



# TRANSPORTATION & PARKING COMMISSION

## MEETING AGENDA

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**Date:** February 12, 2020  
**Time:** 7:00 p.m.  
**Location:** Council Chambers – Village Hall  
801 Burlington Avenue

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- I. Call To Order
  - II. Roll Call
  - III. Approval of November 20, 2019 Meeting Minutes
  - III. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
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**1. File # 1-20 Downtown Parking Study**

**Action Requested:** Discussion

**Description:** Staff is initiating this meeting based on the 2019 Downtown Parking Study. This is the first meeting in a series that will discuss the downtown parking issues and recommendations based on the study. This first meeting is only for discussion and presentation of the study. Future meetings will have specific recommendations for the Commission to vote on.

- IV. Old Business
  - V. Communications
  - VI. Adjourn
- 

*This is a tentative regular meeting agenda that is subject to change.*

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**TRANSPORTATION AND PARKING COMMISSION**  
**Minutes – November 20, 2019**  
**Council Chambers – Village Hall**  
**801 Burlington Avenue, Downers Grove**

Commissioner Carter called the November 20, 2019 meeting of the Transportation and Parking Commission to order at 7:03 P.M. and led the recitation of the Pledge of Allegiance.

**ROLL CALL**

**Present:** Commissioners Wilkinson, Carlson, Novak, Carter

**Absent:** Commissioners Wrobel, Jenkins, Schiller

**Staff:** Public Works Traffic Engineer Will Lorton, Officer Fisher, Public Works Administrative Secretary Andrea Banke

**Visitor Roster:** Noelle Schwartz, Mike Pries, Kim Breyer, Brady Dunlap, Mrs. Dunlap, Mary Boyle, Dr. Kevin Russell

A quorum was established.

Commissioner Carter reviewed the procedures to be followed for the meeting, explaining that the Commission will forward a recommendation to the Village Council for approval.

**APPROVAL OF AUGUST 14, 2019 MINUTES**

**COMMISSIONER WILKINSON MOVED TO ACCEPT MEETING MINUTES AS PRESENTED. COMMISSIONER NOVAK SECONDED THE MOTION.**

**ALL IN FAVOR. THE MOTION PASSED UNANIMOUSLY BY VOICE VOTE 4:0.**

**PUBLIC COMMENT ON NON-AGENDA ITEMS**

No public comment on non-agenda items.

Commissioner Carter proceeded to files on the agenda.

**File #8-19 Kingsley School Parking Regulation Revisions & Crossing Guard Position**

Traffic Engineer Will Lorton stated this is a joint partnership between Village Public Works staff, Village Police Department, and District 58. Previously there had been multiple items brought forth to the Transportation and Parking Commission over the last few years for Kingsley School. Each time it has been an individual item addressed individually. This time it is being looked at more comprehensively. This study was based on resident feedback and took a wholistic approach looking at the adjacent streets to the school and student pickup and drop off. The study included staff review of available data as well as site visits where staff worked with District 58 and the Police Department to get a better understanding of the limitations and challenges within the area. The existing drop off and pickup times lead to some confusion and congestion around the school. Problems that exist include cuing issues, sight distance, parking and congestion. The proposed revisions will eliminate parking on one side of the side streets which causes increased

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congestion. Concerns from residents have been voiced about traffic around the school. Based on information gathered and meeting with the District, Village staff has recommendations to put into place. Recommendations:

1. School presently has a single crossing guard at Norfolk and Powell Street. The first recommendation is a crossing guard at the intersection of Barrett and Norfolk. The process for the position will be finalized in the coming days and operation is anticipated to begin as soon as possible. Any interested parties, parents, or residents are encouraged to apply. Posting for crossing guard positions are listed on the Village website.

2. Staff worked on the area where buses are typically cuing with District 58. Bus cuing area lead to buses overhanging onto Powell Street and the crossing at Powell and Norfolk. Staff will continue to work with District 58 to monitor the issue and ensure buses do not overhang the intersection, cause sight distance issues, or block crossings.

The next series of recommendations will most likely take place over winter break with Village staff working with District 58 for that timing:

1. More formal installations of school drop off zones on Powell and Norfolk. The one on Powell will be just south of Norfolk in a place that was zoned for a kids cab, that is not being used for that and is presently used by parents. The location on Norfolk is east of Barret where the roadway widens, and will support additional parked vehicles. Both locations have sufficient roadway width to support vehicles stopping and unloading.

2. Powell St. north of Norfolk on the east side, Barrett St. north of Norfolk on the west side, Saratoga Ave. north of Norfolk on the west side are the areas for parents to park and drop off children. These will be signed no parking 9am to 11am which will allow parents to park during both the morning and afternoon hours. Parking is reduced to one side of the street only to reduce congestion and promote safety. Initially the request was from 8-11am for drop off, but meetings with District 58 determined the time change from 9—11am to accommodate the parents who park and walk their children to the school.

Next step with regulations is the crossing guard will be handled differently and staff will try to get that in place as quickly as possible. For the regulations with the parking, staff will draft ordinances with code, revisions which will be taken to Village Counsel for approval. Following Counsel approval, signage will be installed and staff will work with the School District on the timeline for that. Once all of the improvements are implemented, staff will work with District 58 to monitor the effectiveness to make sure both safety and traffic flow have positive impacts around the school. Staff has received calls and emails that are beyond the scope of this study, and those items will be forwarded to the District because they include items such as changing the busing, zones and extra-curricular activities in the afternoon which the Village is unable to address.

## **COMMISSIONER CARTER OPENED UP THE PUBLIC COMMENT PERIOD**

### **PUBLIC COMMENT ON AGENDA ITEMS**

1. Noelle Schwartz: Repeating information from March 2019 meeting for new Commissioners. Illinois State Report Card stats: Kingsley Elementary has increased enrollment over 15% in the past 3 years. Community around Kingsley is growing. Old homes on large lots are being replaced with two homes, and many young families have joined the community. Hopes Village recognizes need and reevaluates safety of neighborhood children based on increased traffic. Kingsley is one block from Downers South which has an enrollment of 2700 students according to US News report which is over 3100 students commuting every day to Kingsley and

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DGS. Norfolk St. is the main road to Kingsley and one of the most traveled roads to DGS. Traffic during these commutes is not safe with vehicles breaking laws and people have been hurt. Unsupervised crosswalks on Norfolk at Kingsley with no stop signs. Only crossing guard was elderly who fell and was injured while on duty. Last year parents started a petition with over 600 signatures for additional sidewalks and stop signs at Saratoga and Norfolk at Powell. Parents requested District 58 and Will Lorton come up with solutions and went to Village meeting to voice concerns. There still has not been much progress since start of the school year. Teachers placed on the corners at Kingsley cannot cross the kids. Mr. Lorton indicated the walking surveys did not show enough traffic within specific time frames for stop signs. The police station does not have enough crossing guards to provide Kingsley with additional help. At the Village meeting the board recommended a strong police presence and ticketing, which is not happening. Requests for documents from the police department from 8/19/19 to 9/07/19 at the start of the school year showed police checked in at DGS 25 times, DGN 21 times, and Kingsley 1 time. Was crossing her 8-year-old at a marked crosswalk on Norfolk and was beeped at by high school bus as they were crossing. High school buses, students, and parents use Norfolk as a drag strip. The community is more concerned with safety of the children than numbers for stop signs. Has called DGS to ask why buses are routed down side streets of the elementary school and spoke with Omar Davis the assistant principle of DGS. Mr. Davis stated bus companies determine fastest route. Community wants high school buses to use main roads. On Norfolk in front of Kingsley there are 3 crosswalks, 1 crossing guard during arrival and dismissal, and no stop signs. This is not adequate for safety. Was told by the Village that stop signs will slow things down and change traffic, but that is what residents want. December 8, 2018, Mr. Feeley was retrieving his mail at 5:30pm and was struck by a car at 1015 Norfolk two blocks from Kingsley. The person who hit Mr. Feeley did not stop or come forward, and his family has filled out a police report. Mr. Feeley's injuries were life threatening and he may never recover. A neighbor has lost 2 dogs that were hit by cars. Mr. Davis also stated that DGS has hired a third-party consultant to work with the high schools and Village to make their pickup and drop off safer. Parents at DGN and DGS received an online traffic study to collect data and keep traffic safer. Finds it shocking that the youngest and most vulnerable children in the neighborhood are being overlooked. Pleaded with District 99, District 58, and the Village to look at DGS, Kingsley and the surrounding community altogether. Shared this information March 13, 2019 and yet 8 months later they have not seen progress. Read in Suburban Life Newspaper that District 99 and the Village paid Sam Schwartz Company \$81,000 to come up with recommendations for safer traffic around DGN and DGS. The article stated the fee would be divided evenly between District 99 and the Village, each paying around \$45000. Attended the meeting at DGN and the recommendations Sam Schwartz has for DGN and DGS are: DGN – review signal timing to prioritize for pedestrians, school zone 20mph in front of DGN, Main St. speed limit reduced to 25mph Ogden to south of DGN, convert 4 lanes to 3 on Main St. between Sherman and Prairie, pedestrian islands at Sherman, Grant, and Lincoln, pedestrian scale lighting between Sherman and Lincoln, decrease posted speed limit and install speed feedback signs, install school speed limit, curb extensions, added sidewalk and raised intersection. DGS – light and crosswalk at 63<sup>rd</sup> and Springside approved for installation, changes on Dunham being discussed, fencing and streetscape on 63<sup>rd</sup>, decrease posted speed and install feedback at stop signs, new access to DGS on Dunham with a drop off proposed by District 99, smaller turning radius and curb extension, midblock crossing at Dunham, relocate crosswalk and install traffic signal at Oxford. Spoke with Kelly Connelly from Sam Schwartz who presented a traffic study around DGS and told her of concerns surrounding Kingsley. Mrs. Connelly stated she studied Norfolk from Main St. to the high school, and that she was shocked and recommended a 4-way stop sign at Powell and Norfolk by the elementary school. Met Dr. Thiele

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and voiced concerns about Kingsley. Dr. Thiele stated study was initiated after the tragedy at DGN and to give time for the elementary schools. District 99 and the Village have spent around \$80,000 to work with outside companies to give District 99 the Village recommendations, which if carried out will cost much more. Sam Schwartz stated they will have to work with the County to make some recommendations happen.

The Village is not working with District 58 to make their schools safer as much as they are the high schools. The rec center at Belmont has a new drop off and every Sunday she sees two police officers in front of St. Joe's crossing adults with children from parking lot to parking lot. There are two lights on each end of the block but the Village supplies officers every Sunday. There is a police officer at the corner of Wellness Way and the parking garage by Good Samaritan hospital, but the Village cannot provide any stop signs or crossing guards at Kingsley. Requesting the Village support Kingsley and District 58 and that the tragedy at DGN should help to make all students safe, not just the high school students. A resident recently contacted channel 2 news who did an investigative piece on one of the DG elementary schools and the dangerous traffic and speeding around the school. Downers Grove says there's no threat to public safety. District 99, District 58, and the Village need to work together to look at traffic around Kingsley and make changes.

2. Kim Brier: PTA President at Kingsley and mother of 6 children. Lives 3 blocks from Kingsley on Adelia and does not allow children to walk to school. Adelia is a 2-block street between Main St. and Saratoga. There are 32 children between 0-16 on her block, and 56 children within both blocks of Adelia. March 2019 meeting, they pointed out neighborhood was cut through for drivers avoiding light at Main St. At 3 different points on Saratoga are places where children would cross, but there is no signage or painted crosswalks where children could cross. Asking Village to pay attention to that area and entire radius around Kingsley. There were 20 parents present at March 2019 meeting who voiced concerns about traffic and limited stop signs on Carpenter Street. As PTA president works closely with school administration. They are not willing to stop or allow something horrible to happen in order for the Village and PD to make changes. There are 425 children at various points throughout the day who deserve attention as much as the high schools. It's not just about the data, it's about the kids who deserve to be protected.

3. Mike Pries: Potential for a 4-way stop sign at Norfolk and Powell. Feels the current 2-way stop is more of a hazard than a 4-way yield or stop would be for disruption of traffic flow. Thinks a 3-way stop should be put in at intersection of Powell and Palmer. There are 4-way stops to the west on Dunham at both of those intersections. It may be worth considering around perimeter of school on Powell and Palmer to convert those to one-way streets. May create less of a hazard and conflict in area to make those streets one way whether east or westbound. May reduce traffic flow and create less of a lane for DGS buses at least for half of the day.

4. Brady Dunlap: Lives on the side of Norfolk Street without a sidewalk. Goes to school early and doesn't feel safe crossing due to high schoolers and traffic coming from that side. Traffic does not stop on the corner of Norfolk and Saratoga. Walks through the grass or gravel in neighbor's yards to get to Kingsley. Does not feel safe crossing street with all the cars.

