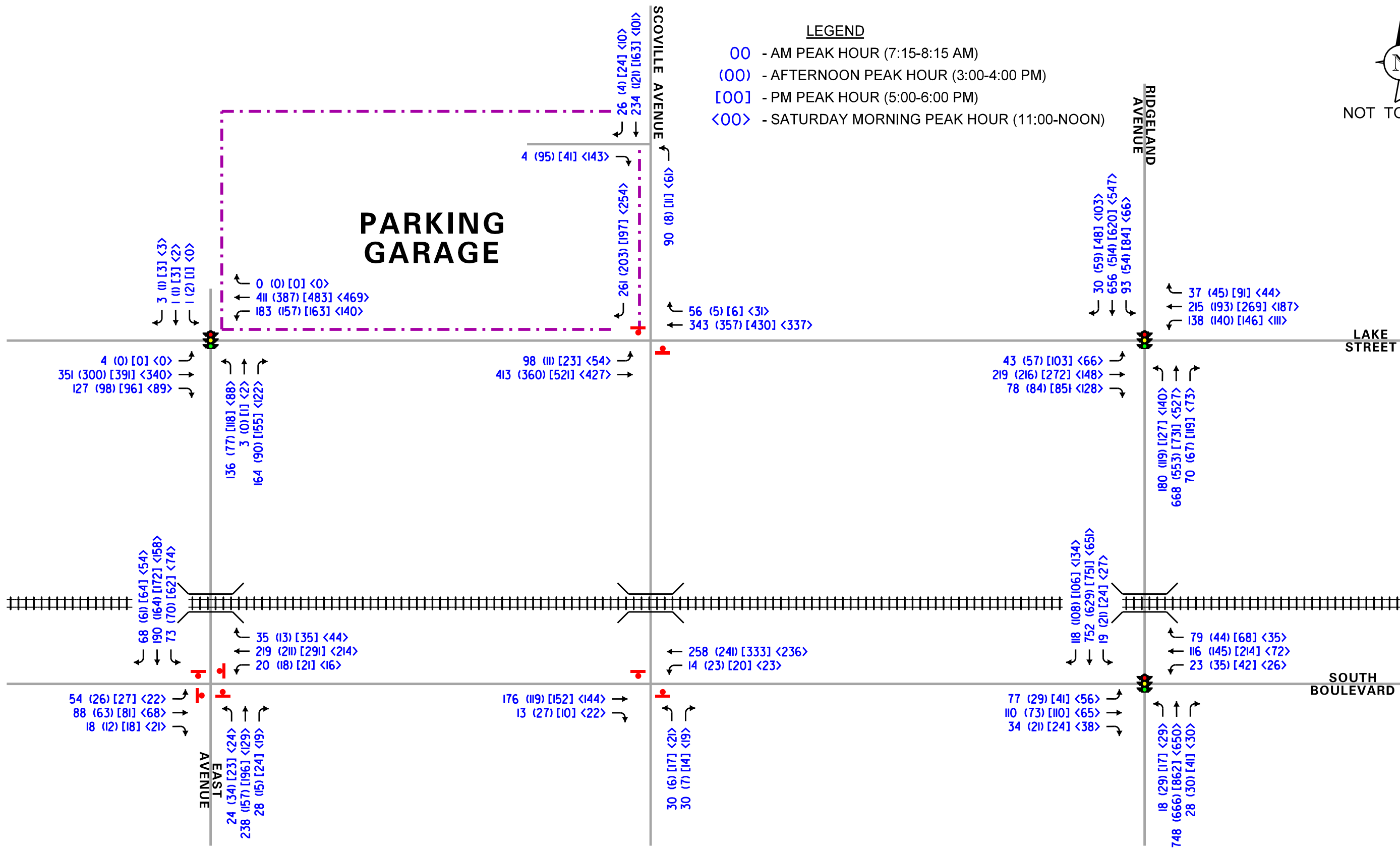
TITLE: EXISTING PEDESTRIAN AND BICYCLE TRAFFIC VOLUMES

Figure: 4



NOT TO SCALE

- LEGEND**
- 00 - AM PEAK HOUR (7:15-8:15 AM)
  - (00) - AFTERNOON PEAK HOUR (3:00-4:00 PM)
  - [00] - PM PEAK HOUR (5:00-6:00 PM)
  - <00> - SATURDAY MORNING PEAK HOUR (11:00-NOON)



PROJECT:  
 Oak Park and River Forest  
 High School  
 Oak Park, Illinois

TITLE:  
 EXISTING REDISTRIBUTED TRAFFIC VOLUMES



Figure: 5

Table 1  
 SCOVILLE AVENUE BETWEEN LAKE STREET AND SOUTH BOULEVARD  
 EXISTING TRAFFIC VOLUMES

	Northbound	Southbound	Total
<b>Weekday</b>			
Daily Traffic Volume	560	625	1,185
Morning Peak Hour	136	78	214
Afternoon Peak Hour	85	45	130
Evening Peak Hour	56	55	111
<b>Saturday</b>			
Daily Traffic Volume	780	510	1,290
Morning Peak Hour	70	97	167

Table 2  
LEVEL OF SERVICE CRITERIA

<b>Signalized Intersections</b>		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor and the cycle length is long. Most cycles fail to clear the queue.	>80.0
<b>Unsignalized Intersections</b>		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 – 10	
B	> 10 – 15	
C	> 15 – 25	
D	> 25 – 35	
E	> 35 – 50	
F	> 50	

Source: *Highway Capacity Manual*, 2010.



Table 3  
 INTERSECTION CAPACITY ANALYSES – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Weekday Evening Peak Hour		Saturday Morning Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Lake with Ridgeland <sup>1</sup>	C	33.2	C	23.6	C	36.9	C	23.0
Lake with Scoville <sup>2</sup>	F	80+	F	80+	C	23.9	F	80+
Lake with East <sup>1</sup>	C	28.2	B	11.0	B	16.4	B	12.4
South with Ridgeland <sup>1</sup>	C	22.0	B	17.7	D	39.4	B	16.8
South with Scoville <sup>2</sup>	C	23.4	B	14.7	C	15.5	C	15.7
South with East <sup>2</sup>	C	21.2	B	11.9	B	14.6	B	11.2
Scoville with Garage Drive <sup>2</sup>	B	14.7	B	11.9	B	12.7	B	10.0

LOS = Level of Service  
 Delay = Seconds  
 1. Signalized Intersection  
 2. Unsignalized Intersection

Table 4

## INTERSECTION CAPACITY ANALYSES –EXISTING REDISTRIBUTED TRAFFIC VOLUMES

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Weekday Evening Peak Hour		Saturday Morning Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Lake with Ridgeland <sup>1</sup>	D	37.6	C	24.2	D	40.1	C	25.4
Lake with Scoville <sup>2</sup>	E	36.8	E	39.9	C	16.3	F	80+
Lake with East <sup>1</sup>								
• Existing Conditions	D	43.6	B	13.0	B	17.9	B	13.7
• Improvements <sup>3</sup>	C	23.7	B	10.6	B	13.5	B	11.3
South with Ridgeland <sup>1</sup>	C	25.8	B	18.5	D	44.5	B	17.2
South with Scoville <sup>2</sup>	B	13.3	B	11.6	B	12.4	B	12.3
South with East <sup>2</sup>	D	26.7	B	12.5	C	15.1	B	11.8
Scoville with Garage Drive <sup>2</sup>	B	14.7	B	11.9	B	12.7	B	10.0

LOS = Level of Service

Delay = Seconds

1. Signalized Intersection

2. Unsignalized Intersection

3. Improvements at this intersection include the addition of a right-turn lane on the north approach of Lake Street and signal modifications.

