

# FRANKFORT DOWNTOWN PARKING EVALUATION

Analysis and Strategies

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Transportation  
Consultants

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# Project Summary

*Sam Schwartz Engineering* (Sam Schwartz) has conducted a parking study of Downtown Frankfort for the Village of Frankfort, IL. This report represents the methodologies, findings, and recommendations of the study and includes an evaluation of on- and off-street parking conditions, as well as the traffic and pedestrian environment. The process included field surveys for parking supply and demand, online survey, and analyses using statistical data, survey feedback and standards developed by the Institute of Transportation Engineers.

The project focuses on two areas within Downtown Frankfort. The north study area is located north of Old Frankfort Way, and includes a mix of residential and commercial use. The south study area is located south of Elwood Street, and includes the pedestrian core of the community with most of the Village's boutiques and restaurants. Family-friendly events are held in public parking lots or at the Breidert Green Park located within the south study area.

# Existing Conditions

Sam Schwartz completed the inventory of all public and private parking in the study areas including public and private off-street lots and all on-street parking. The inventory verified the number of available parking spaces and the designations of those spaces.

Figures 1, 2 and 3 show the overall study areas and parking inventory in Downtown Frankfort.

## Parking Inventory

The existing on-street and off-street parking spaces in both study areas were inventoried and mapped on a block-by-block basis to verify the number of parking spaces and parking regulations.

## North Study Area

The north study area includes those commercial and mixed use properties generally located along White Street and north of Old Frankfort Way. Parking facilities serving private residences or accessed only from LaGrange Road were not included in this capacity analysis because the spaces are generally not available for non-residential parking or they are not readily accessible to visitors in the north study area. During special event conditions, some of these spaces can support shared parking supply as they do during Fall Festival.

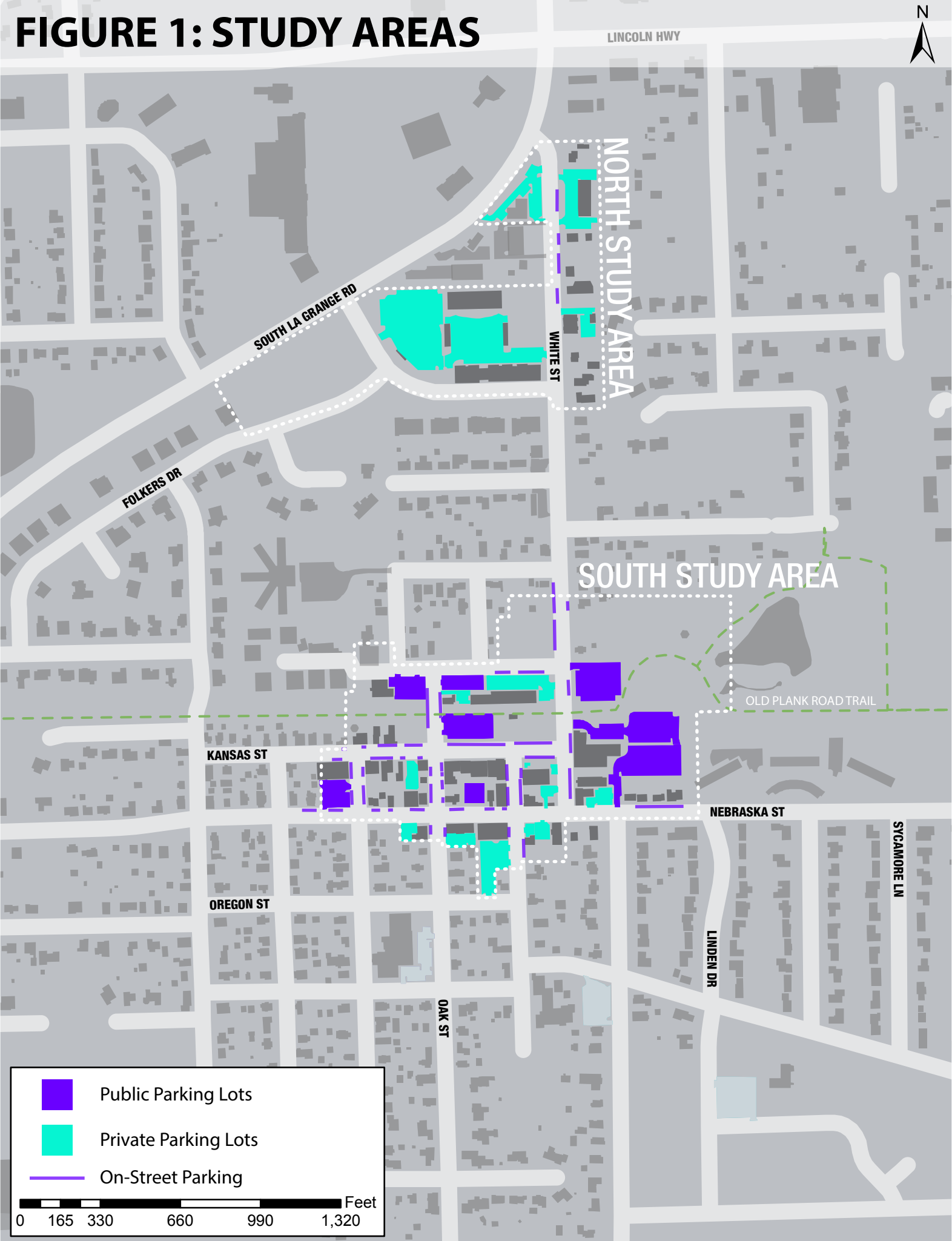
The north study area is comprised of five private lots and on-street parking along White Street. There are a total of 318 parking spaces, including 13 on-street public spaces.

Table 1 is a summary of the off-street parking supply in the north study area.

**TABLE 1: OFF-STREET CAPACITY- NORTH STUDY AREA**

Private Lot/Owner	Capacity	Regular Space Capacity	Handicap Space Capacity
Kurtz Funeral Home	100	94	6
The Square	120	116	4
GNC Consulting	40	38	2
219 N White Street Condos	17	16	1
FrankfortPlace	41	39	2
<b>TOTAL</b>	<b>318</b>	<b>303</b>	<b>15</b>

FIGURE 1: STUDY AREAS





## South Study Area

The south study area includes what most would consider the downtown core of historic Frankfort. Included within the study area are several village-owned properties, purchased for commercial redevelopment but previously occupied by residential uses.

Parking in the south study area includes public on-street parking, public off-street parking, and private off-street parking. There are a total of 841 parking spaces in the study area, of which, 639 are public spaces. Included in the 639 public spaces are 449 off-street spaces and 190 on-street spaces. While not located within the study area boundaries, additional on-street parking is located immediately adjacent to the study area and also serves the downtown area.

As a percent, public parking makes up 76 percent of the parking supply in the South Study Area. By industry standard, at least 50 percent of a Downtown parking supply should be public. The Village's effort to provide ample public parking opportunities has resulted in not only a high percentage of public parking spaces, but a generally well-distributed allocation of parking spaces throughout the South Study Area.

Time restricted parking is limited in Downtown, and mostly concentrated on Ash Street. The public parking lots have no time restrictions.