5. Mrs. Dunlap, Brady's mom: Has lived on Norfolk between Carpenter and Saratoga for 12 years. Recent years have seen a lot of new homes built in area with more people and increased traffic. Would like sidewalk to be put in on side of street where there is none. There is a crosswalk at Norfolk and Saratoga that traffic does not stop for. Consider stop "horse" sign. DGS

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has a new stop sign and horse in parking lot. Would like stop horses put along marked crosswalks at Kingsley school. Concerned with sidewalk on south side of Norfolk and natural prairies in ditches and requesting prairie growth be kept a shorter height due to sight issues. Parked cars are along Norfolk during the day when it is not allowed. Has photos. People walk on shoulder instead of crossing the street due to safety concerns. Wants to know if cars are supposed to stop for marked crosswalks even without a horse stop sign. School buses don't stop for the kids and friend's daughter almost got hit.

6. Mary Boyle: Daughter at Kingsley and two younger children who will also attend. When dropping off at school people cannot see pedestrians. Many blind spots. A 4-way stop would eliminate issue if everyone has to stop. Younger kids don't always look and need crosswalks. Kids have to walk across neighbor's yards for safety.

7. Kim Brier: Asked Officer Fisher about the cost of a ticket for passing a school bus with stop arm out. Officer Fisher believes it's \$250 but will double check. Asked the number of citations that have been written since March 2019 for vehicles passing stopped school buses. Office Fisher did not have the information but stated PD has been in the area enforcing. Asked when data can be made available and Office Fisher said through a FOIA request at PD. Stated she is there every day two times a day every day for 40 minutes and has not seen a ticket written since March 2019. Teachers no longer allowed to help kids cross the street due to insurance in case they are hit by a car, yet children are expected to cross on own without supervision. Asked if the Village split the \$80,000 bill with District 99 for the study. Mr. Lorton stated he did not have the information on that.

8. Dr. Kevin Russell District 58 Superintendent: Thanked all Village staff for work done and listening, for addressing this issue in separate meeting for students, thanked parents for advocating for safety of students, and thanked Brady for student perspective. Invited everyone in attendance to a meeting January 7, 2020 as follow up to learn more about Village recommendations and how the school District can do things differently. Looking at school procedures and ready to make amendments Village recommends. Busing on Norfolk is being addressed with District 99 and 5 morning routes and 4 afternoon routes have been moved off Norfolk. Does not include activity buses and there are still 2 morning routes and afternoon routes on Norfolk. Will continue to ask District 99 to remove routes from Norfolk and look at own busing. Wants to know about buses not stopping at crosswalks and asks residents to report it to school district.

Safety study with District 99 went first and District 58 has been talking to Village and is interested in continuing and deepening partnership with Village at all 13 sites. He, principle, and assistant principle are always open to hearing concerns and care about safety.

## **COMMISSIONER CARTER CLOSED THE PUBLIC COMMENT AND OPENED DISCUSSION AMONGST THE COMMISSION**

Commissioner Carter asked about March 2019 meeting and cut through traffic from 63<sup>rd</sup>. Mr. Lorton spoke with the County and more discussion is required due to District 99 study and timing of traffic lights. Commissioner Carter thanked District 58 for meeting attendance.

Commissioner Wilkinson inquired about the status of the original petition for the stop sign. Mr. Lorton stated it can be looked at again in the future and counts can be taken again in a year. Asked if the current proposal is phase one in terms of what is being done for safety. Mr. Lorton

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stated that it will be monitored to ensure changes are working and compliance from buses and everyone present is happening, and further changes can be made. Asked if sidewalks can be put onto the Public Works list for completion. Mr. Lorton stated that current sidewalk policy is to put sidewalk on one side of every street. The process for a location without a sidewalk is to request it with a formal petition. Has copies of the petition with him. Previous petition received was a list of names with nothing attached to it. Will begin overall review of area and impacts. Ditches, trees, drainage system all factors. Residents can begin formal petition. Asked if there are any issues with afternoon dismissals or daytime activities. Mr. Lorton stated based on study, there do not seem to be issues outside of AM and PM peaks. Focus was on arrival and dismissal times for schools. After school activities would require a larger study. Asked if there was any discussion about staff monitoring for feedback and insight. Mr. Lorton stated they will have to rely upon District 58 to observe and give feedback.

Commissioner Novak asked Officer Fisher if the police department has dedicated patrol staff to Kingsley. Fisher stated there is a minimum of a series of directed patrol who are based in certain zones. Kingsley is on the directed patrol list and officers have been out there, but does not have exact number of times officers have been out there. Asked about use of technology such as camera systems to deter vehicles from passing stopped buses. Mr. Lorton stated that would have to be approved from someone higher up than himself and he can pose the question. Suggested there may be safety grants to help with cost.

Commissioner Carter asked crosswalk placards be put up in crosswalks to encourage vehicles to yield for pedestrians. Can be put up and taken down just for school hours. Thinks sight lines are being reduced, bus drop off area, extra crossing guard at Barrett, and District outreach to teach students about crossings will all be helpful. Impressed with Village recommendations and believes they are comprehensive and have tremendous benefits. Would like to see cut through traffic halted and police presence increased.

Commissioner Wilkinson asked Officer Fisher if traffic is supposed to stop on Norfolk when buses are stopped in drop off zone with stop sign out. Officer Fisher stated yes, the only time traffic does not need to stop is when there is opposing traffic on a four-lane highway. Loading is dictated by stop arm, not flashing lights. Arm out means everyone has to stop. District 58 is considering if Norfolk is the correct place for buses to load and unload including daycare buses. Wilkinson requested that officers look for and ticket vehicles not stopping for school buses.

**WITH RESPECT TO FILE #8-19, MR. WILKINSON MADE A MOTION TO ACCEPT THE RECOMMENDATIONS BY STAFF AS PRESENTED WITH THE CAVEAT THAT CONTINUED OBSERVATIONS OCCUR.**

**SECONDED BY MR. NOVAK.**

**ALL IN FAVOR. THE MOTION PASSED UNANIMOUSLY BY VOICE VOTE 4:0.**

**DISCUSISON OF OLD BUSINESS:**

File #7-19 41<sup>st</sup> Street and Washington Street Traffic Control Revisions. The all way stop will not be pursued with a code revision. Code enforcement will actively pursue compliance with a sight distance. Once the sight distance is restored, the previous warrants are no longer met for the all-

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way stop. The code does allow for Community Development to approach the resident and have them clear the sight lines.

**Communications**

No communications to discuss.

**ADJOURN**

**MR. CARTER MOVED TO ADJOURN, SECONDED BY MR. NOVAK.  
MOTION CARRIED UNANIMOUSLY BY VOICE VOTE 4:0.**

Commissioner Carter adjourned the meeting at 8:02 PM.

Respectfully submitted,

/s/ Andrea Banke  
Recording Secretary



**VILLAGE OF DOWNERS GROVE  
REPORT FOR THE TRANSPORTATION AND PARKING COMMISSION  
FEBRUARY 12, 2020 AGENDA**

<b>SUBJECT:</b>	<b>SUBMITTED BY:</b>
Downtown Parking Analysis	Jason R. Zawila, AICP Planning Manager

**BACKGROUND**

In 2011, the Village conducted a comprehensive downtown parking study. The purpose of this study was to ensure that the Village, in cooperation and coordination with the Downtown Downers Grove Management Corporation (DMC), was managing available parking in a manner that best serves downtown Downers Grove. As part of the 2011 effort, parking management practices were reviewed and recommendations for modifications were made. Since 2011, a significant amount of change has occurred in the downtown and it was determined that the study is in need of an update. Significant projects include the Marquis on Maple, Burlington Station and Maple & Main (which collectively added and additional 259 residential units); and the opening of several new restaurants and retail establishments.

The Village's 2019-2021 Long Range Plan includes as a Priority Action Item, Develop and Implement a Downtown Parking Plan.

**DOWNTOWN PARKING ANALYSIS**

Earlier last year, the process for stakeholder engagement was led by Rich & Associates. Parking system observation and counts were completed by Rich and Associates and Walker Consulting and finally, analysis and recommendations were prepared by Walker Consulting. As part of this process, it was important to provide comprehensive and useful information based on user perceptions as well as data and analysis.

The final study (attached) provides the following:

- An analysis of the impacts on parking in the Downtown from the three recently constructed buildings (Marquis on Maple, Burlington Station and Maple & Main)
- An analysis of parking supply and demand overall
- Recommended improvements to parking operations and options available to expand parking resources

At their [December 17, 2019](#) meeting the Village Council accepted the downtown parking system presentation and reports (also attached to this staff report) and referred discussion of the matter to the Transportation and Parking Commission and Downtown Management Corporation.

**RECOMMENDATION**

The purpose of the February 12, 2020 Transportation and Parking Commission meeting is to initiate discussion on recommendations to the Village Council regarding improvements to the downtown parking system. At the February 12, 2020 meeting staff will present an overview of the study and seek *general initial* feedback.

In addition to this meeting, it is expected that the Transportation and Parking Commission will further discuss this item during their March meeting and provide recommendations to Village Council during the April meeting.



# Downtown Parking

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Presentation to Village Council  
December 10, 2019





# Introduction

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Downtown parking has always been a challenge

# 5th Avenue New York City, 1900



# Downtown Downers Grove, 1959



# Downtown Downers Grove, 1987



# Downtown Downers Grove, 2019





# Overview of Presentation

1. The Challenge
2. Parking as a Public Service
3. The Process
4. The Survey Results
5. The Key Findings
6. The Recommendations
7. The Next Steps



# The Challenge

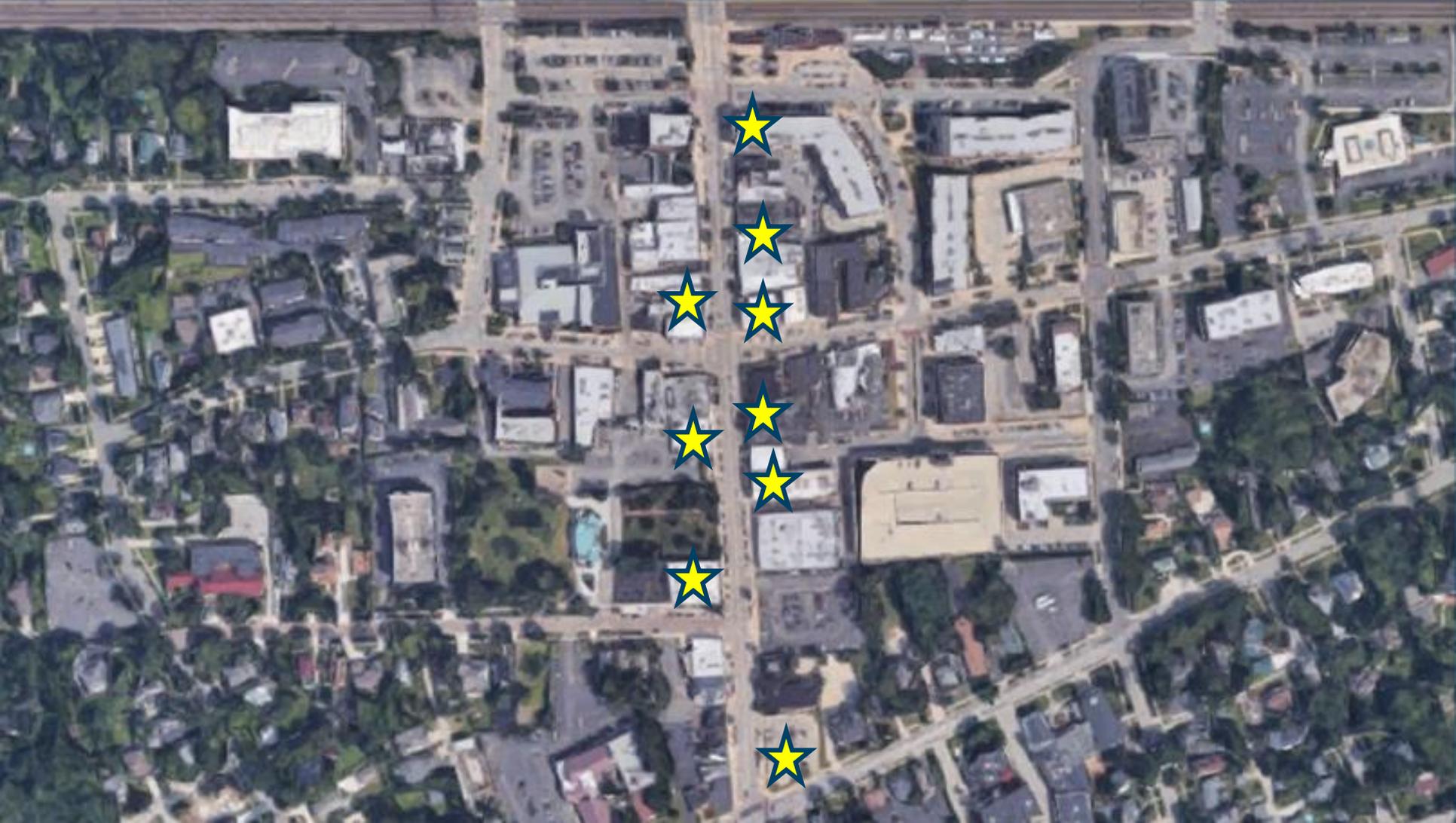
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Balancing Desirable Attributes of Downtown  
with Parking