MEMORANDUM TO: Oak Park and River Forest High School District 200

FROM: Kenig, Lindgren, O'Hara, Aboona, Inc.

DATE: October 1, 2014

SUBJECT: Parking Study  
Oak Park and River Forest High School Expansion  
Oak Park, Illinois

This memorandum summarizes the results and findings of a parking study conducted for the proposed expansion of Oak Park and River Forest (OPRF) High School located in Oak Park, Illinois. The primary campus is bounded by Erie Street on the north, Scoville Avenue on the east, Lake Street on the south and Linden Avenue on the west. Further, additional athletic fields for the high school are located on the south side of Lake Street, bounded by Scoville Avenue on the east, the railroad tracks on the south and East Avenue on the west.

Oak Park and River Forest High School District 200 (District 200) is currently conducting a site selection study for an approximate 49,000 square-foot natatorium building. One site under consideration is the existing parking garage located on the north side of Lake Street between Scoville Avenue and East Avenue. As proposed, the natatorium would replace the 300-space parking garage and the existing parking demand within the garage would be accommodated along the area roadways. The garage currently provides restricted parking as outlined below.

- Permit parking for school staff (Permit S2) 24 hours a day, seven days a week.
- Overnight permit parking from 4:00 P.M. to 7:30 A.M., Monday through Friday and 24-hours per day, Saturday and Sunday.
- Public pay parking from 4:00 P.M. to midnight, Monday through Friday, 6:00 A.M. to midnight, Saturday and Noon to midnight, Sunday.

District 200 is also considering vacating Scoville Avenue between Lake Street and the railroad tracks to increase the athletic fields on the south side of Lake Street. This section of Scoville Avenue provides 35 parking spaces with 23 permit spaces for high school students (Permit S3) located on the west side of the road and 12 metered spaces located on the east side of the road.

The purpose of this study was to inventory the number and type of parking spaces in the campus parking garage and on the area roads, survey the existing occupancy of these parking spaces and determine if sufficient on-street parking is available to accommodate the parking demand within the parking garage and along Scoville Avenue.

## Study Areas

The study area chosen for the parking study was separated into a primary study area and a secondary study area as discussed below and shown in **Figure 1**. (All of the figures and tables are located in the Appendix.)

*Primary Study Area:* The primary study area is bounded by Chicago Avenue on the north, Ridgeland Avenue on the east, Pleasant Street on the south and Oak Park Avenue on the west. This area was selected as it is generally within several blocks of the high school's primary entrances and the campus facilities. Further, except for Lake Street, the primary study area does not extend across any major roads (Chicago Avenue, Ridgeland Avenue and Oak Park Avenue). In addition to the on-street parking, the primary study area includes the following parking facilities.

- The parking garage located on the high school campus which is located on the north side of Lake Street between Scoville Avenue and East Avenue
- The high school surface parking lot that is located on the south side of Erie Street just east of East Avenue.
- The Village of Oak Park's Lot 22 which is located in the northwest corner of Lake Street with Elmwood Avenue.
- The Avenue parking garage which is located on the north side of North Boulevard between Oak Park Avenue and Euclid Avenue.

*Secondary Study Areas:* The secondary study areas consist of the following three areas that are located adjacent to the primary study area.

- Augusta Avenue on the north, Ridgeland Avenue on the east, Chicago Avenue on the south and Oak Park Avenue on the west.
- Chicago Avenue on the north, Lombard Avenue on the east, Lake Street on the south and Ridgeland Avenue on the west.
- Pleasant Street on the south, Ridgeland Avenue on the east, Washington Street on the south and Oak Park Avenue on the west.

Please note that the study areas only included the side of the road that borders the study areas. Finally, to further segregate the parking data, both the primary and secondary study areas were broken down into smaller zones as shown in **Figure 2**.

## Existing Parking Inventory

Please note that since striped spaces are generally not provided on the area roadways, only an approximation of the on-street parking is provided.

### School Reserve Parking - School Day

Reserve school parking is provided via permit parking for both staff (Permit S2) and students (Permit S3) generally from 6:00 A.M. to 4:00 P.M. Monday through Friday. The reserve school parking is located within the campus parking garage, the campus lot, the Village's Parking Lot 22 and along the following roads.

- South side of Erie Street between Linden Avenue and Scoville Avenue
- North side of Lake Street between Linden Avenue and Scoville Avenue
- South side of Lake Street between East Avenue and Scoville Avenue
- East Side of Linden Avenue between Lake Street and Erie Street
- West side of Scoville Avenue between Lake Street and the railroad tracks
- East side of East Avenue between Lake Street and the railroad tracks
- North side of South Boulevard between Elmwood Avenue and Wesley Avenue

**Table 1** shows the approximate number of staff/student parking spaces.

### On-Street Parking Inventory

Most roads within the study areas have parking restrictions during certain times of the day and days of the week and, as such, are not available to the users of the parking garage. To streamline the study results, the parking was categorized by the on-street parking that is (1) unrestricted parking or that parking available for use by the garage patrons and (2) restricted parking or that parking that is not available for use by the garage patrons as summarized below.

*Weekdays/School Days.* The parking in the garage and along the west side Scoville Avenue proposed to be vacated is reserved for school staff and students during weekdays/school days. As such, on-street parking considered to be available for use by school staff/students consisted of the reserved school parking and any parking that did not have restrictions that would prohibit school staff/students from parking for the entire school day (8:00 A.M. to 3:00 P.M.). **Table 2** and **Figure 3** illustrate the approximate number and distribution of on-street parking during the weekdays/school day.

*Weekday Evenings and Saturdays.* The parking in the garage and along the section of Scoville Avenue proposed to be vacated is open to the public during weekday evenings and Saturdays. As such, on-street parking considered to be available for use by the public consisted of any parking that did not have restrictions during weekday evenings (6:00 P.M. to 9:00 P.M.) and Saturdays. Since most school functions/events last longer than one-hour, the one-hour parking was not considered available for use by school visitors/staff/students. **Tables 3** and **4** and **Figures 4** and **5** illustrate the approximate number and distribution of on-street parking during weekday evenings and Saturdays.

## Parking Occupancy Surveys

In order to determine the utilization of the existing campus parking garage, the on-street parking, and the Avenue parking garage, parking occupancy surveys were conducted every hour during the following time periods.

- Weekday/school day surveys were conducted on Thursday, September 11, 2014 from 7:00 A.M. to 5:00 P.M.
- Weekday evening surveys were conducted on Thursday, September 4, 2014 from 6:00 P.M. to 9:00 P.M. The Back to School Night function was held at the high school on this evening and, as such, the surveys were performed during a major event at the high school.
- Saturday surveys were conducted on Saturday, September 6, 2014 from 7:00 A.M. to 3:00 P.M. The day the surveys were performed, the Farmers Market was open.