**Table 2 shows a summary of the off-street parking supply in the south study area.**

**TABLE 2: OFF-STREET CAPACITY- SOUTH STUDY AREA**

Public Lot	Capacity	Regular Space Capacity	Handicap Space Capacity
Hickory & Nebraska (LaSalle Street Securities Building)	28	26	2
35 W Nebraska (unimproved lot)	34	34	0
Breidert Green Lot (Kansas & Oak)	58	56	2
Chamber Lot (Elwood & Oak)	38	38	0
Trolley Barn Lot (11 S White)	100	97	3
1 N White Street Lot (Former Fox Lumber)	93	88	5
Prairie Lot (7 N White)	73	71	2
Fra-Milco Lot (2 Smith St)	25	25	0
<b>Subtotal</b>	<b>449</b>	<b>435</b>	<b>14</b>
Private Lot/ Owner			
106 W Nebraska	11	10	1
Luscombe Gtl Co (106 Kansas St)	16	16	0
28 W Nebraska St	49	47	2
32 W Nebraska St	20	19	1
3 N Oak St	4	4	0
105 Ash St	4	4	0
Star Vision (4 W Nebraska St)	8	8	0
3 W Nebraska	10	10	0
22 N White St	4	4	0
The Grainery Shops (SWC Elwood & White)	62	61	1
3 E Nebraska St	14	13	1
<b>Subtotal</b>	<b>202</b>	<b>196</b>	<b>6</b>
<b>TOTAL</b>	<b>651</b>	<b>633</b>	<b>18</b>

## Parking Occupancy

Parking occupancy surveys of the on-street spaces and off-street parking facilities were conducted throughout the day on four (4) weekdays and a Saturday in March and April 2016. The following lists the days in which parking data is available:

- Tuesday, March 1, 2016
- Wednesday, March 2, 2016
- Thursday, March 3, 2016
- Tuesday, March 22, 2016
- Saturday, April 16, 2016

Our study approach follows the Institute of Transportation Engineer's (ITE) Manual of Transportation Engineering Studies, 2nd Edition. The occupancy surveys were conducted at least once an hour for various time periods between 10:00 AM to 10:00 PM. The objective of the parking counts was to capture typical weekday and weekend parking conditions. Afternoon peak occupancy occurred around the midday lunch period at 1:00 PM, while evening peak occupancy occurred between 6:00 and 8:00 PM.

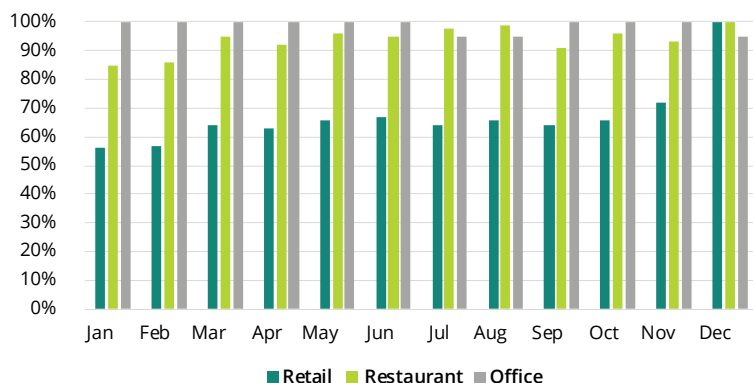
In general, we find only small seasonal variations in typical peak parking demand in a Central Business District. The graph shows monthly demand over a year. Parking in the South Study Area is impacted by weather as it relates to trail and recreational usage, however, so we were sure to capture parking occupancy on a very pleasant warm spring day (April 16, 2016).

*Sam Schwartz* also compared 2016 parking levels to eight (8) data sets collected from May and June 2015. Generally, peak parking demand occurred at the same times, however, overall demand increased by approximately 7 percent since Spring 2015. The increase in parking demand is likely attributable to the new retail and restaurant space opened in the "Sangmeister Building" at 28 W Kansas Street.

## North Study Area

The north study area consists of mostly private parking lots including Frankfort Place, The Square 219 N. White Street Condos, GNC Consulting and Kurtz Funeral Home, as well as some on-street parking along White Street. Any commercial parking lot with access from LaGrange Road only was not included

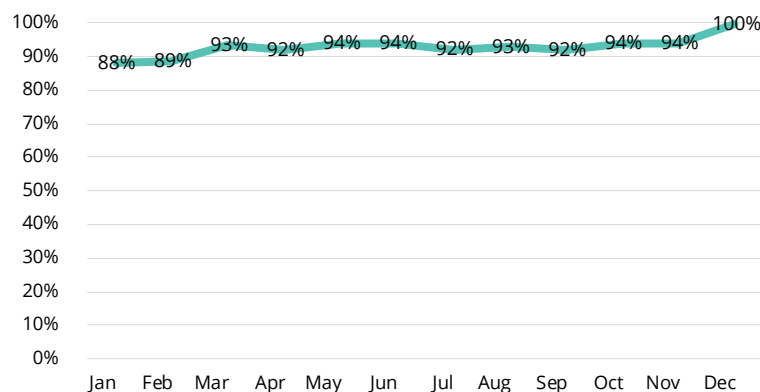
## MONTHLY VARIATION IN TYPICAL PARKING DEMAND



Source: Shared Parking, Second Edition, ULI

The graph shows the monthly parking variation estimates in Downtown Frankfort based on weighted factors accounting for the existing land mix in the study area. This would account for development generated parking demand and not event or recreational demands.

## ESTIMATED PARKING VARIATIONS IN DOWNTOWN





in the study area. The peak overall parking demand in the study area, occurs between 5:00 and 6:00 PM with 42 percent parking spaces occupied.

**Figure 4 (following page) show maps of parking demand during the peak hour of parking usage in the study area on a weekday and weekend.**

As the map shows, The Square is the most occupied lot in the area, followed by Frankfort Place, Kurtz Funeral Home, GNC Consulting, and 219 N White Street Condos.

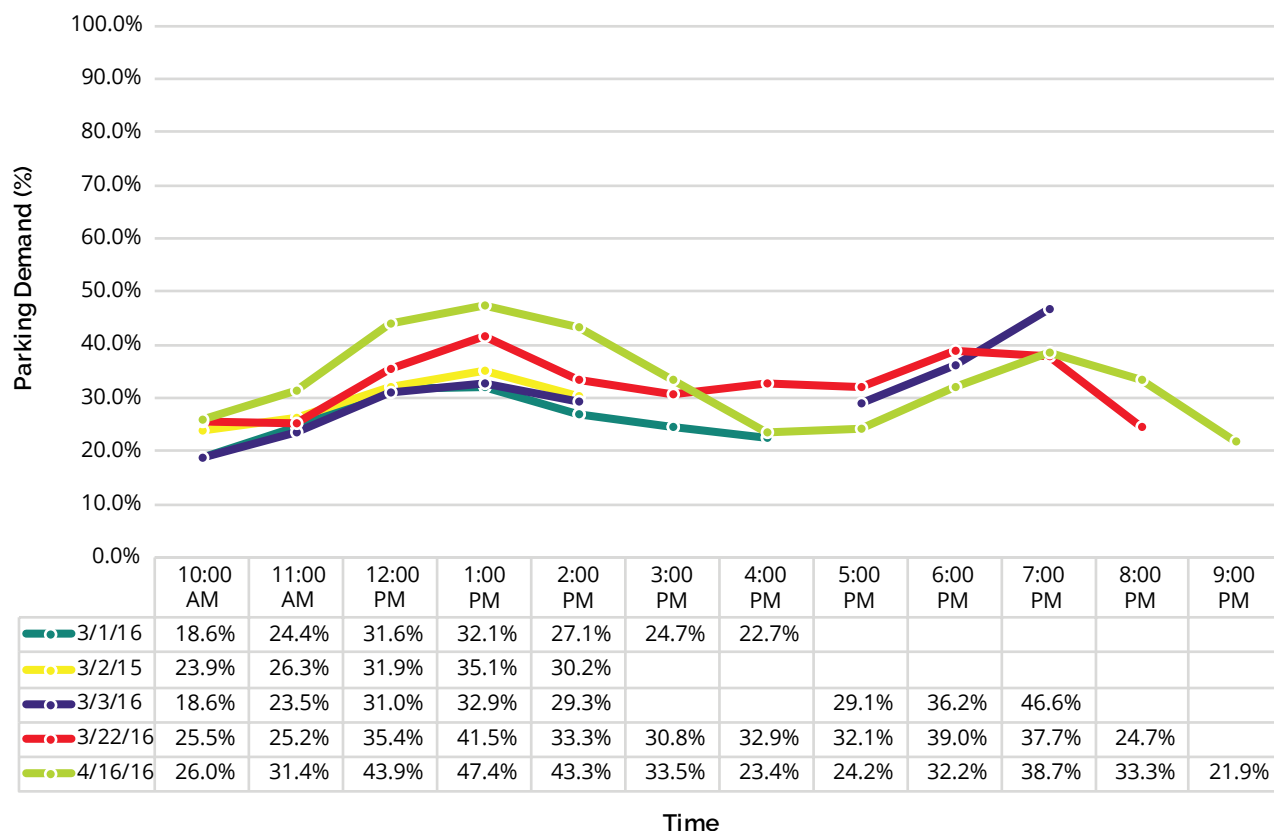
On-street parking demand along White Street between Bowen and South LaGrange Road is low throughout the day. With 13 available parking spaces, peak overall parking demand

was observed to be between 11:00 AM and 12:00 PM with 23 percent parking occupancy. The results of the parking counts show that the individual buildings/sites follow the traditional suburban model with each site providing adequate on-site parking to serve their own parking demand with little usage of any on-street spaces that are available. As such, no further analysis or projections are warranted in the North Study Area.