## Desired Attributes of Downtown:

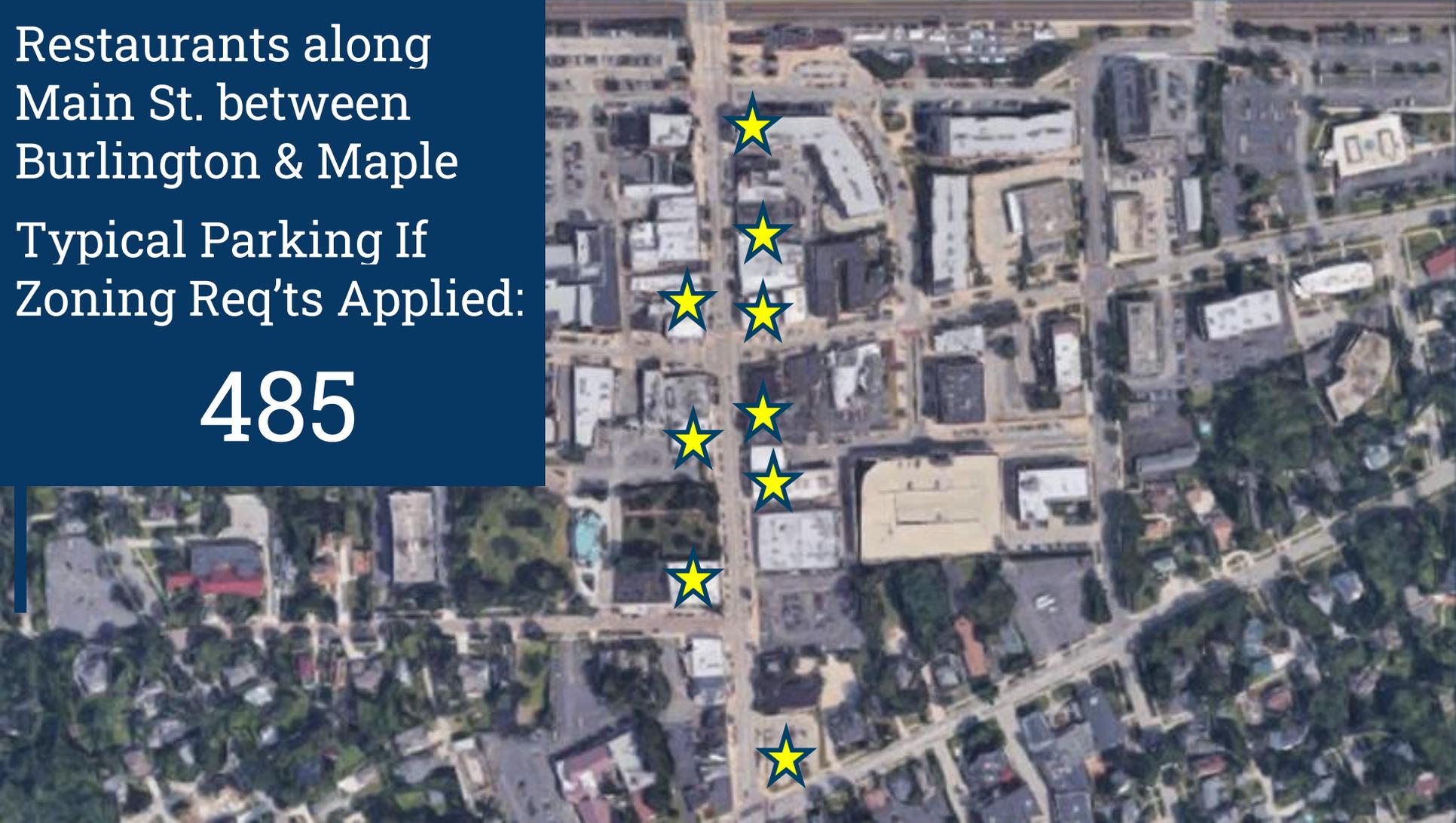
- Mix of uses: retail, service, office, entertainment, civic, religious, etc.
- Compact and walkable
- Transit-oriented
- Center for events & activities
- Charming and authentic
- Heart of the community



Restaurants along  
Main St. between  
Burlington & Maple

Typical Parking If  
Zoning Req'ts Applied:

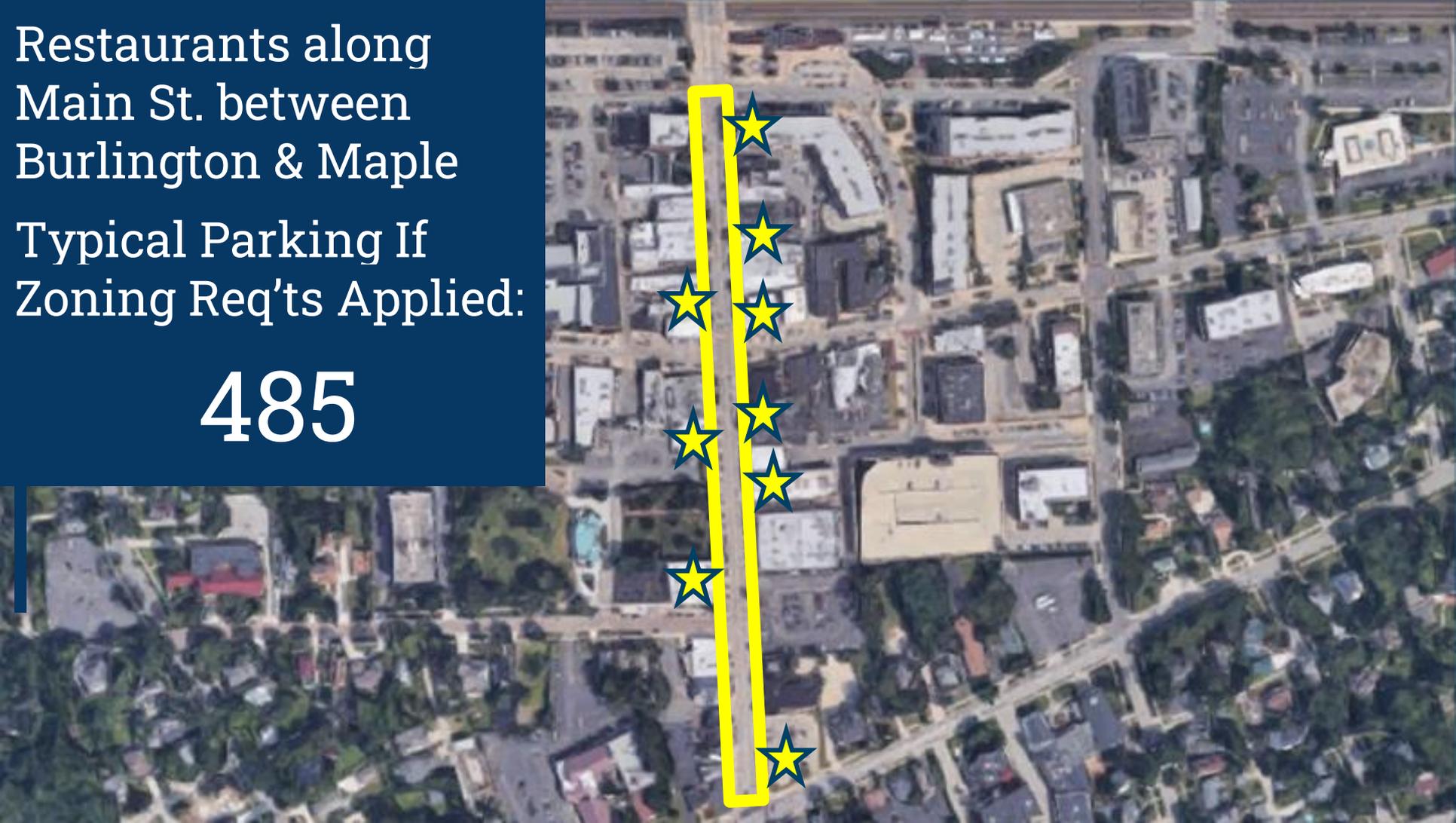
485



Restaurants along  
Main St. between  
Burlington & Maple

Typical Parking If  
Zoning Req'ts Applied:

485



For restaurants along  
Main St. between  
Burlington & Maple -  
Typical parking If  
zoning req'ts applied:

**485**



On-Street spaces on  
Main Street from  
Burlington to Maple:

**65**



# Parking as a Public Service

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The  
Village of Downers Grove  
is in the business  
of creating a  
desirable  
Downtown

The  
Village is also in the  
business of providing  
public parking  
Downtown

The amount, location &  
price are all policy decisions  
that result in a level of service





It may be helpful to start thinking about Downtown parking in terms of a level of service.

Google

Imagery ©2019 Google



It may be helpful to start thinking about Downtown parking in terms of a level of service.



# The Process

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# The Process

1. 2011 Parking Study Conducted by Rich & Assoc.
2. 2019 Parking Study Update
  - a. Stakeholder Engagement led by Rich & Assoc.
  - b. Parking System Observations & Counts Performed by Rich & Assoc. and Walker Consulting
  - c. Analysis & Recommendations by Walker Consulting



# The Survey Results

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Open online survey conducted in June 2019

## Survey Results Summary

1. 1,606 total responses from residents/visitors, Downtown employees, Downtown business owners & commuters
2. 79% stated that there are not enough publicly available spaces for customers and visitors
3. 80% of respondents are willing to walk two blocks or less
4. 46% of visitors most often park on the street, while 46% park in the deck or a public lot
5. 53% indicated there is not enough commuter parking
6. 44% of business owners do not have a policy discouraging employees from parking on street