## Parking Demand of Parking Garage and Scoville Avenue

**Table 5** illustrates the parking demand of the proposed parking garage and the section of Scoville Avenue that is proposed to be vacated. Please note that the staff parking in the Village's Lot 22 was, for the most part, fully occupied during the weekday/school day and the weekday evening. Further, Lot 22 was closed on the Saturday due to the Farmers Market.

### On-Street Parking Demand

*Weekday/School Day On-Street Parking Demand.* Except for the on-street parking currently reserved for staff and students, the majority of the on-street parking within the primary study area is not available to students and/or staff of the high school. The parking that is available is located along Chicago Avenue and Ridgeland Avenue or the secondary study areas (Zones 7 and 8). **Table 6** shows the weekday parking inventory and parking demand of the on-street parking spaces that are available to school staff/students and **Table 7** illustrates the parking occupancy and parking demand of the restricted parking or that parking not available to staff/students.

*Weekday Evening/Saturday On-Street Parking Demand.* Most of the parking restrictions are not enforced during weekday evenings and on weekends and can be used by those patrons currently parking in the garage and along the section of Scoville Avenue proposed to be vacated. **Tables 8** and **9** show the on-street parking inventory and demand for the weekday evening and Saturday.

### Avenue Parking Garage Parking Demand

The Avenue parking garage has a total of approximately 518 parking spaces that are open to the public (pay) and various permit parking (day, night, 24-hours and monthly). **Table 10** shows the inventory and occupancy of the Avenue parking garage.

## Results and Findings

### Parking Inventory

- *Reserve School Parking.* A total of approximately 465 parking spaces are reserved for staff and 166 parking spaces are reserved for students during the school day. The parking garage provides 300 reserved staff parking spaces and the west side of Scoville Avenue provides 23 reserved student parking spaces. With the elimination of the parking garage and vacation of Scoville Avenue, the total reserved staff/student parking would be reduced by approximately 50 percent, the reserved staff parking would be reduced by 65 percent and the reserved student parking would be reduced by 14 percent.
- *Weekday/School Day On-Street Parking Inventory.* Except for the parking reserved for staff/students, the on-street parking in the primary study area is generally restricted and not available for use by staff/students. Most of the parking in the primary study area has weekday/school day restrictions or have time limits/meters that insure the parking is available for the commercial areas. Outside of the reserved (permit) parking, the on-street parking available for staff/students is located along Chicago Avenue and the secondary study area north of Chicago Avenue (Zone 7) and along the north section of Ridgeland Avenue and the north section of the secondary study area east of Ridgeland Avenue (Zone 8). In addition, the Avenue parking garage provides approximately 518 parking spaces.
- *Weekday Evening/Saturday On-Street Parking Inventory.* Most of the parking within the study areas is available for use by the public and can be used by those patrons currently using the parking garage.

### Parking Garage/Scoville Avenue Parking Occupancy

- *Weekday/School Day.* The parking garage and Scoville Avenue had a peak parking demand of approximately 280 vehicles that generally occurred between 10:00 A.M. and 1:00 P.M. on a weekday. Approximately 90 percent of the parking garage was occupied at this time.
- *Weekday Evening.* The parking garage and Scoville Avenue had a peak parking demand of 339 vehicles that occurred at 8:00 P.M. on a weekday. The parking garage was 100 percent occupied at this time. Please note that the Back to School night was occurring at the high school when the surveys were conducted.
- *Saturday.* The garage and Scoville Avenue had a peak parking demand of 178 vehicles that occurred between 10:00 A.M. and noon on a Saturday. Approximately 48 percent of the parking garage was occupied at this time.

## **Avenue Parking Garage Inventory**

During the weekday/school day the Avenue parking garage had a peak parking demand of 335 vehicles with a maximum occupancy of 65 percent. On the weekday evening and Saturday, the Avenue parking garage had a peak parking demand of 288 with a maximum occupancy of 56 percent.

## **On-Street Parking Occupancy**

### *Weekday/School Day*

- The reserve (permit) parking for staff/student had a maximum occupancy of 70 percent with a minimum of approximately 65 parking spaces unoccupied at any time. Most of the unoccupied parking spaces were the student parking (Permit S3) located on the north side of South Boulevard. According to school officials, the unoccupied student reserved parking is likely due to the fact that the number of student parking permits purchased to date is lower than normal.
- The total on-street parking available to students/staff within the primary study area (school reserve parking and the unrestricted parking) had a maximum occupancy of approximately 71 percent with a minimum of approximately 115 parking spaces unoccupied. Most of the unoccupied spaces were located along the north side of South Boulevard (student reserved parking) and along the western portion of Chicago Avenue and the northern section of Ridgeland Avenue, which are located a minimum of two blocks from the high school.
- The restricted on-street parking or that parking not available to staff/students had a peak occupancy of approximately 24 percent with a minimum of 1,200 parking spaces unoccupied.

### *Weekday Evening/Saturday*

- On the weekday evening, the on-street parking in the primary study area had a maximum occupancy of approximately 66 percent with a minimum of 715 parking spaces available. This is due in most part to the fact that a major function (Back to School Night) was occurring at the high school when the surveys were conducted. Further, the parking garage and the vacated section of Scoville Avenue had a peak parking demand of 339 vehicles.
- On the Saturday, the on-street parking in the primary study area had a maximum occupancy of approximately 39 percent with a minimum of 1,280 parking spaces available.



## **Parking Evaluation**

### ***Weekday/School Day***

- *Current Parking Restrictions.* Given the current parking restrictions and parking demand, the on-street parking in the primary study area can only accommodate approximately 15 percent of the school staff/students parking in the parking garage and along Scoville Avenue. Approximately 85 percent of the staff/students would have to park along (1) Chicago Avenue and the secondary study area north of Chicago Avenue (Zone 7), (2) along the north section of Ridgeland Avenue and the north section of the secondary study area east of Ridgeland Avenue (Zone 8) and/or (3) in the Avenue parking garage. All of these parking spaces are located a minimum of three blocks from the campus and many of the parking spaces are located where staff/students would have to cross Chicago Avenue or Ridgeland Avenue.
- *Modifications to Current Parking Restrictions.* Depending on the number of driveways and if alley access or fire hydrants are provided along the roads, one side of a typical north-south block in the primary study area can accommodate a maximum of approximately 20 vehicles. One side of a typical east-west block within the primary study area can accommodate a maximum of approximately 14 vehicles. Further, it should be noted that reserved staff/student parking would only be allowed on one side of a road in order to provide on-street parking for residents. As such, if the parking provided in the garage and along Scoville Avenue is to be accommodated along the on-street parking within the primary study area, the current parking restrictions would need to be modified or eliminated on a minimum of 15 to 20 blocks.