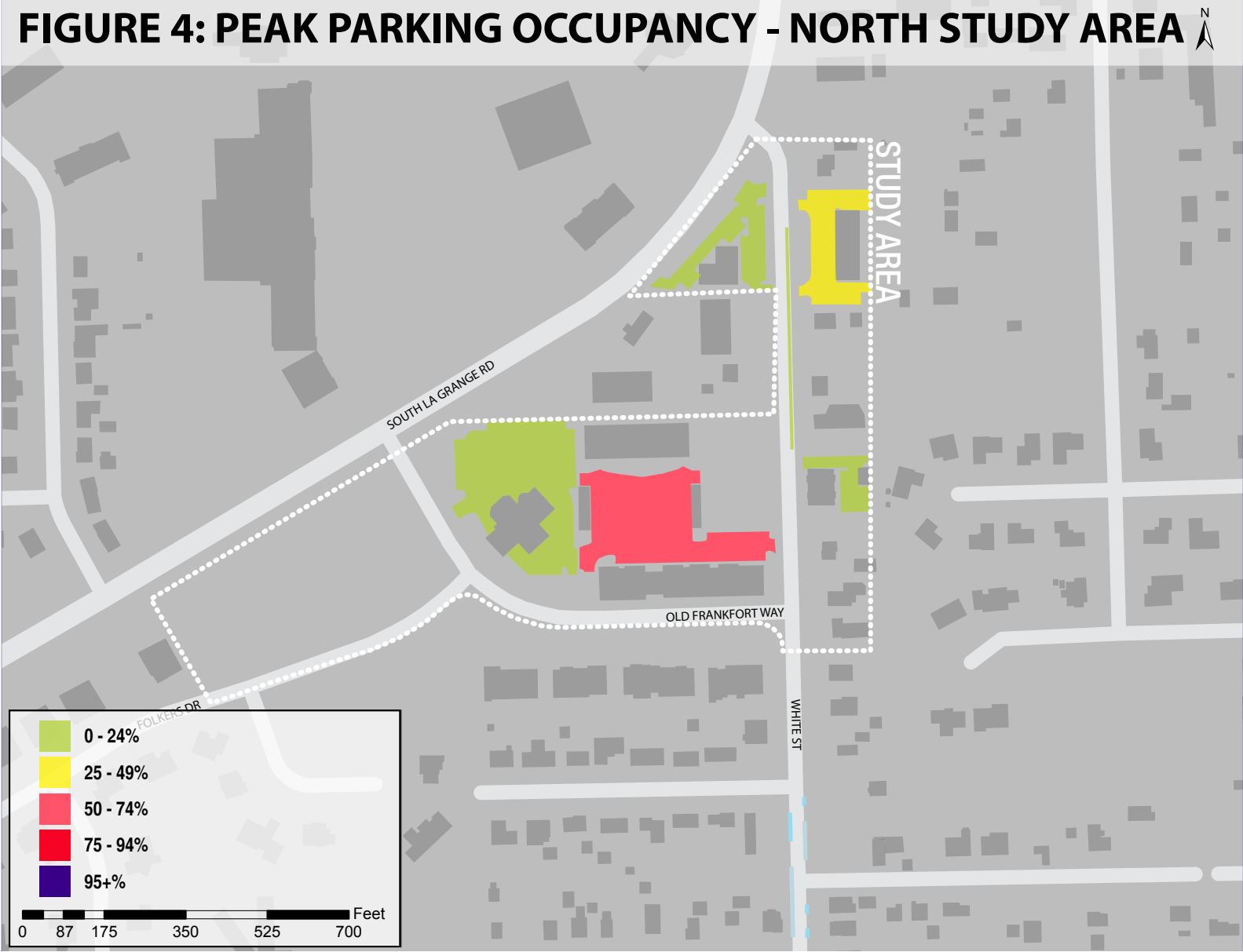
### South Study Area

On-street and off-street public parking occupancies were analyzed together to obtain an overall peak period. Midday peak occupancy occurs at 1:00 PM in the south study area, with an overall public parking demand ranging from 32 percent to 47 percent. During this

## DOWNTOWN FRANKFORT PARKING DEMAND SOUTH STUDY AREA



**FIGURE 4: PEAK PARKING OCCUPANCY - NORTH STUDY AREA**



time, the most occupied public lot is Breidert Green Lot at Kansas and Oak. The least occupied lot during the midday peak hour is the Fra-Milco Lot at 2 Smith Street.

Evening peak occupancy in the south study area occurs between 7:00 PM and 8:00 PM, with a public parking demand ranging from 38 percent to 47 percent. The graph on the next page represents public parking demand in the south study area observed throughout the day.

Off-street private parking demands are consistent between 10:00 AM and 2:00 PM, averaging 31 percent occupied parking spaces. When the public parking facilities peak in the evening at 7:00 PM, private parking demand is lower with an average of 22 percent parking spaces occupied.

**Figures 5 and 6 on Page 9 spatially illustrate public and private parking demand, respectively, throughout the study area during the overall peak hour.**

According to the map, the most occupied public lot in the area is the Breidert Green Lot at Kansas and Oak (+100%), followed by the 35 W Nebraska lot (81%). The least occupied lot is 1 N White Street Lot (Former Fox Lumber site) (5.7%). On-street parking occupancy during the evening peak hour is on average 59 percent occupied over the entire south study area.