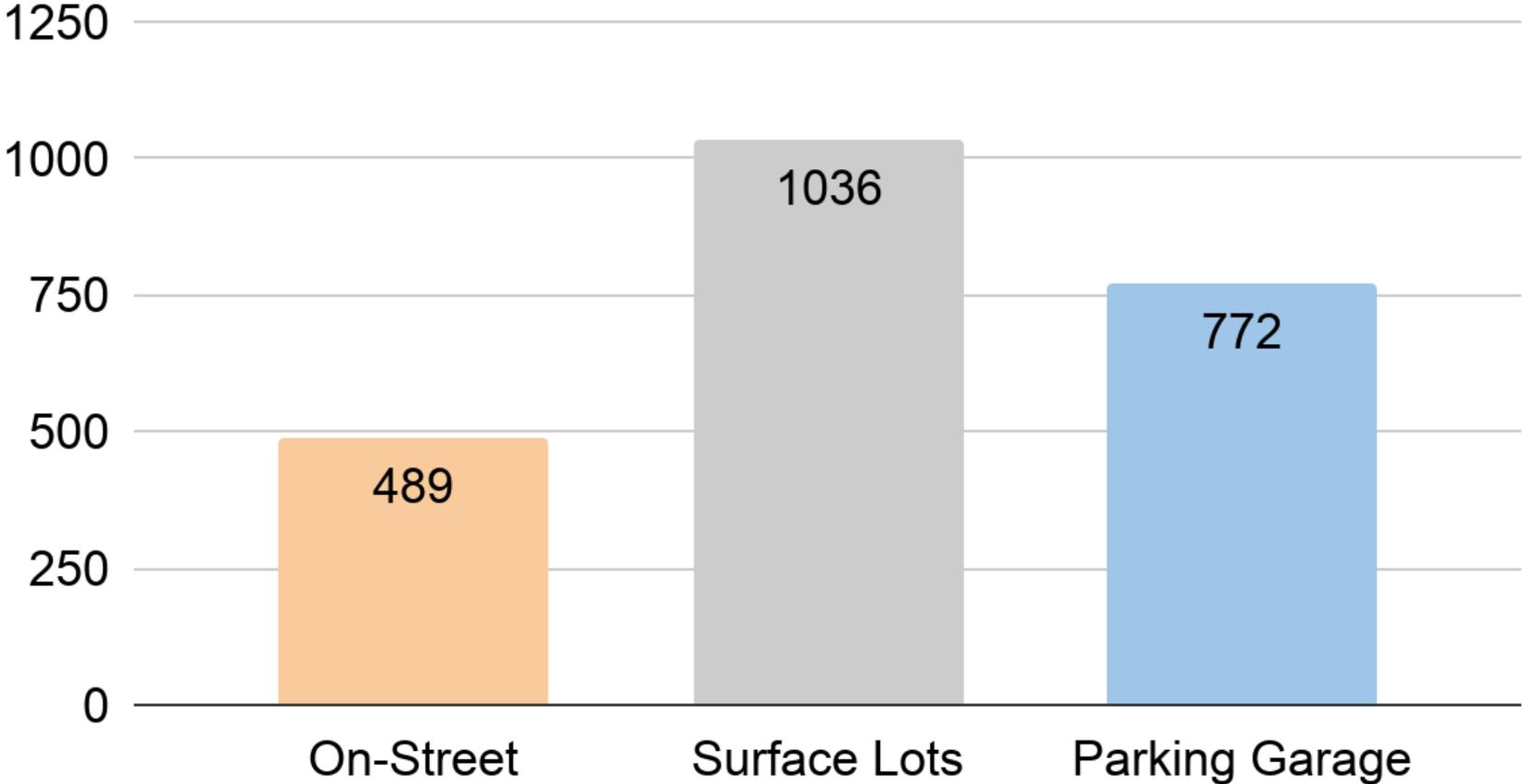
# The Key Findings

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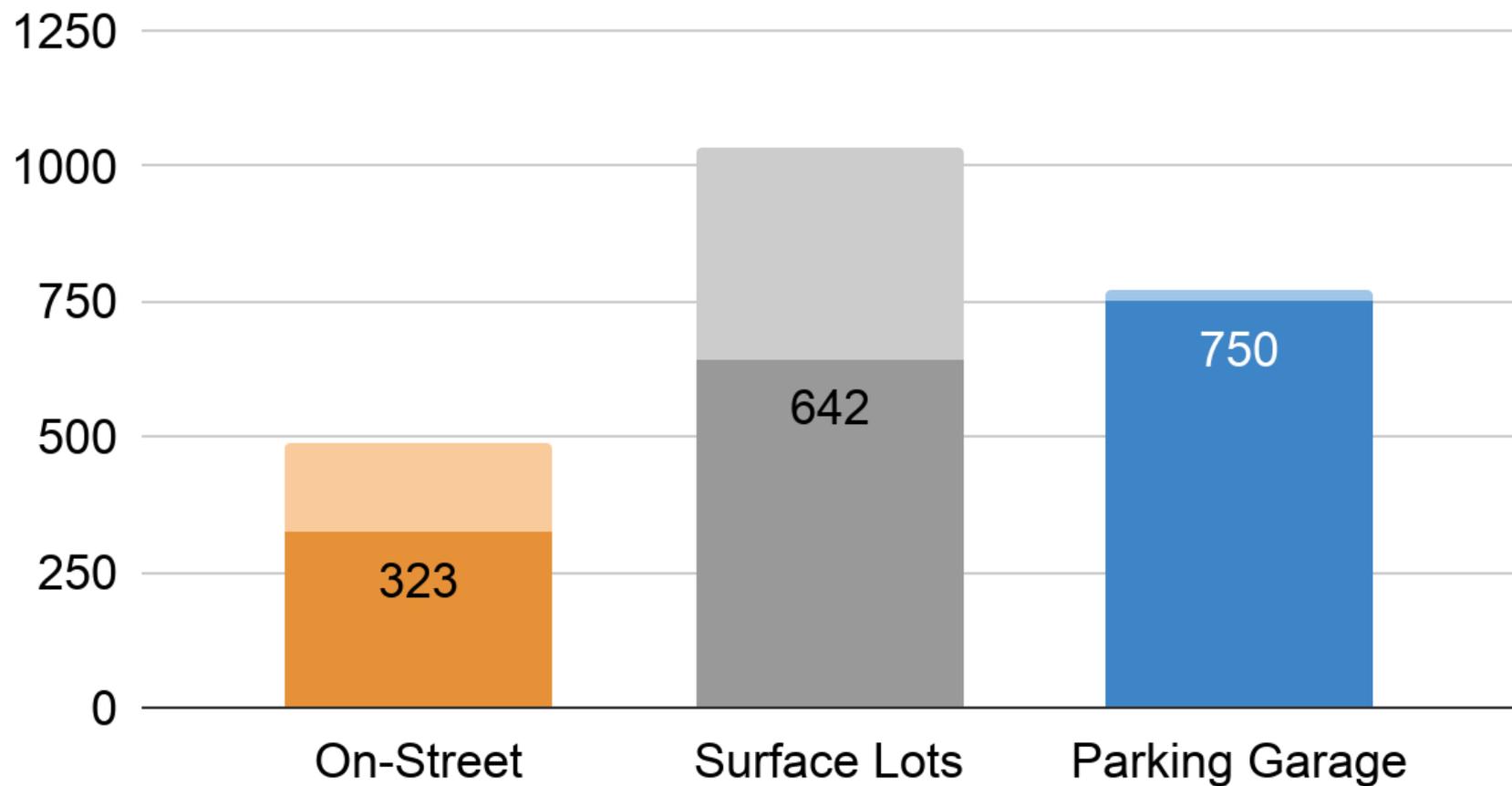
## Parking Analysis Key Findings

1. 25% of parking spaces were available during peak hour demand (12:00 to 1:00pm).
2. The amount of available spaces increased to 46% at 4:00pm.
3. On-street parking occupancy increased since 2011 by 4.9% and off-street parking decreased by 6.5%.
4. There is a slight parking surplus for residents at Maple & Main Apartments, and minor deficits for resident parking at Burlington Station and Marquis on Maple.

# Parking Type, Number of Spaces



# Parking Type, Number of Spaces, Occupancy at Peak



# LEGEND



Study Area Boundary

Block Numbers

Off-Street Facilities

No Parking On-Street

Occupancy %    Off-Street    On-Street

0-50%      

51-75%      

76-90%      

91-100%      

## Off-Street Facilities:

A. Forest Ave AT&T Lot

B. Lot A

C. Lot C

D. Lot F

E. Lot F (Meters)

F. Forest Lot North

G. Lot B

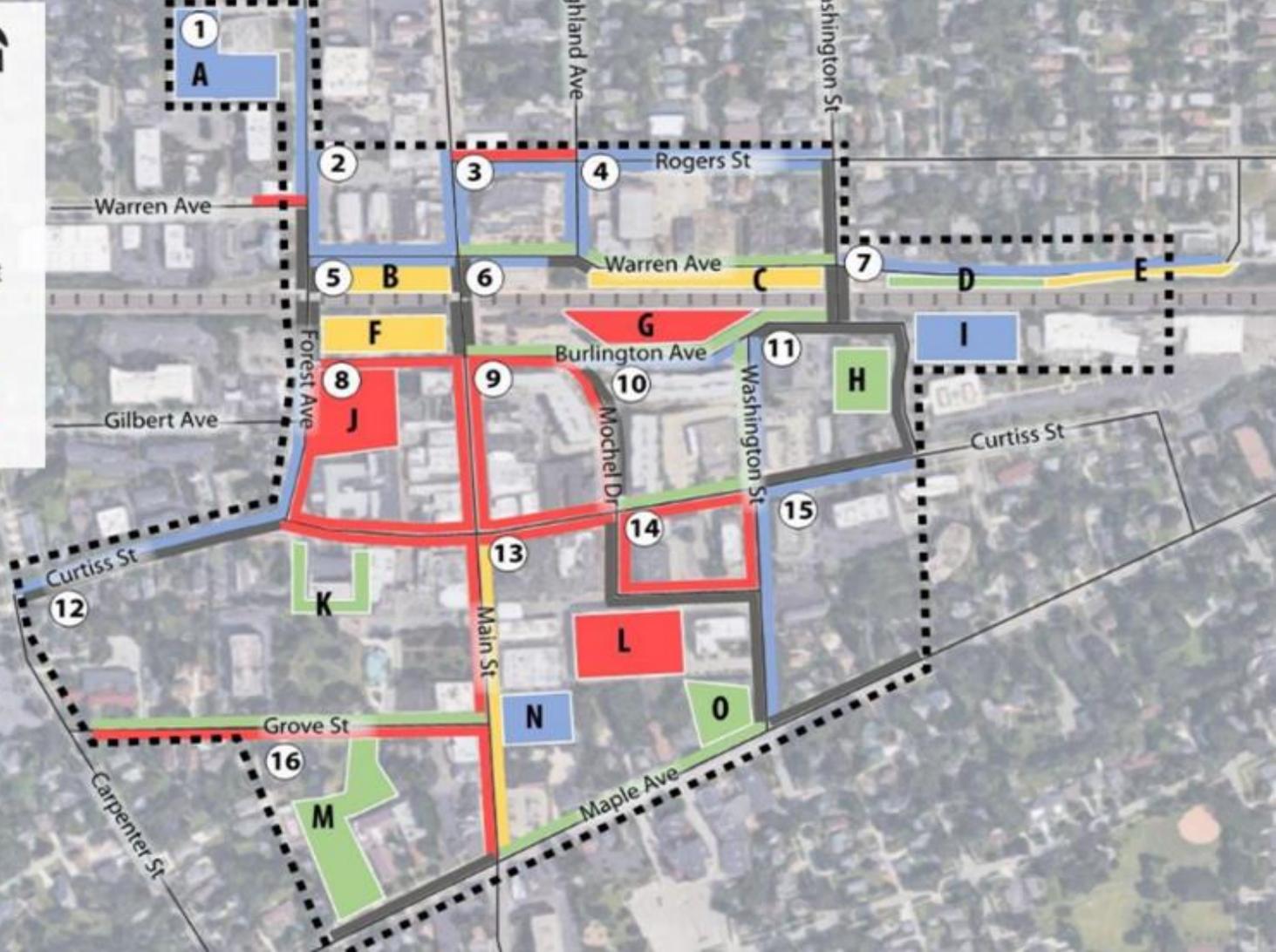
H. Lot L

I. Village Hall Lot

J. Library Lot

K. First Congregational Church Lot

L. Downers Grove Parking Garage



## Survey:

*Many respondents expressed dissatisfaction and frustration with the current parking system.*

## Analysis:

*Even during peak demand, there are reasonably accessible spaces available to most users of the system.*



Saturday, Nov. 23 - 12:45pm



Saturday, Nov. 23 - 12:46pm



Distance: 870 feet  
Approx. Walk Time: 3 min. 11 sec.





# The Recommendations

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# Key Recommendations

1. Do not pursue additional structured parking at this time
2. Formalize Recommended Level of Service concept
3. Consider operational, technological and policy improvements to the existing system
4. Promote walkability of Downtown area



# Recommendations in Detail

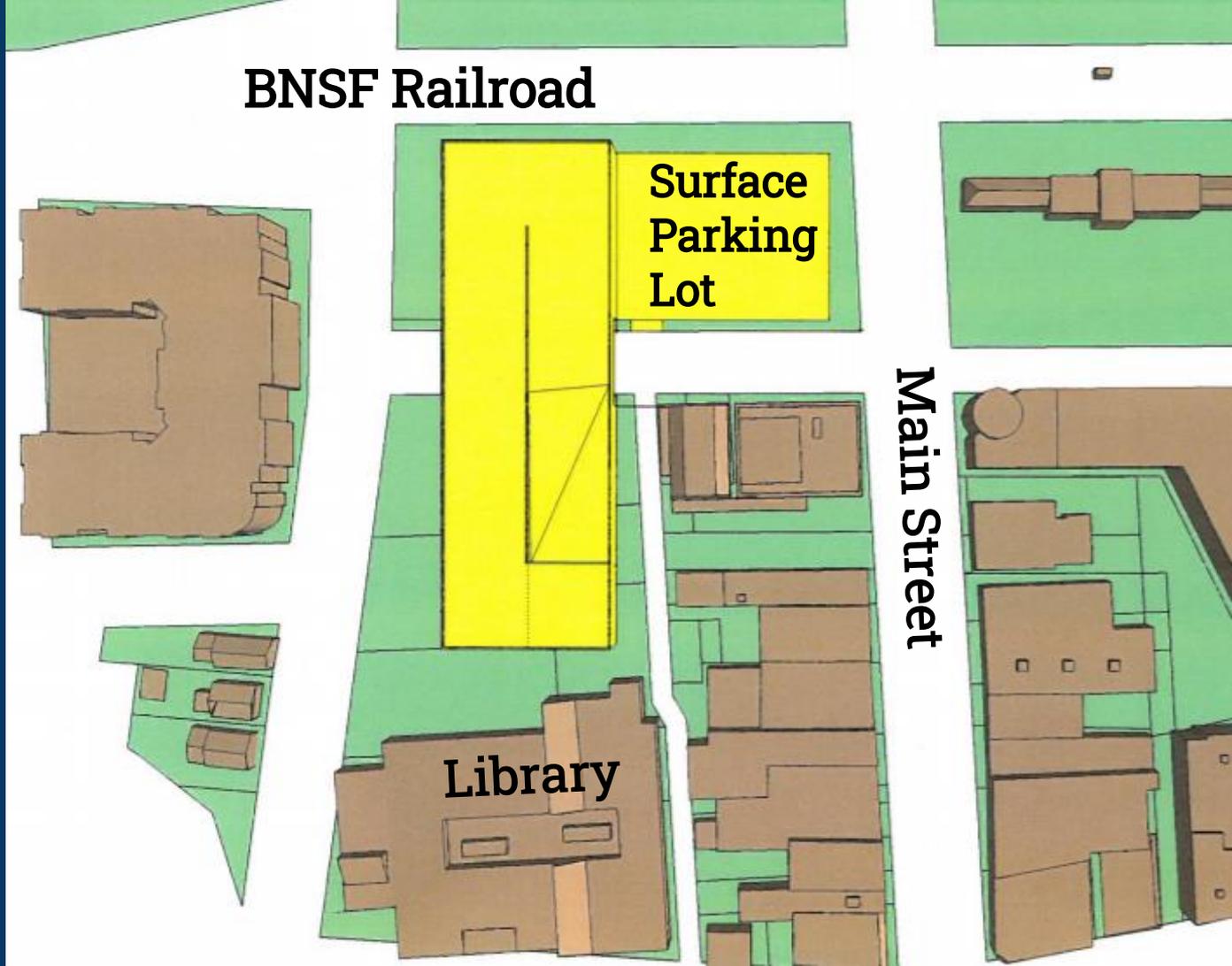
1. Do not pursue additional structured parking at this time
2. Formalize Recommended Level of Service concept
3. Promote walkability of the Downtown
4. Resident overnight (Lot R) permits - Increase volume, expand access to & consider other parking locations
5. Expand shared parking opportunities by partnering with private lot owners (AT&T Lot/Forest, Masonic Temple, 5207 Main, Church lots, etc.)
6. Improve directional and lot signage throughout system (includes potential use of changeable copy signs)
7. Improve ease of use and streamline parking webpages
8. Evaluate expanded use of valet service & potential shared-valet arrangements
9. Improve ease of use and ability to access guest overnight parking
10. Install electric vehicle charging stations
11. Consider shared, on-demand vehicle arrangements
12. Consider relocation of employee permit (DB) and commuter parking areas
13. Introduce technology that effectively improves user experience, awareness of & access to the parking system
14. Engage Downtown Management Corp. on strategies to improve parking system usage by businesses/employees
15. Engage METRA regarding commuter system operations to include potential fee adjustments, system maintenance cost sharing, etc.