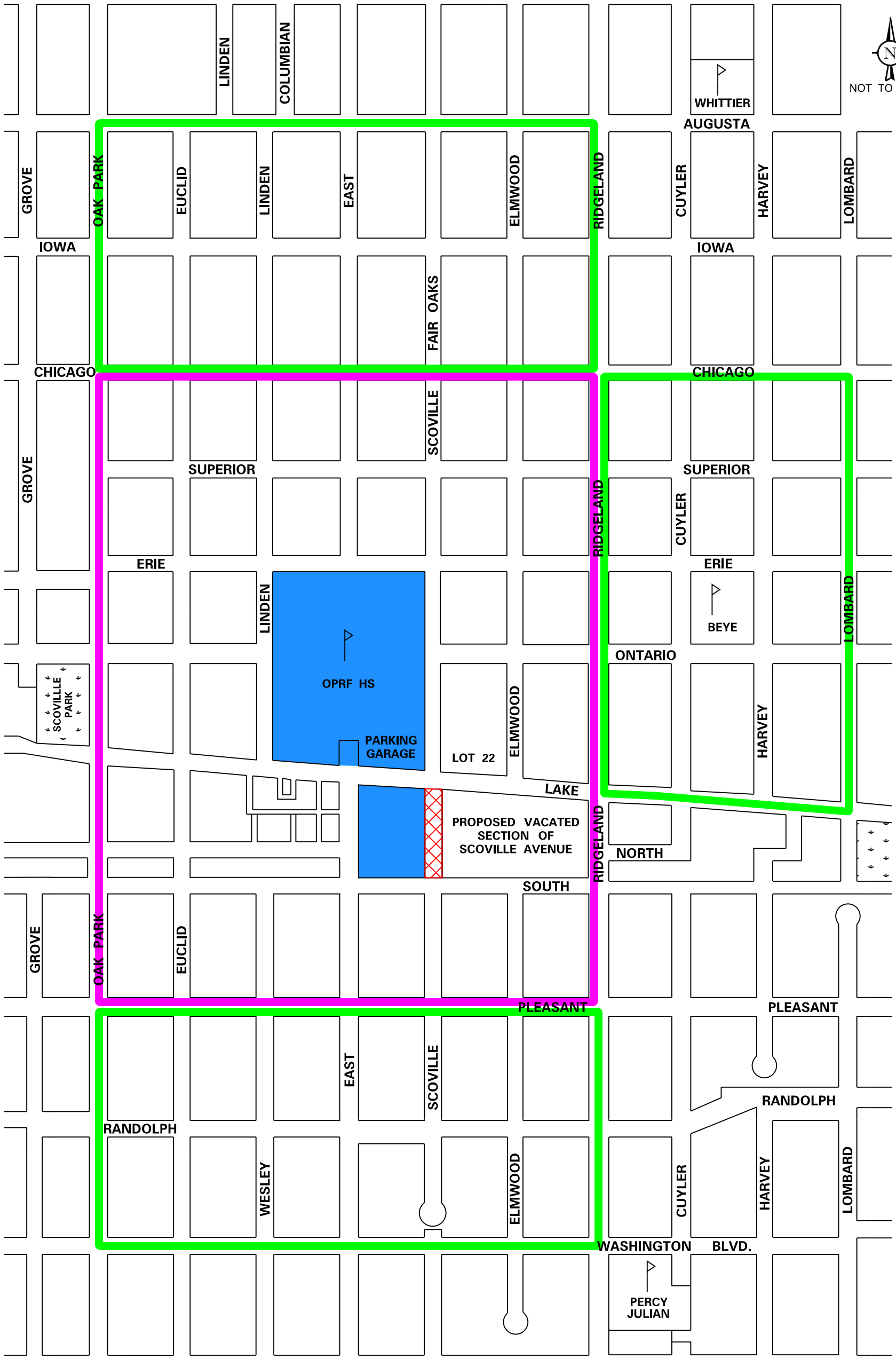
### ***Weekday Evening/Saturday***

- During typical evening or weekend activity at the high school, it appears that the on-street parking in the primary study area has sufficient parking to accommodate the parking demand within the parking garage and along Scoville Avenue. This includes the activity associated with the Farmers Market and Ridgeland Commons. However, it would require visitors/patrons to park further away from the various facilities/activities.
- Given the parking demand associated with major school functions/events, the patrons that park in the garage would have to park on the periphery of the primary study area and/or within the secondary study areas. As indicated previously these parking spaces are located a minimum of two to three blocks from the primary entrances to the school and may require the patrons to cross Chicago Avenue and/or Ridgeland Avenue.

# Appendix



NOT TO SCALE



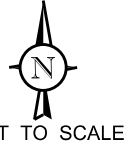
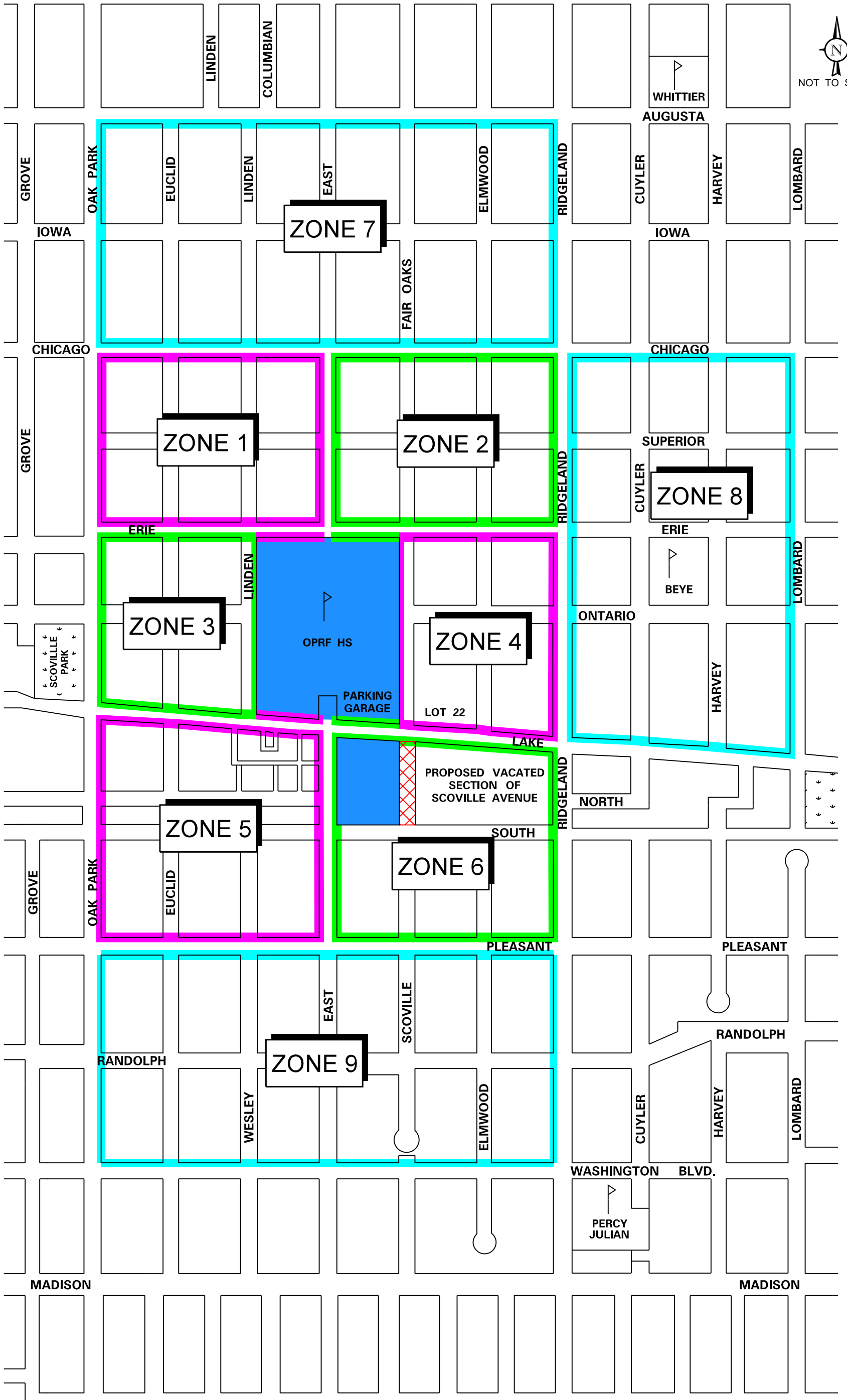
**LEGEND**