**Table 3 compares the peak occupancy of weekdays versus weekends.**

**TABLE 3: DAILY PUBLIC PARKING OCCUPANCY COMPARISON**

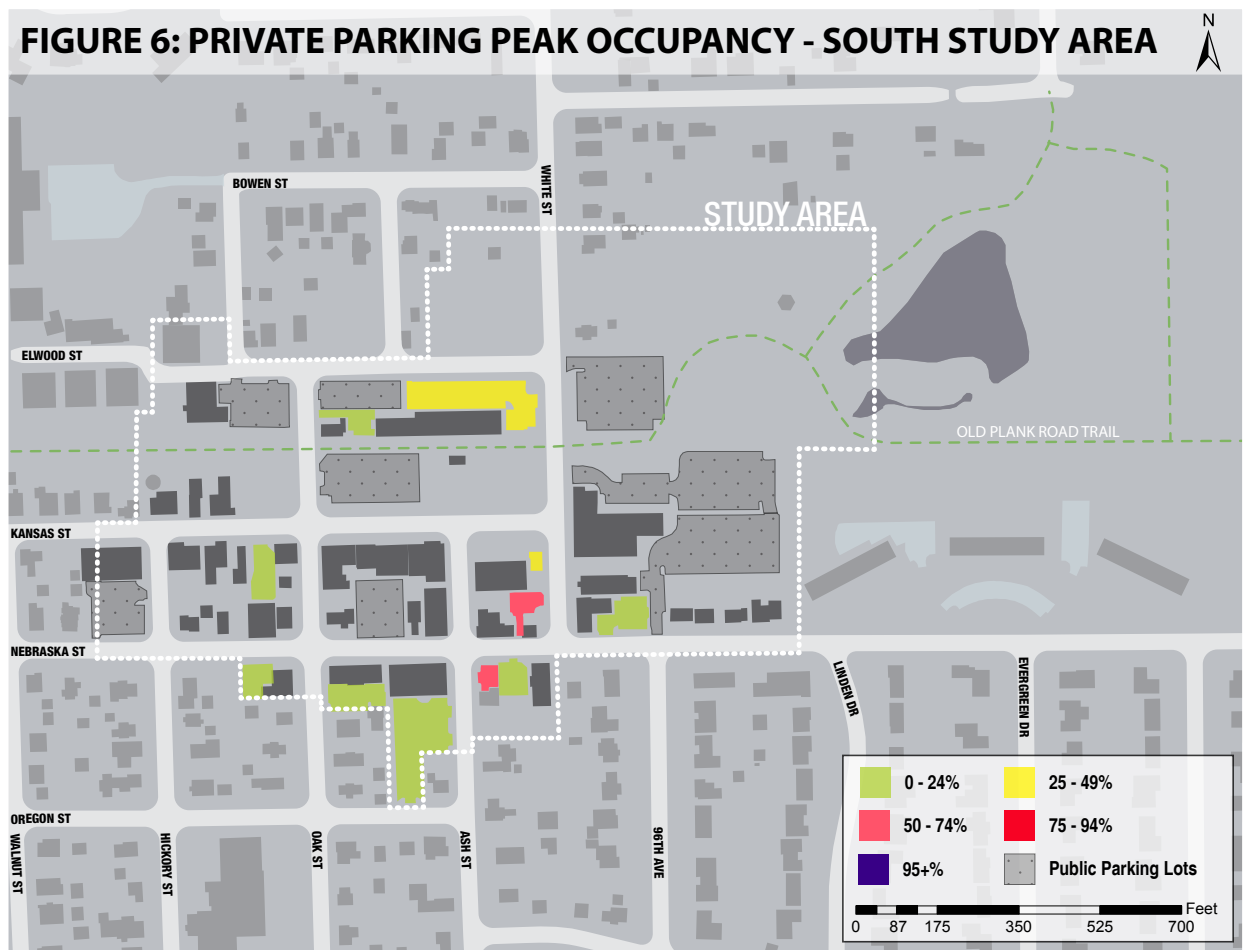
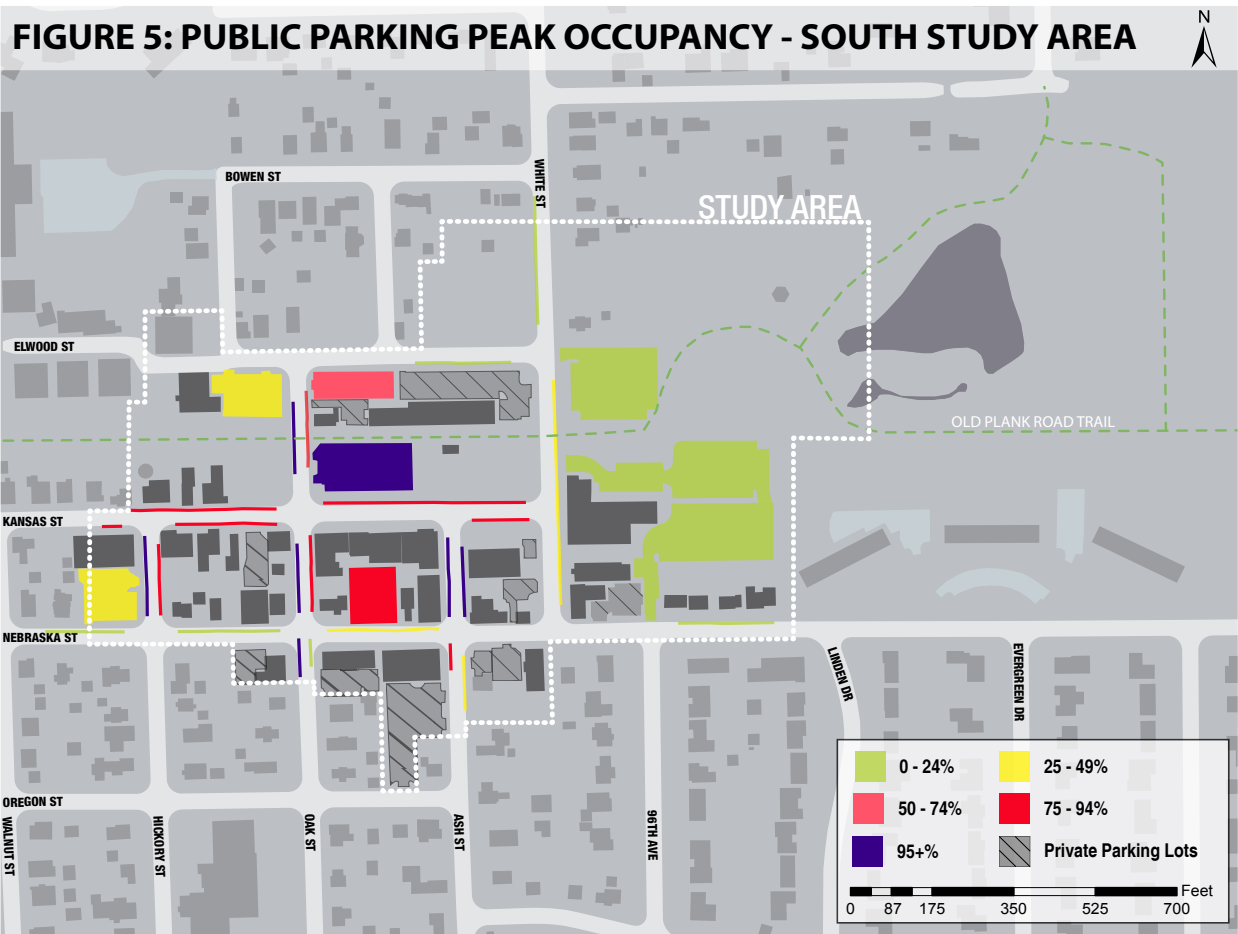
	Weekday (M-Th)	Weekend (F-Sun)
<b>Off-Street</b>		
Percent Occupied	38%	45%
<b>On-Street</b>		
Percent Occupied	68%	60%
<b>On and Off-Street Total</b>		
	47%	47%

*The South Study Area has an excellent public parking pool with 76 percent of all parking resources dedicated as shared public parking, allowing for an efficient use of parking resources. At most, 47 percent of these public parking spaces in the study area are used during typical conditions which indicates more than ample parking is available to meet development-driven demand.*

## On-Street Parking Turnover

A parking duration and turnover study was conducted along Kansas Street, White Street, and Oak and Ash Street between Kansas Street and Nebraska Street, as well as the Breidert Green Lot. The seven block faces included 77 on-street parking spaces marked by pavement markings, and were selected for the turnover study because of their higher observed occupancy rates. Each block face was observed over the course of the survey on Tuesday March 22, 2016 from 10:00 AM to 9:00 PM. The Breidert Green Lot was observed over the course of the survey on Saturday, April 16, 2016 from 10:00 AM to 9:00 PM. License plates of all vehicles parked were observed and noted each hour to determine parking duration.

Parking duration is the length of time vehicles are parked in a given space. Of the total 310 vehicles that were observed parked on-street from 10:00 AM to 8:00 PM, 57 percent stayed for less than an hour, 24 percent stayed between one to two hours, 9 percent stayed two to three hours, and 10 percent stayed three or more. While 81 percent of the parkers in this sample area parked two hours or less, only 53 percent of survey respondents said they typically park two hours or less, with the majority of the remaining respondents selecting the option of two to four hours. The difference between the observed condition and the summary of survey



respondents could be due to chance, but it is probable that the difference is due to an over-representation of longer-term parkers in the survey results.

Of the total parked vehicles in the Breidert Green lot during our survey, 39 percent stayed for less than an hour while 12 percent stayed over six hours. An analysis of the survey responses naturally show a correlation of employees to longer typical visits downtown - approximately 34 respondents say they typically stay downtown over 6 hours, while many of the same respondents answered that they own a business or work downtown. This comparison indicates those parking over six hours are likely employees and that they are utilizing about 12 percent (7 spaces) of the Breidert Green lot.