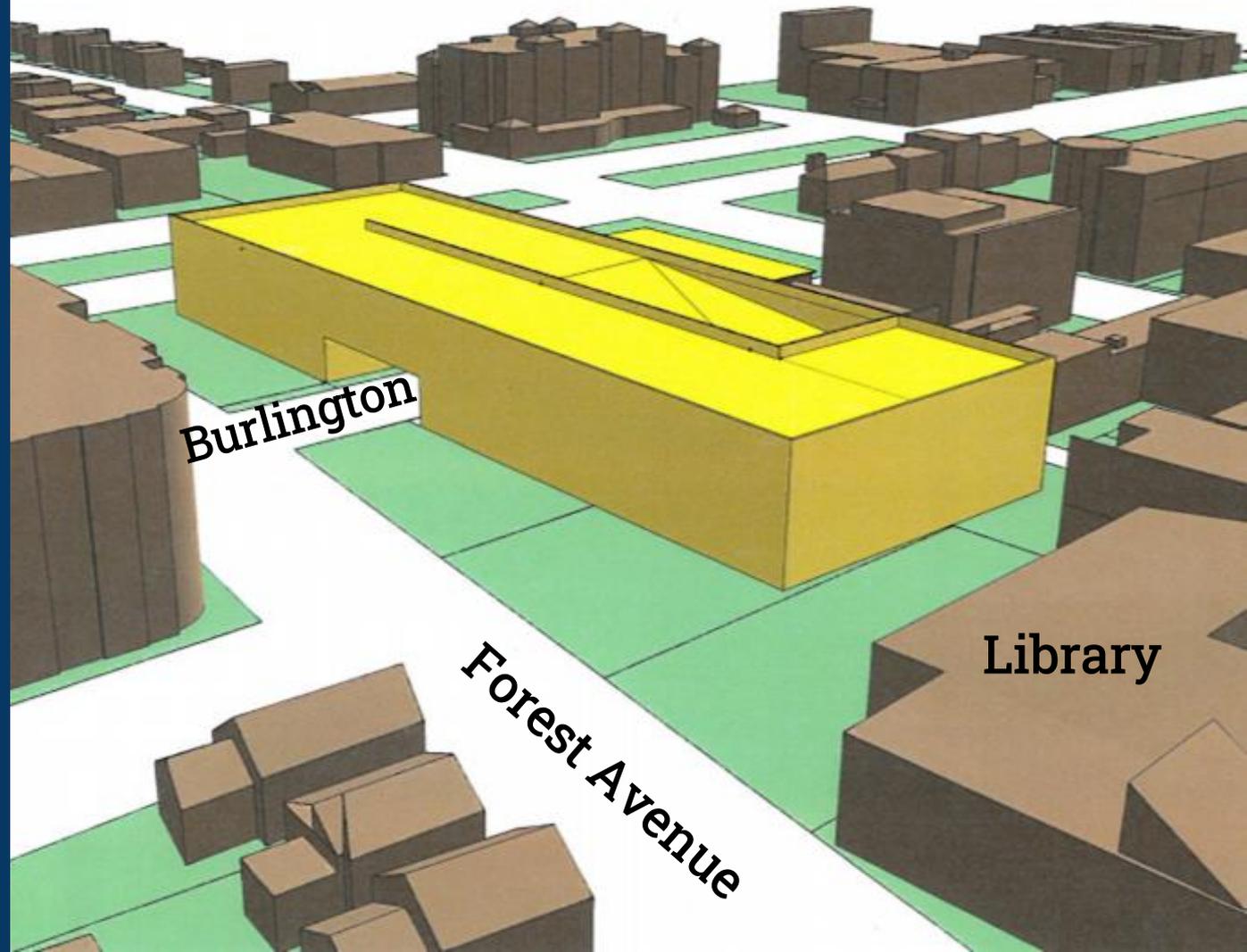
If Council would like to explore options for adding parking in the “red zone”, consider:

1. Moving commuters from the parking deck to the Civic Center property
2. Constructing a parking deck at the Forest Lot North / Library Lot

If the Village were to design and construct a new deck that spans Library Lot & Forest North Lot...



...it is estimated to cost \$12.7 million and would add 260 net new spaces. (\$49,000 per net new space)





## Next Steps

Present findings and recommendations to Transportation & Parking Commission (TAP) and Downtown Management Corporation (DMC) in January/February



# Downtown Parking

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Presentation to Village Council  
December 10, 2019





**WALKER**  
CONSULTANTS

# DOWNTOWN PARKING ANALYSIS

## EXECUTIVE SUMMARY

Village of Downers Grove, Illinois  
November 2019



BUILDING ENVELOPE

FORENSIC RESTORATION

PARKING DESIGN

PARKING & MOBILITY

OPERATIONS & TECHNOLOGY

# INTRODUCTION

The Village of Downers Grove, Illinois (“the Village”), retained Walker Consultants (“Walker”) to provide parking consulting services regarding the downtown public parking system. The goal of the engagement is to review the current parking conditions in the downtown, identify the impact that new land uses have had on parking demand, and provide guidance and recommendations regarding future parking planning policy and operations. This report provides a summary of Walker’s results and recommendations.

## PROJECT UNDERSTANDING

The Village recently completed an extensive data collection and community engagement effort that includes documentation of current parking conditions in the core downtown area. The Village requested that Walker Consultants perform an evaluation of the available parking market data and community input and address the following questions:

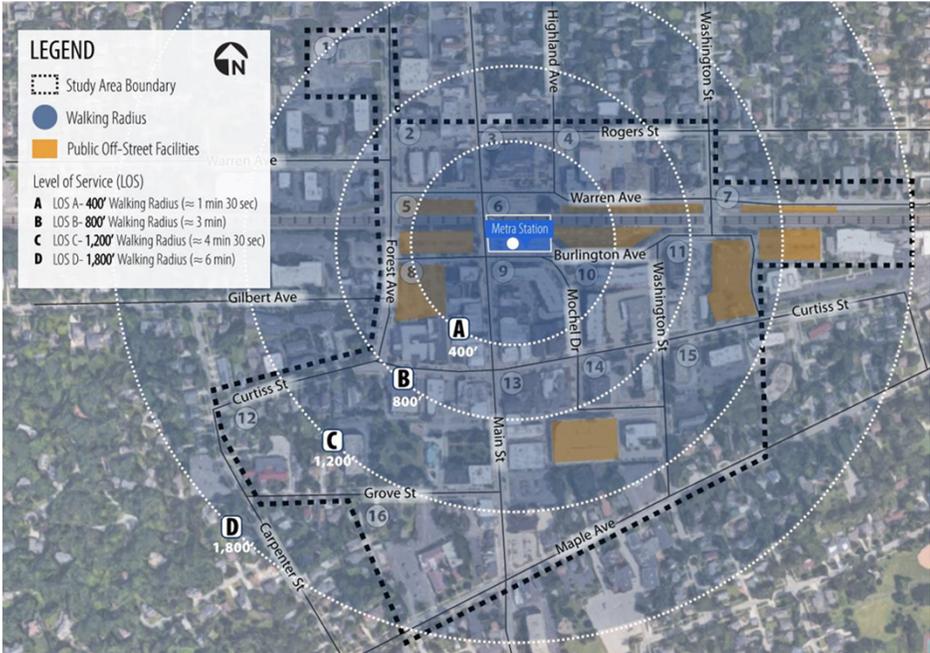
- How has the presence of more restaurants, as well as any other changes in the make-up of downtown impacted parking demand over the past decade?
- What is the parking adequacy for each of the three new residential and mixed-use buildings in downtown Downers Grove? The developments include:
  - Burlington Station
  - Marquis on Maple
  - Maple & Main
- How do the three residential buildings impact the overall parking system?
- If the residential parking demand exceeds supply, where are the additional cars being parked during the weekends, weekdays, and evening periods?

# DOWNTOWN PARKING MISSION STATEMENT

The public parking system in downtown Downers Grove is a network of resources and policies designed in partnership with the community to provide citizens, visitors, and businesses equitable access to goods and services. The public parking system is designed to support economic development initiatives by connecting people and places. As the community changes over time and old land uses are repurposed, and the popularity of new destinations rise and decline, the public parking system must allow for flexibility. While the quality of the parking system may be perceived based on an isolated surplus or shortfall, the performance metrics used to determine the effectiveness of the parking system to connect the community must include the measurement of the overall downtown mission. The parking system performance is the result of policy governance that focuses on top-line metrics and monitors the overall quality of service, customer experience, and operational governance that values citizen safety and accessibility.

Each downtown citizen, visitor, and employee may have different expectations of acceptable walking distances, time restrictions, and accessibility (Levels of Service, or LOS) based on the type of parking they select, short- or long-term. On-street spaces in core areas should turnover frequently, allowing for retail and customer short-term parkers, while off-street spaces in peripheral areas (Commuter Lots, Garage) should allow for longer durations of stay and cater more towards Metra commuters, employees of downtown businesses, and residents.

**Exhibit:**  
 Downtown  
 Downers  
 Grove  
 Walking  
 Distance  
 Level of  
 Service



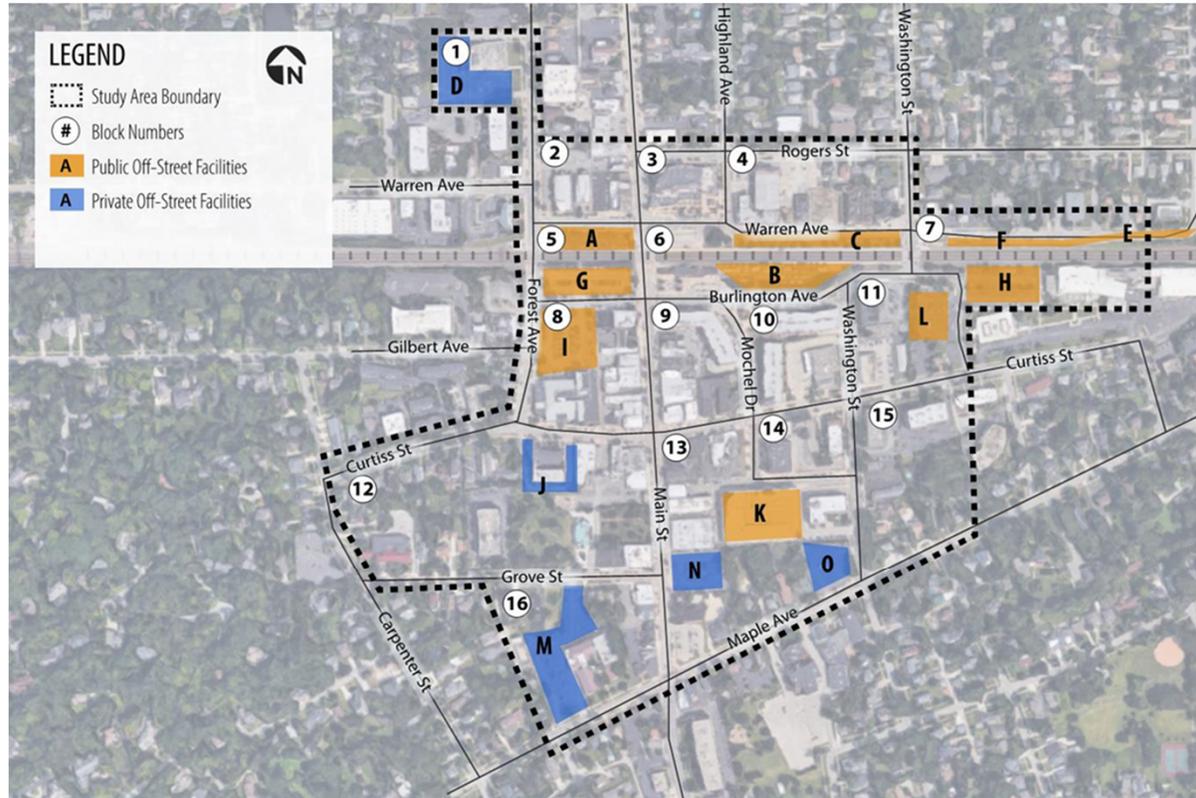
Block #	Lot ID	Total Spaces	LOS
5	Lot A	47	A
5	Forest Lot North	84	A
6	Lot B	67	A
6	Lot C	65	B
8	Library Lot	77	B
11	Lot L	87	C
7	Lot F	52	C
13	Downers Grove Parking Garage	772	C
7	Civic Center Lot	98	D
7	Warren Ave. Meters	38	D
<b>Total</b>		<b>1,387</b>	

Source: Google Earth, Walker Consultants, 2019

Source: Walker Consultants, 2019

# CURRENT PARKING INVENTORY

- Parking inventory counts occurred on **Tuesday, October 29<sup>th</sup>, 2019**.
- A total of **2,297±** parking spaces are located in the study area, of which **1,808** or **79 percent** are off-street spaces.