- HIGH SCHOOL CAMPUS
- PRIMARY STUDY AREA
- SECONDARY STUDY AREAS

PROJECT:  
 Oak Park and River Forest  
 High School  
 Oak Park, Illinois

TITLE:  
 PRIMARY AND SECONDARY  
 STUDY AREAS

**KLOA**  
 Job No: 14-204  
 Figure: 1



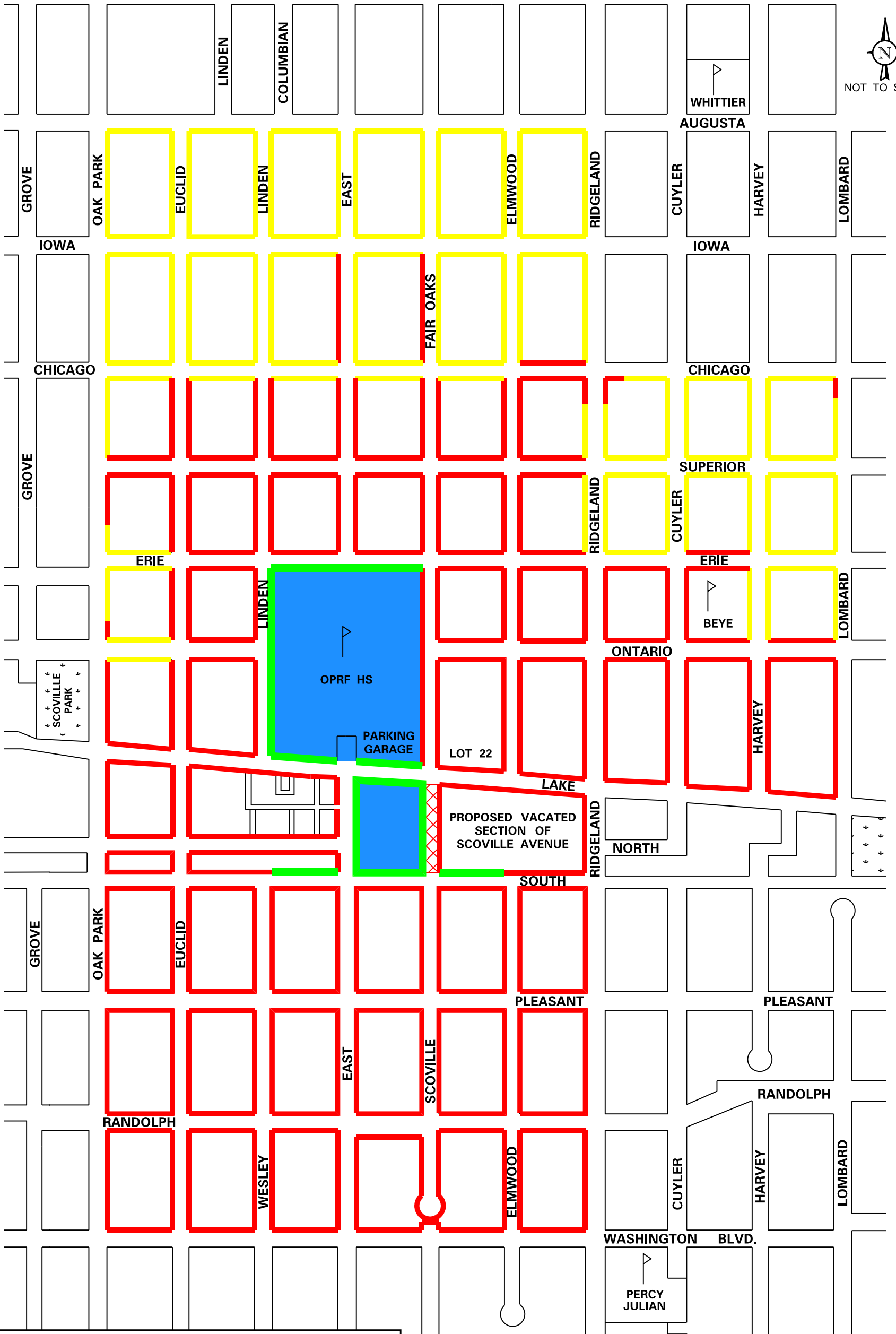
PROJECT:  
Oak Park and River Forest  
High School  
Oak Park, Illinois

TITLE:  
PARKING ZONES

**KLOA**  
Job No: 14-204  
Figure: 2



NOT TO SCALE



**LEGEND**

- █ - HIGH SCHOOL RESERVED PARKING
- █ - UNRESTRICTED PARKING (AVAILABLE FOR USE BY STAFF/STUDENTS)
- █ - RESTRICTED PARKING (NOT AVAILABLE FOR USE BY STAFF/STUDENTS)