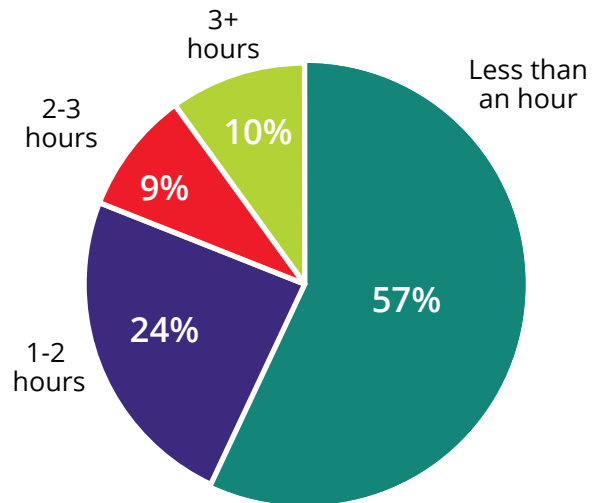
Parking turnover is an indicator of the rate of use of a parking space and the average number of vehicles using a given space during a specified time period. The turnover rate is determined by dividing the total number of vehicles parked in a given location by the capacity. The studied areas overall had a turnover of 4.0. A turnover rate of 1.0 means a parking space is only being used by one vehicle all day and is appropriate only for long-term parking. Typically, a turnover rate of 4.0 indicates a very healthy turnover condition and is preferred for an area's most convenient spaces.

*The turnover of the on-street spaces occurs at a very healthy frequency downtown. Turnover is lower in the Breidert Green lot than the on-street spaces, though at 2.7, the turnover rate remains fairly high. Lower turnover in off-street lots is generally preferred as compared to on-street because on-street spaces are typically the most convenient, highly coveted spaces and should have the highest turnover to be available as customers search for a space. That being said, the prime location of the Breidert Green*

*lot, and the determination that employees are using the lot, indicate potential opportunities exist to increase the turnover rate by limiting use by longer-term parkers.*

## Existing Land Use Mix

### ON- STREET PARKING TURNOVER



The Village of Frankfort provided data on existing buildings in the South Study Area for use in projecting growth over the next five to ten years.

**Table 4 shows a summary of the existing building area in the South Study Area.**

Currently, there are approximately 4.67 public parking spaces supplied per 1,000 square feet of commercial space in the

**TABLE 4: EXISTING  
DOWNTOWN  
LAND USE MIX**

Land Use	Size (SF)
Restaurant	19,967
Retail	40,320
Office	49,036
Vacant	3,502
Other*	24,198
<b>TOTAL</b>	<b>137,023</b>

\*Other includes uses such as the children's museum, bowling alley/pool hall, periodic assembly space, meeting rooms, photo studio and massage space.

South Study Area. Typically, we advise that downtown areas should provide at least 2.0 to 2.5 parking spaces per 1,000 square feet to ensure adequate parking opportunities are available to support a successful downtown.

## Walkability

An active pedestrian environment supports a walkable, vibrant downtown. The needs of a walkable downtown are closely related to a successful parking strategy. Good walking conditions, like safe roadway crossings, adequate sidewalk width, adequate lighting and slow traffic, work together to reduce parking demand and distribute that demand across the system more efficiently as people walk more and further. It is the concept of a “Park Once” environment where those arriving by car can easily park their car one time and stroll to several destinations on foot before returning to their car. On-street parking has been shown to slow traffic through an area which provides the benefit of increasing pedestrian safety and increased business visibility.

The study of walkability focused on the South Study Area as its layout follows that of a traditional walkable downtown. Frankfort’s historic core has excellent pedestrian connections provided by a low volume street grid and continuous sidewalk network. Generally, crossing distances are minimized with narrow streets and curb extensions at intersections. In addition, the Old Plank Road Trail passes through the middle of Downtown and provides direct connections to White and Oak Street, as well as several public parking lots.

Survey respondents identified a lack of lighting to the west parking lot as a barrier to Downtown walkability, as well as the Old Plank Road Trail crossings on White Street and Oak Street.

## Downtown Event Conditions

Downtown Frankfort has established a successful event and festival program that utilizes Breidert Green, in particular, and the surrounding area as a community and regional draw to Downtown. This parking study focuses on typical development-driven conditions because those conditions occur every day of the year and are produced by long-term assets in the downtown. However, since survey respondents clearly indicate parking demand is at its highest during popular community events, the study does not ignore event conditions.

Conducting formal parking counts during events is not included in the scope of this study, however it is our opinion that formal parking counts are not necessary to draw conclusions about how future development affects parking during peak event conditions. Anecdotal evidence makes it clear that parking demand can be very high on a nice warm day during the Frankfort Country Market, Cruisin Frankfort, or any other popular Frankfort event. As such, *Sam Schwartz* reviewed the Village event calendar and existing parking data collected during certain events in 2015.



**Table 5 is a list of regularly scheduled events Downtown that occur at least once per year from April to October.**

In total, of the 214 days from April through October, approximately 80 events occur Downtown on approximately 69 days, most of which are Thursday evenings and Sundays for Crusin' Frankfort and Country Market, respectively. That equates to occurrences on approximately one-third of the days April to October.

*While this existing conditions analysis shows more than an ample amount of parking is available to meet development-driven demand, it is undisputed that highly successful events in the Downtown require the majority of parking resources in the area. The approach, discussed more in the following sections, should not be to build more parking that will remain underutilized much of the year, but rather look at pairing new development with an event management plan.*

## Stakeholder Survey Results

An online 15-question survey was distributed by the Village and open to the public from March 30 to April 28, 2016. The survey was publicized in many forms, including discussion at Board and committee meetings, website links, email blasts, print ads, social media posts and general word of mouth. A total of 576 responses were received. Following are key highlights that Sam Schwartz used to inform the parking analysis and develop parking management strategies.

- Parking is overwhelmingly found to be most difficult during events evident by the number of respondents that chose events as a specific time when parking is most difficult. Friday and Saturday evenings is a close second. All other time periods were chosen by survey respondents significantly less often.

**TABLE 5: DOWNTOWN EVENT SUMMARY – APRIL TO OCTOBER**

Day of Week	Event	Month	Time	Approximate Occurrences per Year
Saturday	Frankfort Half Marathon	April	7:00 AM to 12:00 PM	1
Saturday	Fine Arts Fair	June	10:00 AM to 3:00 PM	1
Saturday	Fishing Derby	June	8:00 to 11:00 AM	1
Saturday	Rib Cook Off	August	1:00 to 3:00 PM	1
Saturday	Bike the Trail	September	10:00 AM to 1:00 PM	1
Saturday/Sunday	Bluegrass Fest	July	10:00 AM to 8/10:00 PM	1
n/a	Fourth of July Celebration	July 4	5:00 to 9:30 PM	1
Sunday	Country Market	April to October	10:00 AM to 2:00 PM	27
Sunday	Concerts on the Green	June to September	6:30 to 8:00 PM	14
Tuesday	Night Out Against Crime	August	6:00 to 8:00 PM	1
Wednesday	Picnic on the Green	July, August	11:30 AM to 1:00 PM	4
Wednesday	Movies on the Green	June, July, August	begin at dusk	3
Thursday	Crusin Frankfort	May to September	5:00 to 9:00 PM or dusk	19
Friday	Library on the Green	June, July	10:00 to 11:00 AM	4
Thursday– Monday	Frankfort Fall Fest	September	Varies	1

- Dining downtown and attending an event downtown were the most popular choices describing the primary reasons for going Downtown. Unsurprisingly as much, most open comments about parking where related to dining and events.
- Several comments on the allocation/ signage of spaces - time limits, handicap, etc. – indicate this is an element of the parking system to explore further.
- Respondents indicate employees using prime parking spaces in the central Breidert Green area is an issue that warrants consideration as parking management strategies are explored.
- Several comments that parking demand seems to be increasing was substantiated through a comparison of 2015 and 2016 data.
- The Old Plank Road Trail crossings on White and Oak Streets are clearly a concern of respondents apparent by the number of times mentioned in the open response sections.
- Several respondents cited a desire for more bike connections to and bike parking within Downtown.

## Parking Scenario Analysis

### Existing Needs Analysis

This section summarizes the south study area's existing parking needs. Because analysis of the entire Downtown south study area as a whole does not represent spatial differences in use of the system, this analysis summarizes the existing and future parking needs Downtown by subarea that generally reflect a walkable area where parking is "shared." Downtown was broken into five zones (A-E) that represent a walk shed in which a Downtown visitor would park and visit a destination without having to walk more than one block, and visit a second destination without moving their vehicle. Typically, we conduct walk shed analysis on a three block basis since three blocks is often perceived as a reasonable distance to walk without moving a vehicle. However in Frankfort's case, using a three block walk shed would aggregate most of the parking in a single downtown zone. Recognizing the walk sheds are unusually small and parking can easily be shared between the zones, we combined our analysis into an overall East/West zone to address reasonable cross-zone parking opportunities.