## OFF-STREET PARKING FACILITY USER TYPE

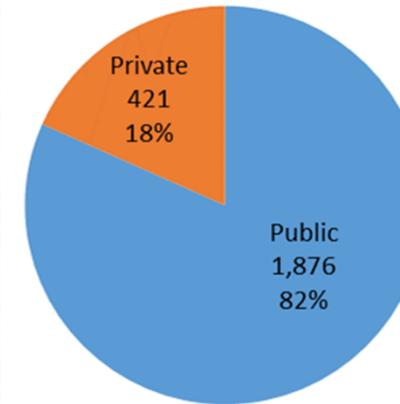
Source: Google Earth, Walker Consultants, 2019

### Off-Street Facilities + User Type:

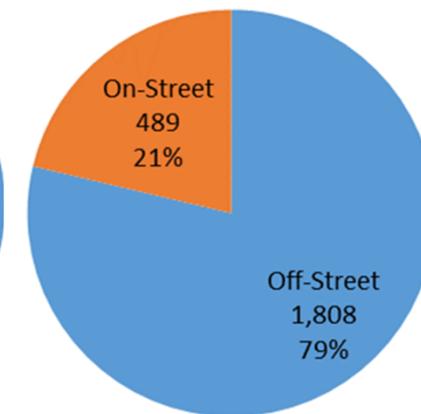
- A. Lot A - Commuter Permit / 3hr Customer
- B. Lot B - Commuter Permit
- C. Lot C - Commuter Permit / 2hr Customer
- D. Forest Ave AT&T Lot - AT&T Employees / Oak Tree Towers Residents
- E. Warren Ave. Meters - 12hr Meters
- F. Lot F - Commuter Permit
- G. Forest Lot North - DB Permit (Downtown Employee) / 3hr Customer
- H. Civic Center Lot - Staff / 2hr / Reserved

- I. Library Lot - 3hr Parking
- J. First Congregational Church Lot - Private Parking
- K. Downers Grove Parking Garage - 4hr Customer / DB Permit / Commuter Daily Fee / Lot R (Resident Overnight Permits)
- L. Lot L - Commuter Permit
- M. First United Methodist Church Lot - Private Parking
- N. Medical Office Building Lot - Private Parking
- O. First Baptist Church Lot - Private Parking

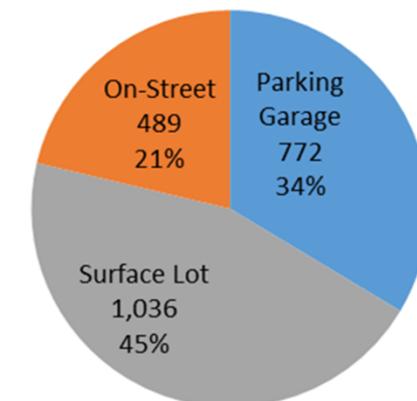
## Parking Designation



## Parking Location

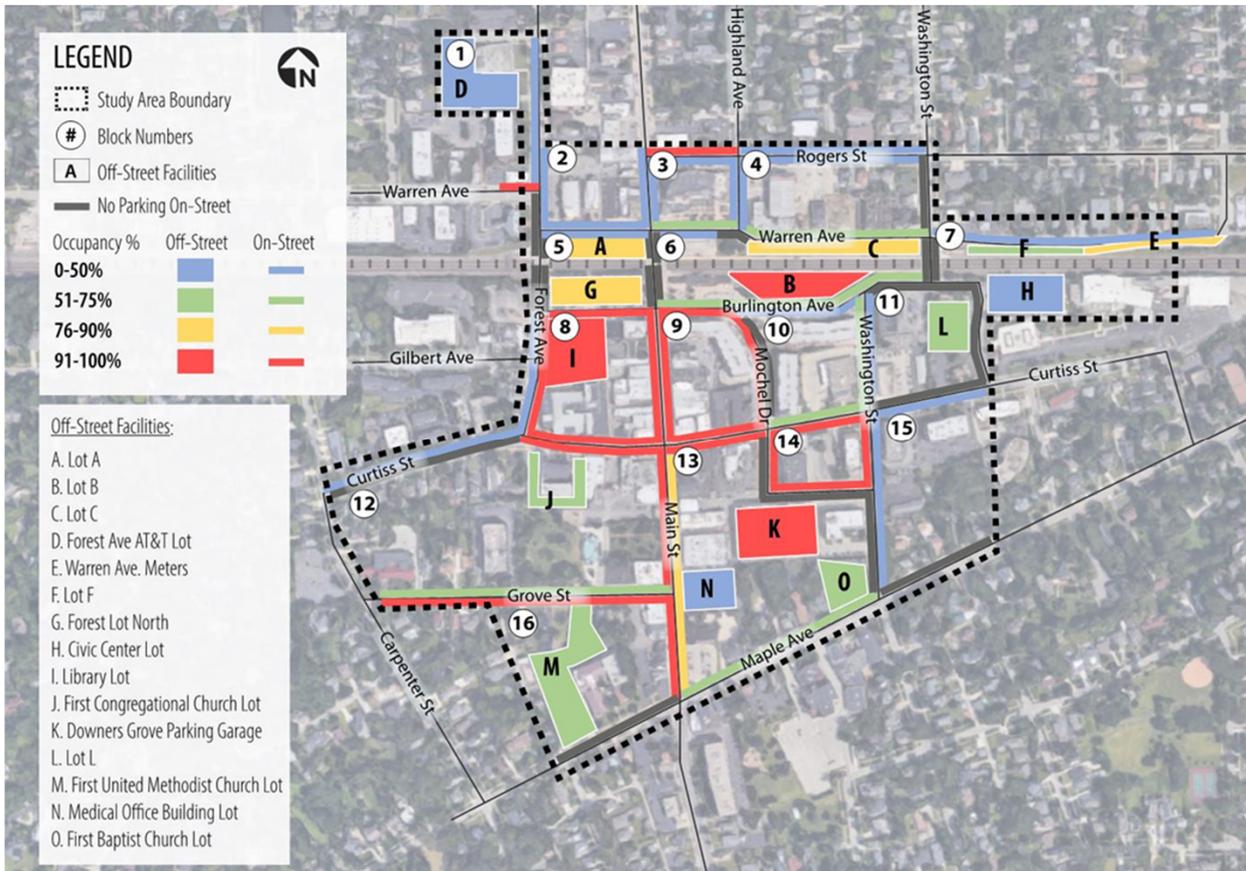


## Parking Type



# PARKING OCCUPANCY

- **2019 Peak Weekday Parking Demand at 12:00 pm \***
- 1,715 vehicles parked in 2,297 spaces = **75 percent parking utilization**
- On-street spaces are 66 percent utilized (323 vehicles in 489 spaces)
- Off-street spaces are 77 percent utilized (1,392 vehicles in 1,808 spaces)



Source: Google Earth, Walker Consultants, 2019

Parking Type	Inventory (2019)	Rich & Associates Occupancy (June 2011)							
		10:00 AM	Occ. %	12:00 PM	Occ. %	2:00 PM	Occ. %	4:00 PM	Occ. %
On-Street	489	266	54.4%	308	63.0%	278	56.9%	290	59.3%
Off-Street	1,808	1,406	77.8%	1,488	82.3%	1,387	76.7%	1,234	68.3%
<b>Total</b>	<b>2,297</b>	<b>1,672</b>	<b>72.8%</b>	<b>1,796</b>	<b>78.2%</b>	<b>1,665</b>	<b>72.5%</b>	<b>1,524</b>	<b>66.3%</b>

Parking Type	Inventory (2019)	Walker Consultants Occupancy (October 2019)							
		10:00 AM	Occ. %	12:00 PM	Occ. %	2:00 PM	Occ. %	4:00 PM	Occ. %
On-Street	489	262	53.6%	323	66.1%	278	56.9%	296	60.5%
Off-Street	1,808	1,376	76.1%	1,392	77.0%	1,326	73.3%	934	51.7%
<b>Total</b>	<b>2,297</b>	<b>1,638</b>	<b>71.3%</b>	<b>1,715</b>	<b>74.7%</b>	<b>1,604</b>	<b>69.8%</b>	<b>1,230</b>	<b>53.5%</b>

Parking Type	Inventory (2019)	Variance (+/-)							
		10:00 AM	Occ. %	12:00 PM	Occ. %	2:00 PM	Occ. %	4:00 PM	Occ. %
On-Street	0	-4	-0.8%	15	3.1%	0	0.0%	6	1.2%
Off-Street	0	-30	-1.7%	-96	-5.3%	-61	-3.4%	-300	-16.6%
<b>Total</b>	<b>0</b>	<b>-34</b>	<b>-1.5%</b>	<b>-81</b>	<b>-3.5%</b>	<b>-61</b>	<b>-2.7%</b>	<b>-294</b>	<b>-12.8%</b>

Source: Rich & Associates, Walker Consultants, 2019

## Exhibit: Parking Demand Comparison with 2011

- **The total parking occupancy decreased by approximately 3.5 percent from 2011 to 2019.**
- On-street occupancy is marginally higher or unchanged at the hours of 12:00 pm, 2:00 pm, and 4:00 pm, and down only marginally at 10:00 am.
- Current Village perception is on-street parking occupancy is up significantly when data indicates only a slight increase of 3.1 percent (15 vehicles during peak times). Shifts or redistribution of on-street parking demand patterns in downtown Downers Grove likely explains the current perceptions of some community members.
- Off-street occupancies are down for all four observation periods (down 1.7%, 5.3%, 3.4% and 16.6%, respectively). The decrease could partially be attributed to more employees telecommuting in 2019 and electing not to commute to downtown Chicago on the Metra daily.

## Exhibit: 12:00 pm Peak Demand, 2019

\* Parking occupancy counts occurred on Tuesday, October 29<sup>th</sup> with additional spot checks on Friday, November 8<sup>th</sup>, 2019

# RESIDENTIAL PARKING DEMAND

Based on discussions with the various developments, there is a current need for approximately **354** spaces, which represents a **seven (7) space deficit** when compared to the on-site capacity of **347** spaces. Please note Marquis on Maple is not fully leased out, so this deficit could grow slightly.

Development	Number of Units	Parking Spaces	Parking Ratio	Resident Parking Demand <sup>1</sup>	Surplus / (Deficit)	Guest Peak Demand Ratio <sup>2</sup>	Guest Parking Demand	Surplus / (Deficit)
Burlington Station <sup>3</sup>	89	106	1.19	110	(4)		3	(7)
Maple & Main	115	162	1.41	160	2	.10/unit	12	(10)
Marquis on Maple	55	79	1.44	84	(5)	.10/unit	6	(11)
<b>Total</b>	<b>259</b>	<b>347</b>	<b>1.34</b>	<b>354</b>	<b>(7)</b>		<b>20</b>	<b>(27)</b>
<i>National Average<sup>4</sup></i>			1.07-1.12					
<b>Notes</b>								
<sup>1</sup> Current parking demand was determined in discussion with development representatives.								
<sup>2</sup> Ratio provided by the Urban Land Institute and Walker's Shared Parking Model.								
<sup>3</sup> Burlington Station guest peak parking demand is three (3) vehicles, per development representatives.								
<sup>4</sup> National average provided by Institute of Transportation Engineers, 2019.								