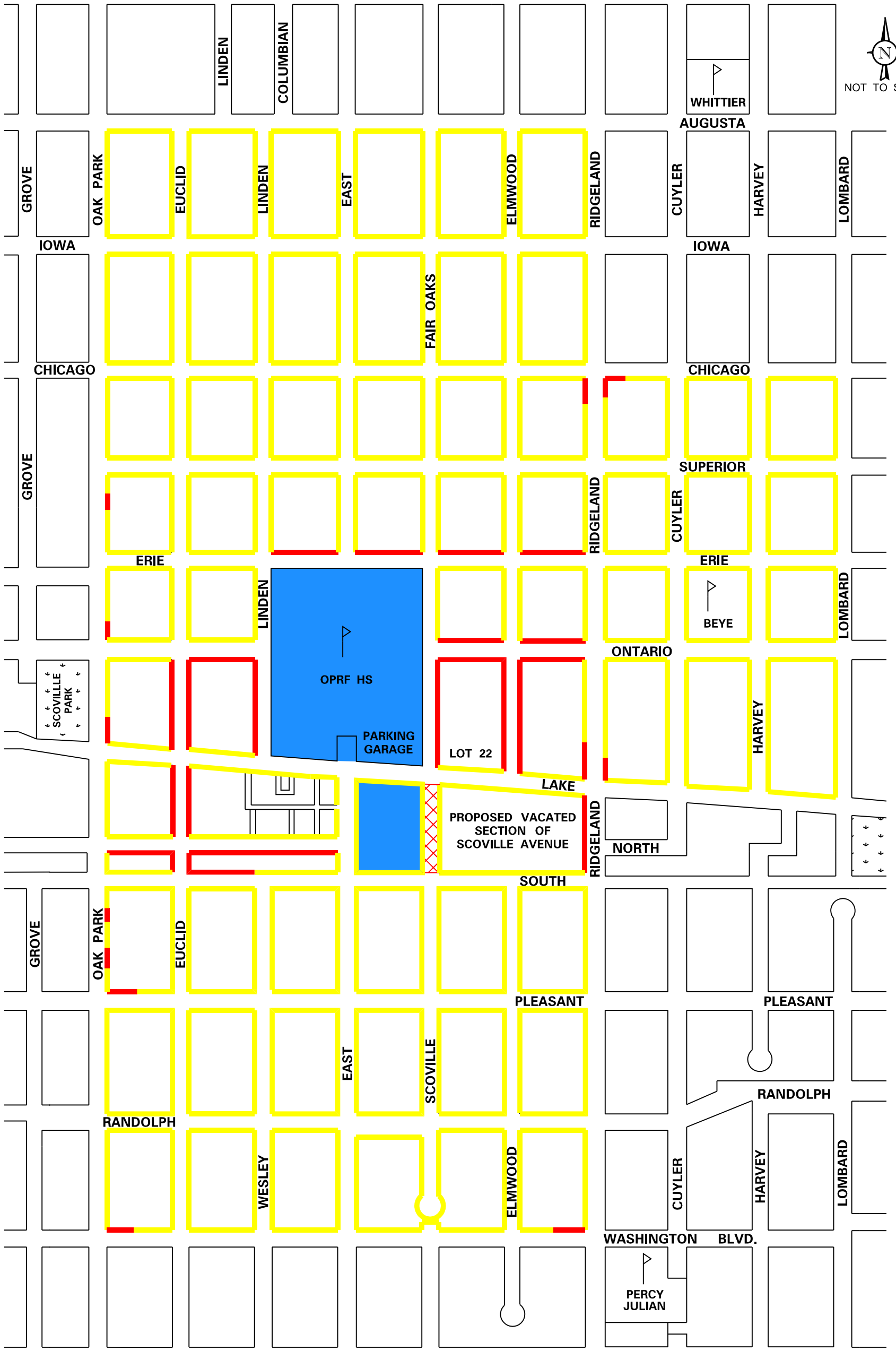
PROJECT:  
 Oak Park and River Forest  
 High School  
 Oak Park, Illinois

TITLE:  
 WEEKDAY/SCHOOL DAY  
 ON-STREET PARKING AVAILABILITY

Job No: 14-204  
 Figure: 3



NOT TO SCALE



LEGEND

- UNRESTRICTED PARKING (AVAILABLE FOR USE BY GARAGE PATRONS)
- RESTRICTED PARKING (NOT AVAILABLE FOR USE BY GARAGE PATRONS)

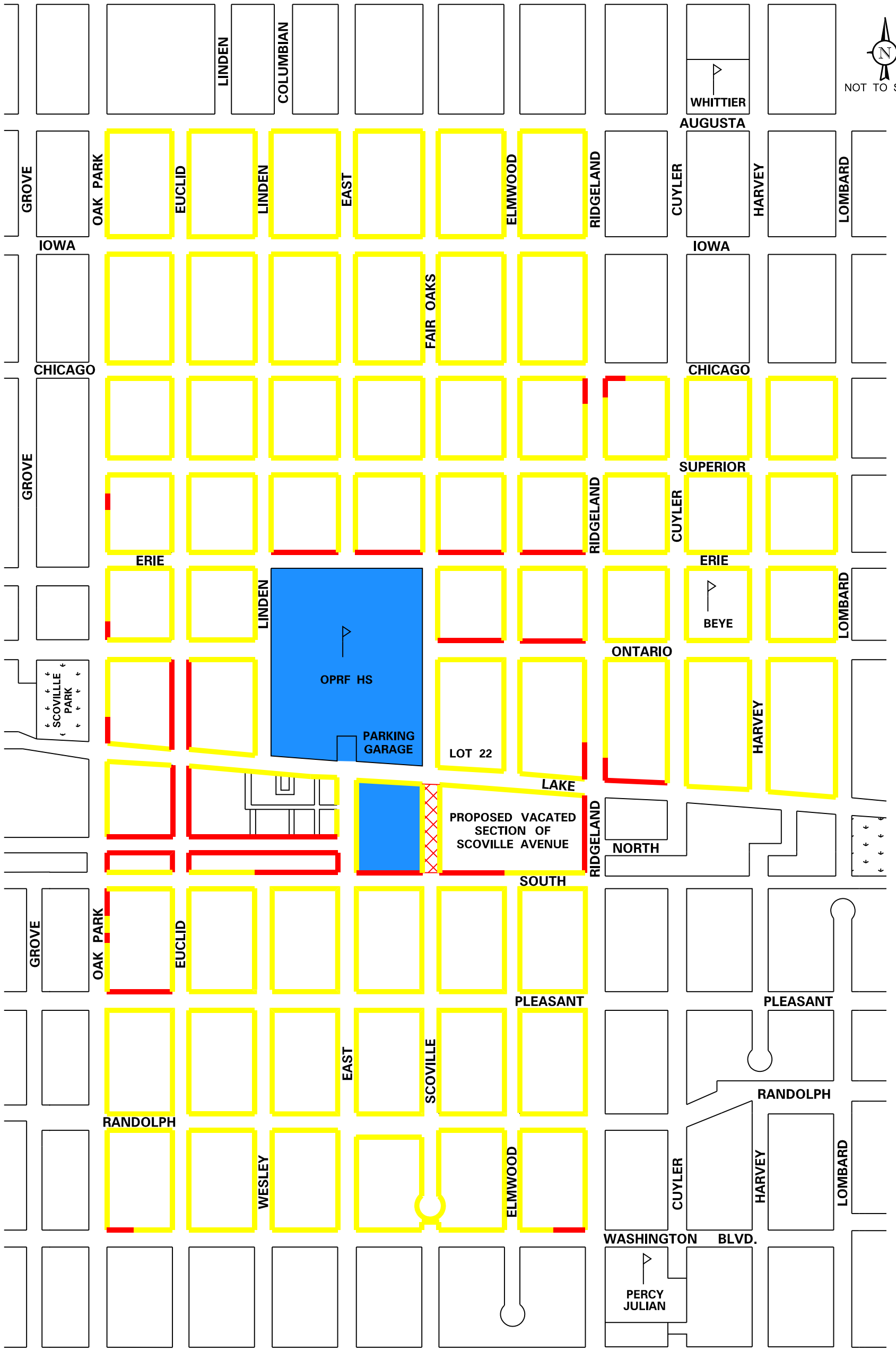
PROJECT:  
 Oak Park and River Forest  
 High School  
 Oak Park, Illinois