**FIGURE 7: SUBAREAS AND EXISTING PARKING NEEDS**

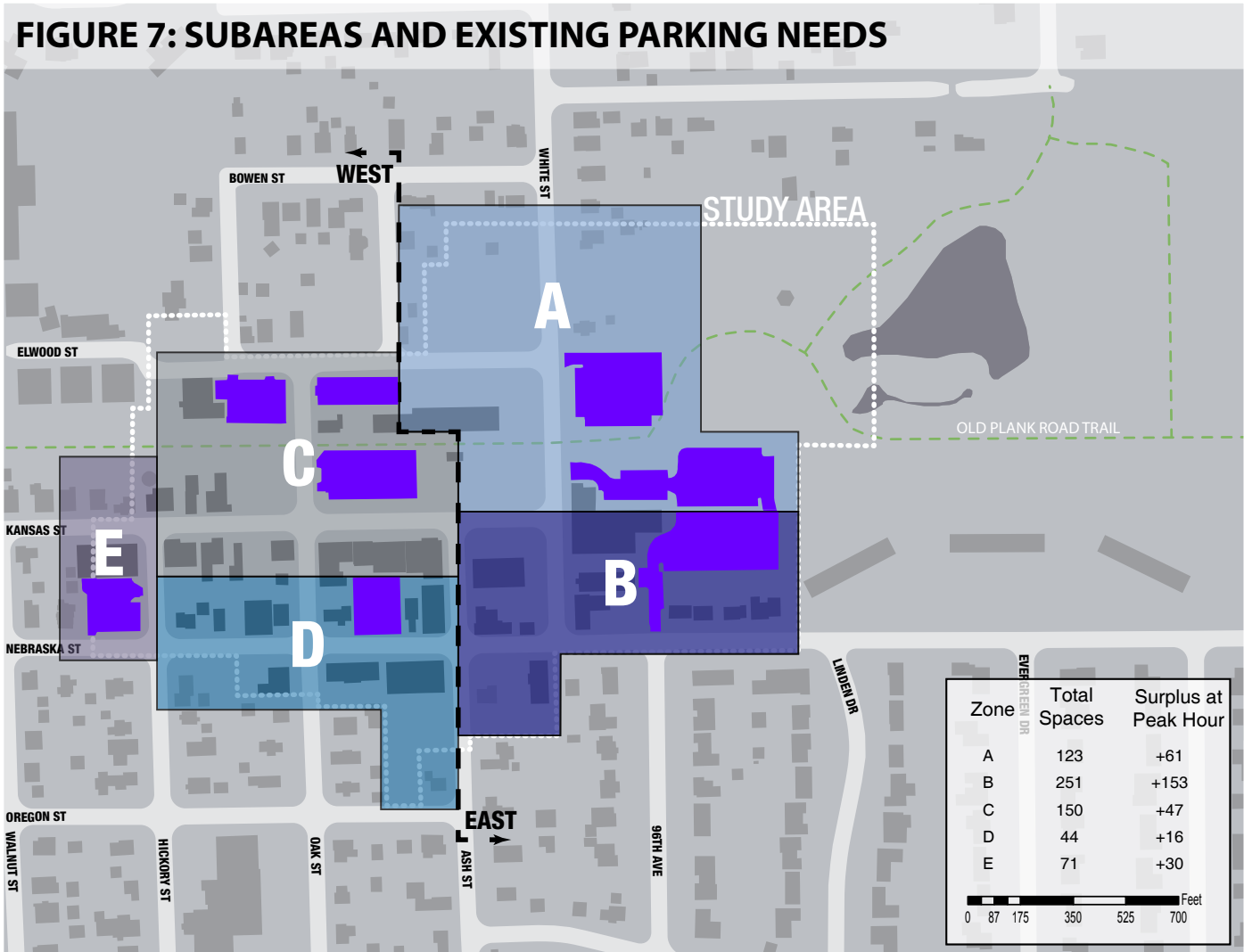


Figure 7 shows the study area broken down into the zones.

**TABLE 6: EXISTING PARKING NEEDS SUMMARY**

ZONE	EAST		WEST		
	A	B	C	D	E
No. of Parking Spaces	216	158	150	44	71
Parking Demand by Hour					
10 AM	28	52	62	15	27
11 AM	37	52	67	19	30
12 PM	76	55	81	18	36
1 PM	87	73	86	20	41
2 PM	75	64	73	10	39
3 PM	40	69	56	10	39
4 PM	39	54	33	11	33
5 PM	43	45	37	26	25
6 PM	45	44	88	28	35
7 PM	45	44	103	28	41
8 PM	34	26	91	27	31
9 PM	12	10	55	24	9
Surplus/Deficit at Peak of Day	+129	+85	+47	+16	+30
Surplus/Deficit by E/W zone	+214		+93		

Table 6 illustrates the existing parking needs of downtown broken down by these zones. The results show there is no area Downtown with less than 16 unoccupied parking spaces within a block walk during typical peak conditions on non-event days.

## Future Needs Analysis

This section of the report estimates future parking demands and assesses the adequacy of the future public parking supply. Assumptions were developed for potential redevelopment scenarios in Downtown categorized as Near-Term (0-5 years), Mid-Term (5-10 years) and Long-Term (10-15 years) development opportunities. Sam Schwartz performed an analysis to determine future parking adequacy in each of these three development scenarios.

Parking adequacy is the difference between the parking supply provided and the projected parking demand generated by the future development scenarios. To determine the future

parking demand, published parking generation standards were referenced and added to the existing utilization including Institute of Transportation Engineers Parking Generation, 4th Edition and the Urban Land Institute's Shared Parking, 2nd Edition. Parking supply was adjusted to account for possible changes to parking lots in the Downtown. For example, a property intended for commercial redevelopment might have the opportunity to add on-site or on-street parking supply to offset their demand generation. Alternatively, another site could be developed that would reduce the existing supply. The following tables show future projected parking demand for each development scenario throughout the day for each Walk Zone compared to parking supply.

**TABLE 7: FUTURE PARKING NEEDS SUMMARY**

ZONE	EAST		WEST		
	A	B	C	D	E
No. of Parking Spaces	216	158	150	44	71

*Surplus at peak of day*

Near-Term Scenario	+27	+61	+17	+16	+30
Mid-Term Scenario	+27	+23	+15	+16	+30
Long-Term Scenario	+27	+23	0	+10	+30

Table 7 shows the projected public parking supply and demand under each redevelopment scenario.

**Near-Term:** approximately 53,000 sf of redevelopment including 18,700 sf retail, 9,000 sf restaurant, 25,000 sf office

**Mid-Term:** (cumulative) approximately 67,000 sf of redevelopment including 23,700 sf retail; 12,000 sf restaurant and 31,000 sf office

**Long-Term:** (cumulative) approximately 80,000 sf of redevelopment including 31,500 retail; 14,000 sf restaurant and 34,500 sf office

Parking demand is generally well accommodated throughout the Downtown in all the scenarios. Most of the new development in the Near-Term scenario is projected in Zone A which is where a surplus of approximately 27 parking spaces is shown during the peak time of the day. At that same time, there is large parking surplus in Zone B also, immediately adjacent to the subarea. Under the Mid-Term Redevelopment scenario, more development is assumed in Zone B, so compared to the Near-Term scenario, some of the parking surplus in Zone B is utilized but a surplus remains even during the peak time of day. Under the Long-Term Redevelopment scenario, development is assumed in Zone C and, overall, parking demand is accommodated throughout the Downtown in this scenario, although Zone C does reach capacity under this long-term scenario.

## Findings

**The parking study observations, scenario analyses and stakeholder feedback indicates the following key findings:**

- The Village has a walkable, well planned parking system. On-street parking is provided as the most convenient option for customers and experiences a high turnover which is preferred to serve the most customer demand as possible. Generally, the off-street parking supply is located on the periphery of Downtown, serving the land uses while maintaining the pedestrian core. The Breidert Green parking lot is an exception, as it is located within the pedestrian core of Downtown in a prime open space or developable location.
- Some enhancement areas were identified where the number of on-street parking spaces could be increased or clarified and pedestrian connections improved.
- The existing condition observations show, at most, 47 percent of the public parking spaces in the South Study Area are used during typical conditions which indicates more than ample parking is available to meet development-driven

demand.