Source: Walker Consultants, 2019

When including guest parking demand for the Maple & Main and Marquis on Maple developments, Walker utilized industry-standard guest parking ratios for suburban, commuter rail residential development to determine an approximate guest parking peak demand. Burlington Station representatives stated that their peak guest parking demand occurred on weekends and was approximately three vehicles. The guest parking demand cumulatively is approximately 20 spaces. When added to the resident deficit of seven spaces, the **total parking deficit is approximately 27 spaces**.

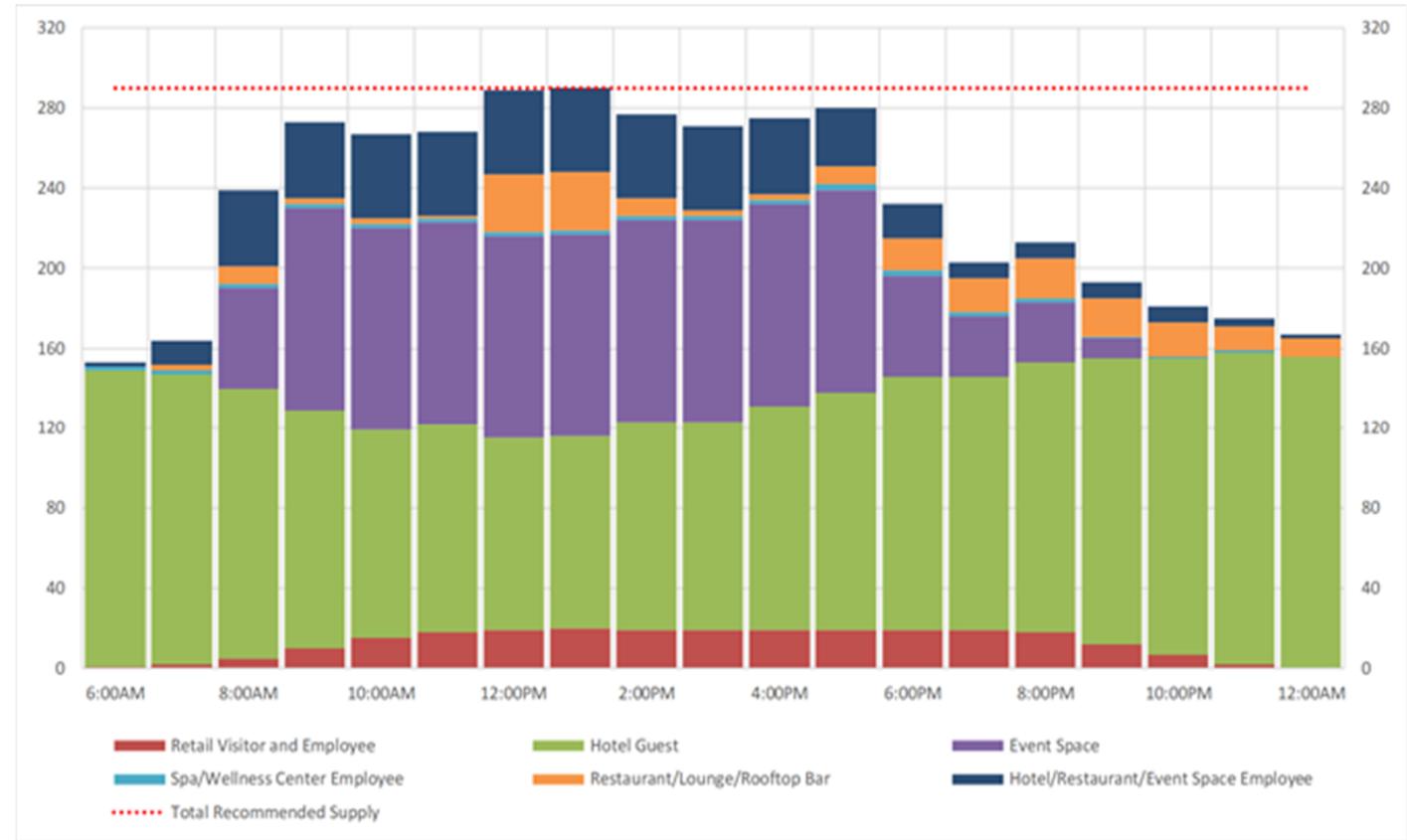
Walker utilized the Institute of Transportation Engineers Parking Generation Manual, 5<sup>th</sup> Edition (2019), to determine a peak demand national average for low- to mid-rise residential developments in suburban areas within one-half mile of rail transportation. The average peak period parking demand at residential developments in similar suburban communities around the country is **1.07-1.12 vehicles per unit**. This is approximately .24 lower than the average spaces per unit at the three new residential developments in downtown Downers Grove.

# RECOMMENDATIONS

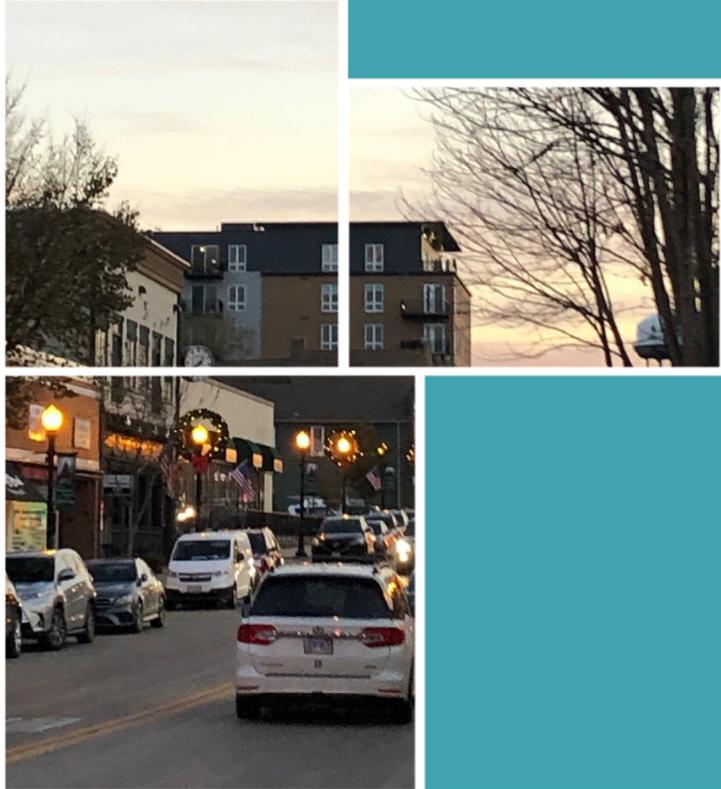
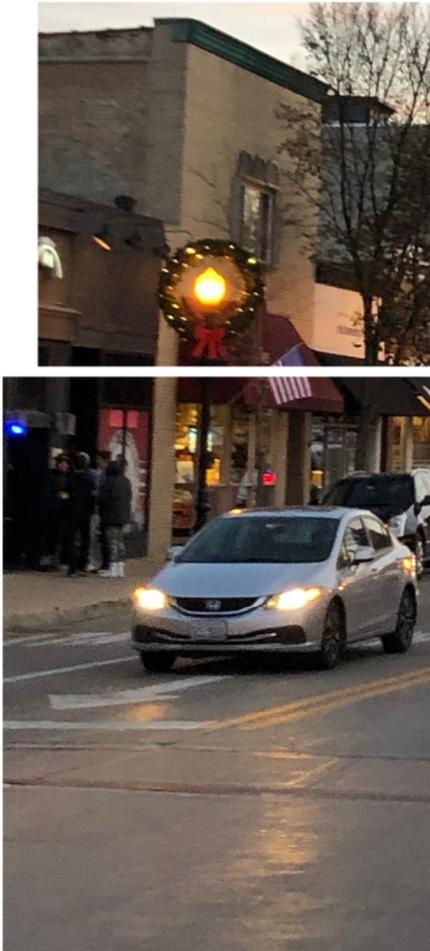
- Promote the walkability of downtown, particularly to and from public parking facilities, through new and improved signage and educational opportunities.
- Encourage the improved use and efficiency of existing public parking resources through shared parking.
- Simplify and consolidate commuter lot signage for user-education and Village branding purposes.
- Allow all apartment residents the opportunity to obtain a Lot R permit and consider an oversell factor while utilizing the roof level of the garage during weekday's overnight.
- Based on Walker's research and analysis, we do not recommend structured parking in the core downtown area at this time.

## ***Additional Recommendations for Consideration***

- Improve and streamline the various Village parking webpages.
- Extend two-hour time limited parking until 8:00 pm on Main and Curtiss Streets downtown.
- Implement Three-Hour Time Limited Customer Parking at Commuter Parking Lots A, B, and Forest Avenue Lot North after 11:00 am.
- Remove Underutilized 15-Minute Spaces in Peripheral Locations and Change to Two-Hour Spaces.



Source: Walker Consultants, 2019 **Exhibit:** Shared Parking Example – Parking Demand by Land Use and Time of Day at Hotel/Event Center



# Downtown Parking Analysis

Downers Grove, Illinois

November 26<sup>th</sup>, 2019 (*Final Report*)

Prepared for: Village of Downers Grove



**WALKER**  
CONSULTANTS



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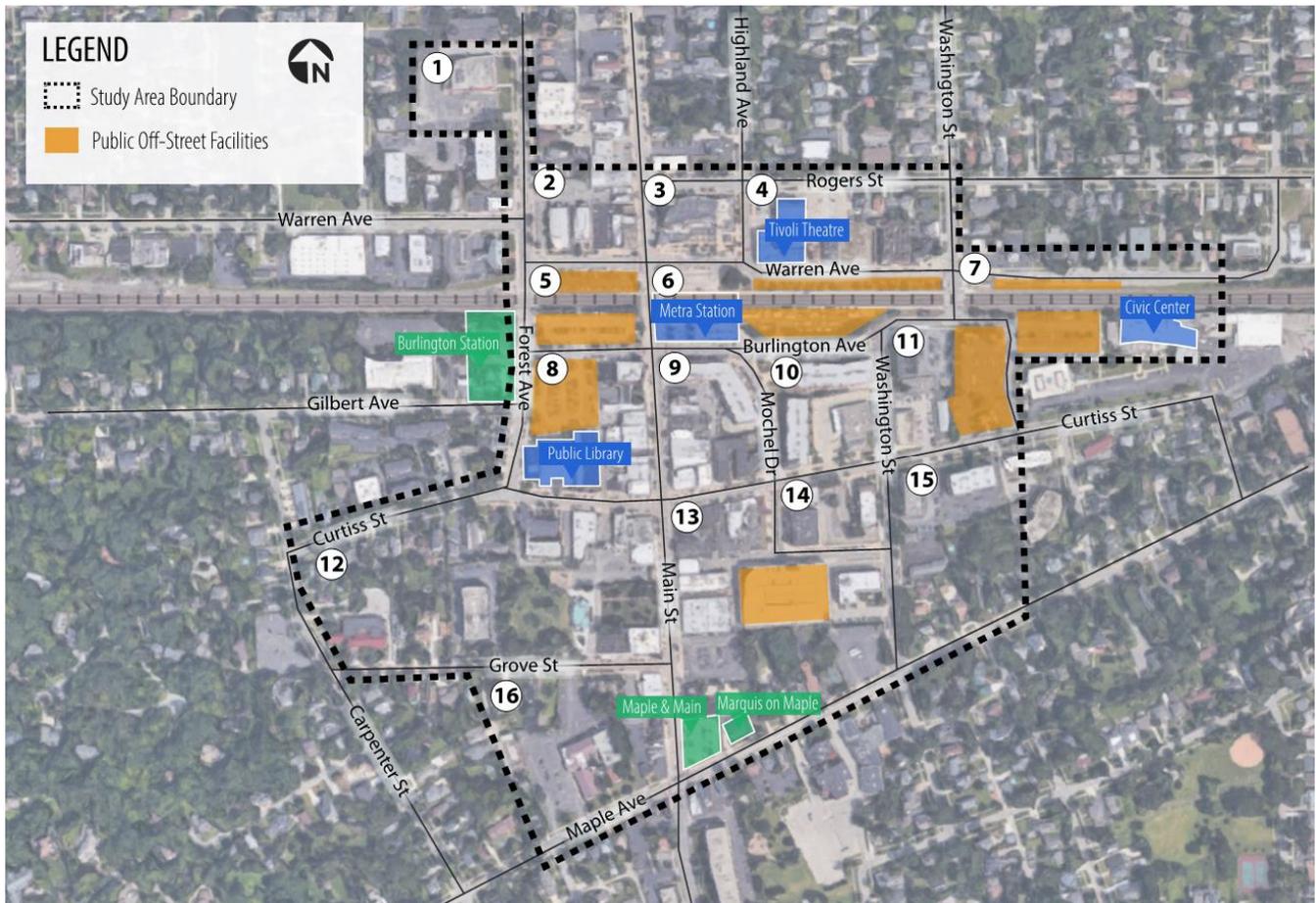
The report includes 1) Walker’s review of the current parking market conditions, 2) answers to the Village’s parking-related questions, and 3) recommendations for improvements and policy changes that could be implemented to improve the overall delivery of parking services to the community.