TITLE:  
 WEEKDAY EVENING  
 ON-STREET PARKING AVAILABILITY

**KLOA**  
 Job No: 14-204  
 Figure: 4



NOT TO SCALE



**LEGEND**

- UNRESTRICTED PARKING (AVAILABLE FOR USE BY GARAGE PATRONS)
- RESTRICTED PARKING (NOT AVAILABLE FOR USE BY GARAGE PATRONS)

PROJECT:  
 Oak Park and River Forest  
 High School  
 Oak Park, Illinois

TITLE:  
 SATURDAY  
 ON-STREET PARKING AVAILABILITY

Job No: 14-204  
 Figure: 5

Table 1  
OPRF HIGH SCHOOL RESERVED/PERMIT PARKING

Facility	Time	Staff Spaces	Student Spaces
Campus Parking Garage	24 Hours, 7 days a week	300	0
Campus Lot	24 Hours, 7 days a week	9	0
Lot 22	(6 AM – 4 PM, M-F)	100	0
Linden Avenue	(6 AM – 4 PM, M-F)	33	0
Erie Street	(6 AM – 4 PM, M-F)	23	0
Lake Street	(6 AM – 4 PM, M-F)	0	42
Scoville Avenue	(6 AM – 4 PM, M-F)	0	23
East Avenue	(6 AM – 4 PM, M-F)	0	23
South Boulevard	(6 AM – 4 PM, M-F)	<u>0</u>	<u>78</u>
Total		465	166



Table 2  
WEEKDAY/SCHOOL DAY  
ON-STREET PARKING INVENTORY

Zones	High School Reserve/Permit Parking	Unrestricted Parking (Available for Staff/Students)	Restricted Parking (Not Available for Staff/Students)	Total
<b>Primary Study Area</b>				
Zone 1	15	70	285	370
Zone 2	8	46	277	331
Zone 3	33	66	188	287
Zone 4	0	0	226	226
Zone 5	40	2	430	472
Zone 6	<u>126</u>	<u>0</u>	<u>268</u>	<u>394</u>
Total	222	184	1,674	2,080
<b>Secondary Study Areas</b>				
Zone 7	0	809	62	871
Zone 8	0	416	372	788
Zone 9	<u>0</u>	<u>0</u>	<u>836</u>	<u>836</u>
Total	<u>0</u>	<u>1,225</u>	<u>1,270</u>	<u>2,495</u>
<b>Total</b>	<b>222</b>	<b>1,409</b>	<b>2,944</b>	<b>4,575</b>

Notes:

- School reserve parking consists of Permit Parking S2 and S3.
- Parking available for staff/students consists of any parking that did not have any restrictions that would prohibit school staff and students from parking in the parking spaces.
- The number of total parking spaces is only an estimate as striped spaces are generally not provided on the area roads.

Table 3  
WEEKDAY EVENING  
ON-STREET PARKING INVENTORY

Zones	High School Reserve/Permit Parking	Unrestricted Parking (Available for Garage Patrons)	Restricted Parking (Not Available for Garage Patrons)	Total
<b>Primary Study Area</b>				
Zone 1	0	357	13	370
Zone 2	0	331	0	331
Zone 3	0	182	105	287
Zone 4	0	135	91	226
Zone 5	0	442	30	472
Zone 6	<u>0</u>	<u>394</u>	<u>0</u>	<u>394</u>
Total	0	1,841	239	2,080
<b>Secondary Study Areas</b>				
Zone 7	0	871	0	871
Zone 8	0	788	0	788
Zone 9	<u>0</u>	<u>836</u>	<u>0</u>	<u>836</u>
Total	<u>0</u>	<u>2,495</u>	<u>0</u>	<u>2,495</u>
<b>Total</b>	<b>0</b>	<b>4,336</b>	<b>239</b>	<b>4,575</b>

Notes:

- School reserve parking consists of Permit Parking S2 and S3.
- Parking available for garage patrons consists of any parking that did not have any restrictions that would prohibit the public from parking in the parking spaces.
- The number of total parking spaces is only an estimate as striped spaces are generally not provided on the area roads.

Table 4  
 SATURDAY  
 ON-STREET PARKING INVENTORY

Zones	High School Reserve/Permit Parking	Unrestricted Parking (Available for Garage Patrons)	Restricted Parking (Not Available for Garage Patrons)	Total
<b>Primary Study Area</b>				
Zone 1	0	357	13	370
Zone 2	0	331	0	331
Zone 3	0	246	41	287
Zone 4	0	226	0	226
Zone 5	0	457	15	472
Zone 6	<u>0</u>	<u>394</u>	<u>0</u>	<u>394</u>
Total	0	2,011	69	2,080
<b>Secondary Study Areas</b>				
Zone 7	0	871	0	871
Zone 8	0	772	16	788
Zone 9	<u>0</u>	<u>836</u>	<u>0</u>	<u>836</u>
Total	<u>0</u>	<u>2,479</u>	<u>16</u>	<u>2,495</u>
<b>Total</b>	<b>0</b>	<b>4,490</b>	<b>85</b>	<b>4,575</b>

Notes:

- School reserve parking consists of Permit Parking S2 and S3.
- Parking available for garage patrons consists of any parking that did not have any restrictions that would prohibit the public from parking in the parking spaces.
- The number of total parking spaces is only an estimate as striped spaces are generally not provided on the area roads.

Table 5  
 PARKING OCCUPANCY OF CAMPUS PARKING GARGAE AND  
 SCOVILLE AVENUE BETWEEN LAKE STREET AND SOUTHBOULEVARD

Time	Parking Garage	Scoville Avenue		
		Lake Street to South Boulevard		Total
		East Side	West Side	
<b>Parking Inventory</b>	300	12	23	35
<b>Weekday/School Day Parking Occupancy</b>				
7:00 A.M.	143	3	21	24
8:00 A.M.	234	3	20	23
9:00 A.M.	243	3	20	23
10:00 A.M.	263	0	20	20
11:00 A.M.	260	0	19	19
12:00 P.M.	261	0	22	22
1:00 P.M.	259	0	21	21
2:00 P.M.	244	0	18	18
3:00 P.M.	212	0	114	14
4:00 P.M.	141	1	12	13
<b>Weekday Evening Parking Occupancy</b>				
6:00 P.M.	187	16	24	40
7:00 P.M.	302	15	22	37
8:00 P.M.	287	13	19	32
<b>Saturday Parking Occupancy</b>				
7:00 A.M.	73	10	20	30
8:00 A.M.	93	12	21	33
9:00 A.M.	131	15	23	38
10:00 A.M.	143	15	20	35
11:00 A.M.	146	12	17	29
12:00 P.M.	82	9	10	19
1:00 P.M.	47	10	5	15
2:00 P.M.	41	8	5	11

Table 6  
 ON-STREET PARKING OCCUPANCY - SPACES AVAILABLE TO SCHOOL STAFF/STUDENTS  
 WEEKDAY (THURSDAY, SEPTEMBER 11, 2014)