- The existing condition observations show that the North Study Area follows a traditional suburban development pattern in that each use generally provides its own on-site parking supply and does not rely on on-street spaces or shared opportunities with other properties. New development in this area should follow suit absent a master plan that modifies how parking is allocated in the North Study Area.
- The Village's existing parking supply is adequate in both number and distribution to support new commercial development and expansion of the downtown core. Even when an aggressive future development scenario is considered, adequate parking is projected to be available to meet projected development-driven demand. We see no evidence to suggest Frankfort is at risk of a development-driven parking problem over the next ten years.
- While we tested multiple development scenarios, it is unlikely actual built conditions will exactly follow our models. As development progress, the Village should continually evaluate each project on a case-by-case basis, using the shared parking evaluation method published by the Urban Land Institute or other equivalent methods. It would be counterproductive and detrimental to the character of Frankfort's downtown to ignore the unique nature of a downtown environment and apply zoning regulations designed for suburban-form on-site parking in the South Study Area. This is not to say each development should not account for its impact to parking demand, rather recognize that providing on-site parking downtown is not the only solution and it often is the wrong solution.

- Frankfort has built a successful event and festival program with occurrences on approximately one-third of the days April to October. These highly popular events in the Downtown require the majority of parking resources in the area. Event parking demand is a separate condition from everyday development-driven parking demands and should be accommodated with a separate parking strategy. An event parking management plan should be implemented to accommodate event demands and building more parking that will remain underutilized much of the year should not be considered, as the negative impacts of overbuilt parking on land use, transportation and economic development are well documented.

## Parking Strategy Options

Based on the needs analysis and feedback received at the Downtown Parking Study Public Open House held on June 1, 2016, the parking strategies below were developed as options for the Village to support the long-term economic vitality of the Village of Frankfort.

### Increase on-street parking.

As part of the analysis, several locations were identified to increase the number of parking spaces and also improve pedestrian connections to and between the parking areas to enhance the appeal of walking further.

- White Street: introduce on-street parking to portions on the west side of the street between Elwood Street and Kansas Street, being mindful of sight-lines for those crossing White Street at the Old Plank Road Trail.
- Kansas Street: Consider converting the traffic flow to one-way westbound from

White Street to Oak Street and introduce on-street parallel parking along the south side of the street. As an alternate or in addition, evaluate the cost/benefit of introducing diagonal parking to the north side of Kansas Street between Ash and Oak Streets

- Oak Street: stripe parallel parking stalls on the west side of the street between Elwood Street and Kansas Street to clarify use.
- Oak Street: introduce diagonal parking between Kansas and Nebraska Streets
- Elwood Street: incorporate additional on-street parking with new development along Elwood

### **Explore the feasibility of introducing valet parking.**

Valet parking or attended parking is a process that involves a parker dropping their vehicle at a station and an attendant parks and retrieves the vehicle. Options include the attendant parking the vehicle in a regular space, parking vehicles in tandem to increase supply or parking in remote parking lots. A shared valet parking program has been successfully implemented in nearby La Grange, IL where the Village budgets approximately \$50,000 per year for the program. The service may include more than one drop-off and pick-up station within a district. The service should be offered free to customers.

### **Develop an event parking management plan.**

The Village has staff dedicated to organizing and coordinating Downtown events. This coordination should include an event parking management plan. Elements of this plan may include increased shared parking coordination. For example, more unused private parking could be used for overflow parking for event days during the year, rather

than building to peak parking needs which will remain empty for most of the year. It may also include elements such as a parking lot "Fill" strategy; a traffic management strategy; coordination strategies for police, Village staff, and volunteer staff; public communication; variable sign locations, as necessary; and valet parking options to increase parking density (stack vehicles) in certain lots during peak demand times.

### **Strengthen pedestrian connections to parking and destinations.**

Improve the trail crossing on White Street and Oak Street with enhancements including signage and pavement enhancements at both locations and curb extensions on Oak Street. It is recommended that at both crossing locations Bicycle/Pedestrian Warning should be placed in advance of and at the crosswalk. Guidance for sign W11-15 in the Manual on Uniform Traffic Control Devices is provided in Section 9. It is also recommended that high-visibility crosswalk striping is installed at both crossings to bring more attention to the crosswalk for passing motorists. Traditional white-bar, continental-style striping is recommended as a low cost, long-lasting treatment, but other pavement treatments are effective. The existing concrete does not currently offer enough contrast for the motorist. The stop sign facing the trail users should remain.

In addition, explore the feasibility of strengthening the pedestrian path connecting the two public parking lots on Oak Street to each other across the trail to provide connectivity. And add pedestrian lighting to the west parking lots.

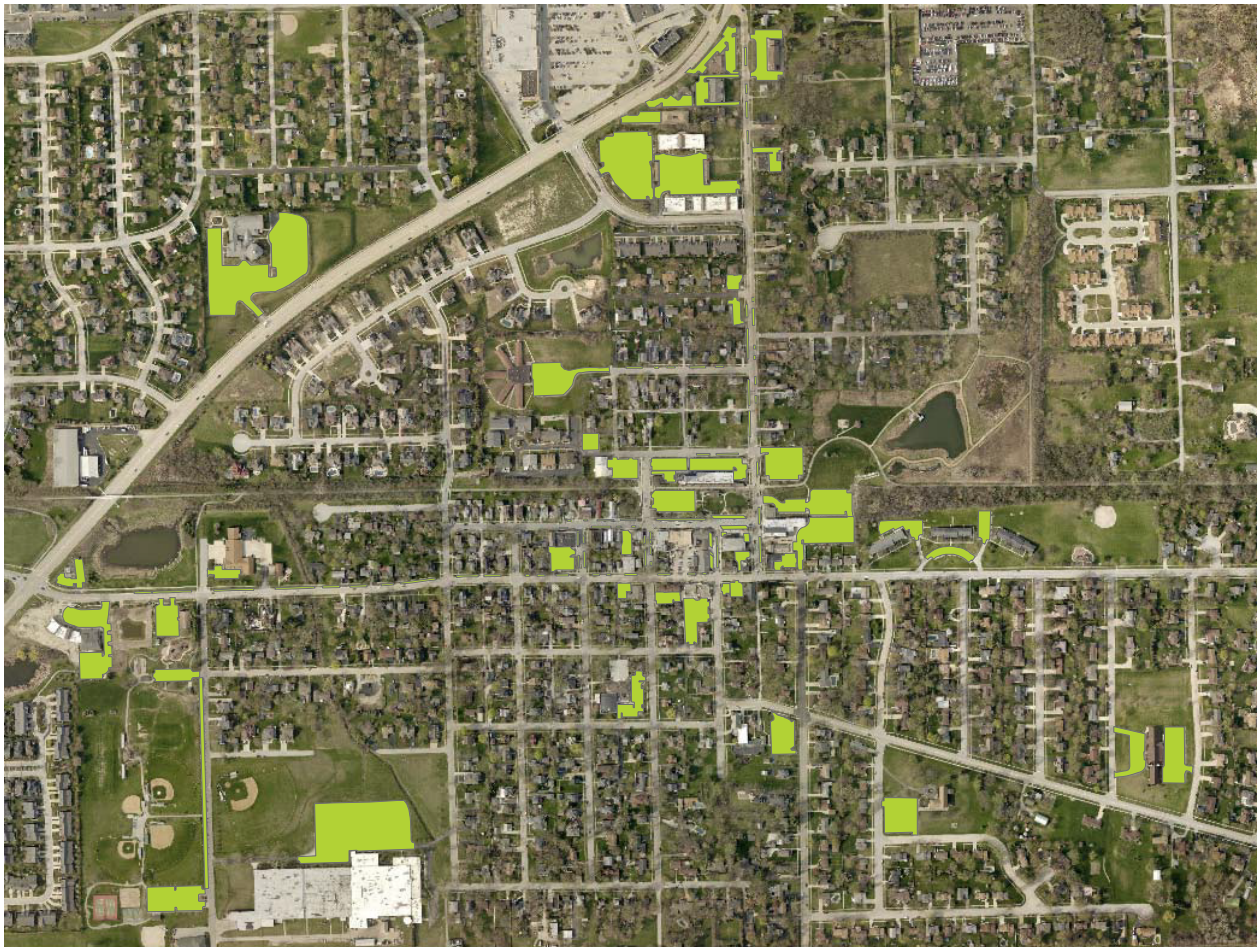
### **Introduce more bike parking Downtown.**





Pedestrian warning signage at trail crossing.