Zones	Inventory	Parking Occupancy									
		7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM
<b>Primary Study Area</b>											
Zone 1	85	45	50	51	50	53	51	51	48	42	34
Zone 2	54	35	41	46	46	45	41	43	40	26	22
Zone 3	99	80	88	83	89	89	84	87	77	69	61
Zone 4	0	0	0	0	0	0	0	0	0	0	0
Zone 5	42	8	19	21	21	19	19	22	22	18	13
Zone 6	<u>126</u>	<u>52</u>	<u>79</u>	<u>81</u>	<u>83</u>	<u>77</u>	<u>81</u>	<u>82</u>	<u>73</u>	<u>58</u>	<u>59</u>
Total	406	220	277	282	289	283	276	285	260	213	189
<b>Secondary Study Areas</b>											
Zone 7	809	46	74	84	90	98	95	86	79	69	65
Zone 8	416	61	92	108	109	104	107	111	100	97	82
Zone 9	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	<u>1,225</u>	<u>107</u>	<u>166</u>	<u>192</u>	<u>199</u>	<u>202</u>	<u>202</u>	<u>197</u>	<u>179</u>	<u>166</u>	<u>147</u>
<b>Total</b>	<b>1,631</b>	<b>327</b>	<b>443</b>	<b>474</b>	<b>488</b>	<b>485</b>	<b>478</b>	<b>482</b>	<b>439</b>	<b>379</b>	<b>336</b>

Notes:

- The number of total parking spaces is only an estimate as striped spaces are generally not provided on the area roads.

Table 7

ON-STREET PARKING OCCUPANCY – RESTRICTED PARKING OR SPACES NOT AVAILABLE TO STAFF/STUDENTS  
WEEKDAY (THURSDAY, SEPTEMBER 11, 2014)

Zones	Inventory	Parking Occupancy									
		7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM
<b>Primary Study Area</b>											
Zone 1	285	17	24	26	27	37	32	35	33	21	19
Zone 2	277	6	11	11	18	26	36	36	35	29	37
Zone 3	188	24	33	47	45	53	54	55	46	45	57
Zone 4	226	21	35	44	43	51	49	37	31	41	50
Zone 5	430	83	105	124	133	149	152	148	158	159	156
Zone 6	<u>268</u>	<u>39</u>	<u>42</u>	<u>66</u>	<u>68</u>	<u>65</u>	<u>68</u>	<u>58</u>	<u>60</u>	<u>70</u>	<u>81</u>
Total	1,674	190	250	318	334	381	391	369	363	365	400
<b>Secondary Study Areas</b>											
Zone 7	62	23	30	35	38	39	35	29	21	17	12
Zone 8	372	42	60	86	99	104	109	103	104	104	99
Zone 9	<u>836</u>	<u>127</u>	<u>153</u>	<u>161</u>	<u>154</u>	<u>177</u>	<u>187</u>	<u>182</u>	<u>179</u>	<u>171</u>	<u>148</u>
Total	<u>1,270</u>	<u>192</u>	<u>243</u>	<u>282</u>	<u>291</u>	<u>320</u>	<u>331</u>	<u>314</u>	<u>304</u>	<u>292</u>	<u>259</u>
<b>Total</b>	<b>2,944</b>	<b>382</b>	<b>493</b>	<b>600</b>	<b>625</b>	<b>701</b>	<b>722</b>	<b>683</b>	<b>667</b>	<b>657</b>	<b>659</b>

Notes:

- The number of total parking spaces is only an estimate as striped spaces are generally not provided on the area roads.

Table 8  
TOTAL ON-STREET PARKING OCCUPANCY  
WEEKDAY EVENING (THURSDAY, SEPTEMBER 4, 2014)

Zones	Inventory	Parking Occupancy		
		7 PM	8 PM	9 PM
<b>Primary Study Area</b>				
Zone 1	370	152	172	151
Zone 2	331	254	258	246
Zone 3	287	196	217	184
Zone 4	226	163	192	200
Zone 5	472	210	268	273
Zone 6	<u>394</u>	<u>213</u>	<u>257</u>	<u>252</u>
Total	2,080	1,188	1,364	1,306
<b>Secondary Study Areas</b>				
Zone 7	871	65	58	55
Zone 8	788	165	155	126
Zone 9	<u>836</u>	<u>147</u>	<u>151</u>	<u>165</u>
Total	<u>2,495</u>	<u>377</u>	<u>364</u>	<u>346</u>
<b>Total</b>	<b>4,575</b>	<b>1,565</b>	<b>1,728</b>	<b>1,652</b>

Notes:

- The number of total parking spaces is only an estimate as striped spaces are generally not provided on the area roads.

Table 9  
TOTAL ON-STREET PARKING OCCUPANCY  
WEEKEND (SATURDAY, SEPTEMBER 6, 2014)

Zones	Inventory	Parking Occupancy							
		7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM
<b>Primary Study Area</b>									
Zone 1	370	27	30	37	41	45	43	41	46
Zone 2	331	3	5	13	16	20	21	20	19
Zone 3	287	85	93	116	128	135	146	150	144
Zone 4	226	107	148	175	181	173	102	47	41
Zone 5	472	90	104	140	196	208	198	196	209
Zone 6	<u>394</u>	<u>144</u>	<u>172</u>	<u>205</u>	<u>211</u>	<u>220</u>	<u>164</u>	<u>120</u>	<u>118</u>
Total	2,080	456	552	686	773	801	674	574	557
<b>Secondary Study Areas</b>									
Zone 7	871	20	30	43	62	82	73	88	78
Zone 8	788	56	77	106	140	154	152	148	145
Zone 9	<u>836</u>	<u>140</u>	<u>154</u>	<u>142</u>	<u>142</u>	<u>134</u>	<u>145</u>	<u>150</u>	<u>155</u>
Total	<u>2,495</u>	<u>216</u>	<u>291</u>	<u>291</u>	<u>344</u>	<u>370</u>	<u>270</u>	<u>386</u>	<u>378</u>
<b>Total</b>	<b>4,575</b>	672	843	977	1117	1171	944	960	935

Notes:

- The number of total parking spaces is only an estimate as striped spaces are generally not provided on the area roads.



Table 10  
 PARKING INVENTORY AND OCCUPANCY  
 AVENUE PARKING GARAGE

Time	Avenue Parking Garage
<b>Parking Inventory</b>	518
<b>Weekday/School Day Parking Occupancy</b>	
7:00 A.M.	209
8:00 A.M.	242
9:00 A.M.	271
10:00 A.M.	302
11:00 A.M.	327
12:00 P.M.	335
1:00 P.M.	319
2:00 P.M.	328
3:00 P.M.	323
4:00 P.M.	305
<b>Weekday Evening Parking Occupancy</b>	
6:00 P.M.	249
7:00 P.M.	250
8:00 P.M.	222
<b>Saturday Parking Occupancy</b>	
7:00 A.M.	190
8:00 A.M.	203
9:00 A.M.	226
10:00 A.M.	249
11:00 A.M.	274
12:00 P.M.	274
1:00 P.M.	276
2:00 P.M.	288