## FIGURE 8: VILLAGE PUBLIC AND PRIVATE PARKING



Providing more bike parking was requested by many survey respondents and is a key, low-cost improvement that cross promotes the Old Plank Road Trail and Downtown destinations.

### Consider eliminating the Breidert Green parking lot.

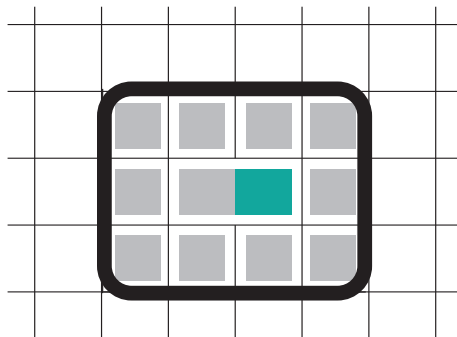
From a land use perspective, the Breidert Green parking lot is inappropriately located within the true pedestrian core of Downtown Frankfort. The appropriate approach to parking planning in a small central business district is to maximize on-street parking and maintain off-street parking around the periphery of a pedestrian-oriented core, leaving the most desirable land for development or community space. Observations and survey input also indicates the location

of Breidert Green impacts, in a way, the psychology of parking Downtown - setting an unrealistic expectation that everyone should be able to park immediately adjacent to some of Downtown's primary destinations. Elimination of the parking lot creates a prime development parcel or the opportunity to expand the popular Breidert Green.

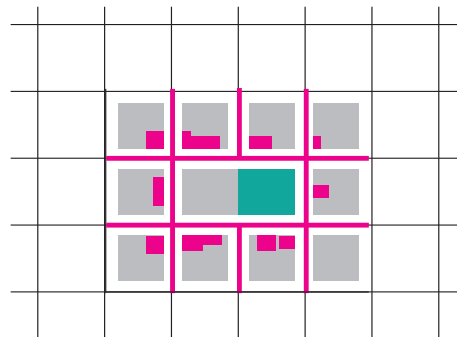
### The graphic below illustrates the objectives of parking in a Downtown district like Frankfort.

Removal of the lot was not included in the future needs analyses presented previously but should be considered as future development proposals are evaluated.

#### Downtown District

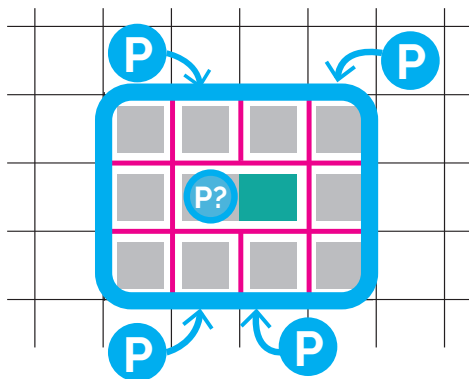


Multi-block downtown district with central gathering space



#### On-Street Parking

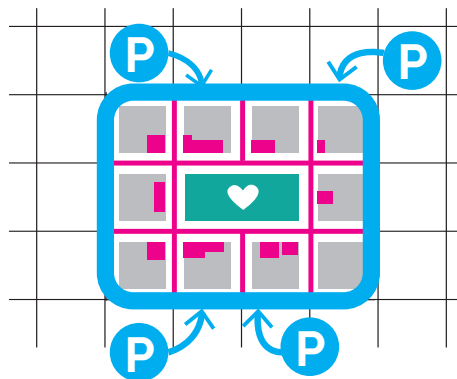
On-Street parking serving individual blocks, shorter stays



#### Ring Parking Lots

Off-street parking lots serve the entire district, encouraging multiple-stop trips and longer stays

Central parking lot undermines logic and simplicity of parking



#### Expanded Central Gathering Space

By removing land dedicated to off-street parking in the central district, that land use can be used to expand public amenity or for new development

### **Consider expanding time restrictions.**

Many downtown areas use time restrictions to manage parking supply, often limiting the best spaces to a maximum of two to three hours. Such restrictions force longer-term parkers to locate their vehicles in lots further away from popular parking areas. To be effective, manageable and understandable, the Village should avoid establishing too many different time restrictions. A three hour limitation is recommended for all on-street spaces and in the prime Breidert Green parking lot.

### **Exercise caution if/when considering construction of new parking facilities.**

When planning for parking, the village should recognize the source of parking demands and the impact parking lots can have on a vibrant downtown area. For example, Frankfort's very successful event program currently stresses parking resources at certain times and may lead some to conclude more parking should be provided to accommodate peak event conditions. If considering such a question, the village should recognize event conditions tend to be variable over time, they're often correlated with weather and seasonality and they have the ability to shift, change and relocate based on changing needs or level of public interest. On the other hand, parking infrastructure is both costly\*\* and permanent and is best developed to serve demands that are also permanent in nature. Otherwise, if permanent parking infrastructure is built to support intermittent or event-driven demand, the Village should expect it will create underutilized parking areas that typically detract from, rather than enhance, the more urbanized feel of a downtown area.

**\*\*Surface parking = \$4,000 per space;  
Structure parking (above grade) =  
\$25,000 per space; Underground  
parking = \$35,000-45,000**



## Table 8: Parking Strategy Option Matrix

Option	Description	Advantages	Disadvantages	Cost
<b>Infrastructure</b>				
<b>A</b>	Introduce on-street parking to west side of White between Elwood and Kansas	• Increase parking supply by 3	• Caution should be used in determining trail crossing sight lines	\$
<b>B</b>	Convert Kansas to one-way westbound in order to introduce on-street parking to the south side of the street between Ash and Oak	• Increase parking supply by 10-11 spaces	• Changes traffic pattern through Downtown	\$\$
<b>C</b>	Introduce diagonal parking to the north side of White between Ash and Oak	• Net increase of 8 spaces	• Lose green parkway space along park	\$\$\$\$
<b>D</b>	Stripe parallel parking stalls on the west side of Oak between Elwood and Kansas	• Clarify use of existing underused parking spaces	• Needs clearer signage	\$
<b>E</b>	Widen Oak between Kansas and Nebraska to introduce diagonal parking	• Net increase of approximately 3 spaces	• Limited cost/benefit	\$\$\$\$
<b>F</b>	Incorporate additional on-street parking with new development	• Require as part of development process	• Should be used in conjunction with curb extensions to minimize crossing distances	\$
<b>G</b>	Increased pedestrian lighting	• Walkability		\$\$\$
<b>Pedestrian/ Bike Enhancements</b>				
<b>H</b>	Trail crossing warning signage on White and Oak	• Standard safety design		\$
<b>I</b>	Curb extensions at trail crossing on Oak	• Shorten crossing distance and define parking lane	• Maintenance	\$\$
<b>J</b>	High-visibility crosswalk striping on White and Oak	• Standard safety design and low maintenance	• Visual appeal	\$
<b>K</b>	Continue to increase bike parking supply	• Cross promotion of OPR trail and Downtown destinations	• Good placement must be ensured to maintain ped space	\$
<b>Policy</b>				
<b>L</b>	Explore the feasibility of a valet parking program	• Customer benefit and maximizes shared parking	• Implementation	\$\$\$\$
<b>M</b>	Develop an event management plan	• Maximizes use of existing parking resources	• Staff intensive coordination	\$
<b>N</b>	Consider eliminating the Breidert Green parking lot	• Protects pedestrian core and introduces land use opportunity	• Reduction in prime parking supply	\$\$\$\$
<b>O</b>	Consider expanding time restrictions	• Can increase turnover and limit employee abuse	• Requires enforcement	\$\$

\$- Under \$5,000  
 \$\$- \$5,000 – 15,000  
 \$\$\$- \$15,000 – 25,000  
 \$\$\$- Over \$25,000