## EXISTING CONDITIONS

### STUDY AREA

The study area is defined for this analysis as the geographical area generally bound by Rogers Street to the north; Maple Avenue to the south; Carpenter Street to the west; and the Civic Center to the east. The study area represents the majority of downtown Downers Grove and all on-street and publicly available off-street parking facilities that are within that area, as well as private parking supply. This purposeful configuration encompasses the wide variety of land uses and captures the unique parking characteristics within downtown Downers Grove. The study area was further divided into 16 blocks to measure and evaluate the local parking conditions more precisely. Exhibit 1 on the following page highlights the boundaries of the study area.

Exhibit 1: Study Area



Source: Google Earth, Walker Consultants, 2019

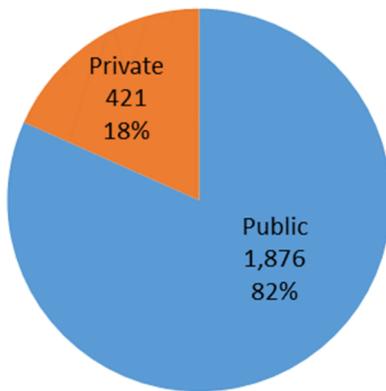
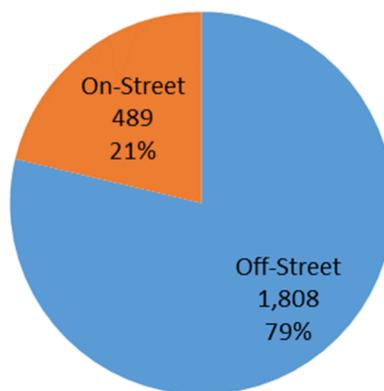
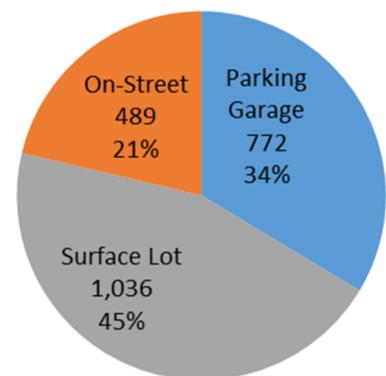
**PARKING SUPPLY**

The current publicly-available on- and off-street parking supply, as well as five (5) private parking lots, was inventoried by Walker on Tuesday, October 29<sup>th</sup>, 2019. A total of **2,297±** parking spaces are located in the study area, of which **1,808** or **79 percent** are off-street spaces. The off-street inventory is presented by block and facility in Exhibit 2. The on-street inventory is presented in Exhibit 6.

**Exhibit 2: Off-Street Parking Supply Summary**

Block #	Lot ID	Total Spaces
1	Forest Ave AT&T Lot	110
5	Lot A	47
5	Forest Lot North	84
6	Lot C	65
6	Lot B	67
7	Lot F	52
7	Warren Ave. Meters	38
7	Civic Center Lot	98
8	Library Lot	77
11	Lot L	87
12	First Congregational Church Lot	28
13	Downers Grove Parking Garage	772
13	Medical Office Building Lot	76
13	First Baptist Church Lot	68
16	First United Methodist Church Lot	139
<b>Total</b>		<b>1,808</b>

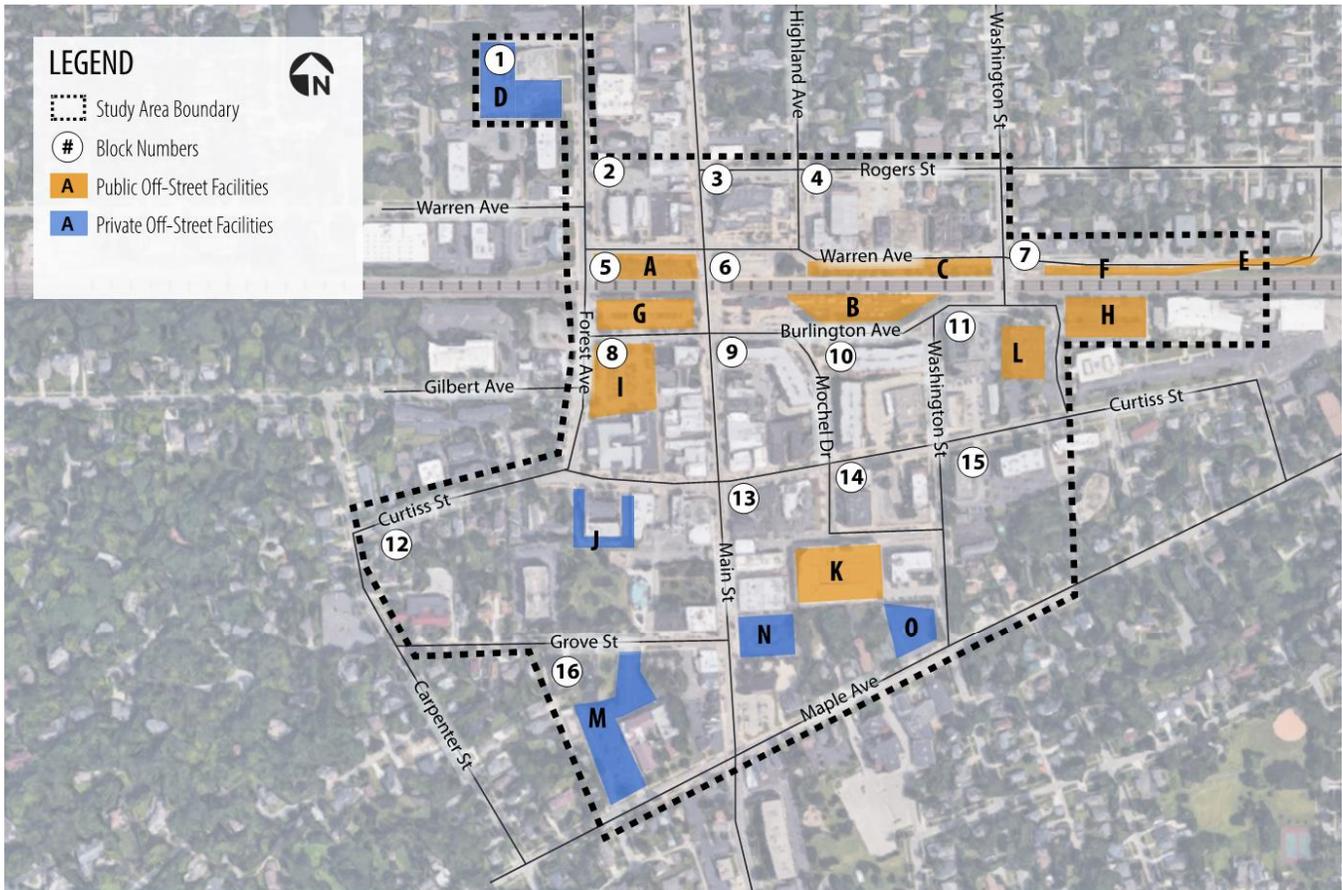
Source: Walker Consultants, 2019

**Exhibit 3: Parking Supply Information**
**Parking Designation**

**Parking Location**

**Parking Type**


Source: Walker Consultants, 2019

Exhibit 4 presents the various off-street parking facilities by user type and restrictions. Please note these are the general restrictions for each facility, and additional, minor restrictions exist at many of the facilities.

**Exhibit 4: Off-Street Facilities by User Type**



## OFF-STREET PARKING FACILITY USER TYPE

### Off-Street Facilities + User Type:

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>A. Lot A - Commuter Permit / 3hr Customer</li> <li>B. Lot B - Commuter Permit</li> <li>C. Lot C - Commuter Permit / 2hr Customer</li> <li>D. Forest Ave AT&amp;T Lot - AT&amp;T Employees / Oak Tree Towers Residents</li> <li>E. Warren Ave. Meters - 12hr Meters</li> <li>F. Lot F - Commuter Permit</li> <li>G. Forest Lot North - DB Permit (Downtown Employee) / 3hr Customer</li> <li>H. Civic Center Lot - Staff / 2hr / Reserved</li> </ul> | <ul style="list-style-type: none"> <li>I. Library Lot - 3hr Parking</li> <li>J. First Congregational Church Lot - Private Parking</li> <li>K. Downers Grove Parking Garage - 4hr Customer / DB Permit / Commuter Daily Fee / Lot R (Resident Overnight Permits)</li> <li>L. Lot L - Commuter Permit</li> <li>M. First United Methodist Church Lot - Private Parking</li> <li>N. Medical Office Building Lot - Private Parking</li> <li>O. First Baptist Church Lot - Private Parking</li> </ul> |
|--|---|

Source: Google Earth, Walker Consultants, 2019

## PARKING OCCUPANCY

Walker conducted parking occupancy counts in the study area during a typical business day (Tuesday, October 29<sup>th</sup>, 2019). Occupancy counts were conducted four (4) times during the following periods:

**Morning** starting at 10:00 AM | **Afternoon** starting at 12:00 PM, 2:00 PM, 4:00 PM

As part of the data collection process, Walker conducted inventory and occupancy checks on Friday, November 8<sup>th</sup> at a select lots outside the core downtown study area to verify data that was collected previously, and add three surface lots (Lot F, Lot L, and the Civic Center Lot) that were not counted during the initial observation period. It was concluded by Walker, in conjunction with the Village, that the inventory and occupancy numbers that were collected during the initial data collection day (October 29<sup>th</sup>) and during the spot check day (November 8<sup>th</sup>), were similar to those collected by Rich & Associates; therefore weekend data collection was not required to address the Village’s questions and provide recommendations. Off-street occupancy data is presented by block and facility type in Exhibit 5, and on-street occupancy data is presented in Exhibit 6.

## DATA COLLECTION OBSERVATIONS

- *Time of Year and Weather:* Walker’s data collection occurred on a late Fall day with 30-degree temperatures, including some light snow flurries, which could’ve led to slightly lower occupancy counts within the study area, especially when compared with Rich’s June occupancy counts.
- *Commuter Lots:*
  - Lots A, B, C, and Forest Avenue Lot North, were all above 85% occupied during the 12:00 PM and 2:00 PM counts, which follows typical demand patterns for these conveniently-located Commuter Lots
  - Lot F was around 55% occupied during peak times
  - All commuter lots showed around 50% availability after 4:00 PM
- The Library (Forest Avenue South) Lot was full or near-full during all observation periods
- Blocks 8, 9, 10, 13, and 14 were above 50% occupied during peak times and evening
- The Forest Avenue AT&T Lot was underutilized (15% peak occupancy) throughout most of the day

Exhibit 5: Off-Street Parking Occupancy

Inventory (Walker)			Peak Demand, 12-1pm (Rich)	Tuesday 10/29/19 Occupancy Counts (Walker)							
				Peak Demand, 12-1pm							
Block #	Lot ID	Total Spaces	Rich Occ. %	10:00 AM	Occ. %	12:00 PM	Occ. %	2:00 PM	Occ. %	4:00 PM	Occ. %
1	Forest Ave AT&T Lot	110		15	13.6%	15	13.6%	16	14.5%	13	11.8%
5	Lot A	47		30	63.8%	40	85.1%	44	93.6%	39	83.0%
5	Forest Lot North	84		69	82.1%	72	85.7%	72	85.7%	42	50.0%
6	Lot C	65		49	75.4%	54	83.1%	57	87.7%	45	69.2%
6	Lot B	67		57	85.1%	61	91.0%	61	91.0%	46	68.7%
7	Lot F	52		27	51.9%	29	55.8%	23	44.2%	15	28.8%
7	Warren Ave. Meters	38		34	89.5%	34	89.5%	27	71.1%	19	50.0%
7	Civic Center Lot	98		47	48.0%	35	35.7%	34	34.7%	22	22.4%
8	Library Lot	77		77	100.0%	77	100.0%	72	93.5%	73	94.8%
11	Lot L	87		47	54.0%	48	55.2%	41	47.1%	29	33.3%
12	First Congregational Church Lot	28	No Count	25	89.3%	17	60.7%	13	46.4%	18	64.3%
13	Downers Grove Parking Garage	772		739	95.7%	746	96.6%	707	91.6%	443	57.4%
13	Medical Office Building Lot	76		26	34.2%	30	39.5%	30	39.5%	23	30.3%
13	First Baptist Church Lot	68		36	52.9%	35	51.5%	33	48.5%	20	29.4%
16	First United Methodist Church Lot	139		98	70.5%	99	71.2%	96	69.1%	87	62.6%
<b>Total</b>		<b>1,808</b>		<b>1,376</b>	<b>76.1%</b>	<b>1,392</b>	<b>77.0%</b>	<b>1,326</b>	<b>73.3%</b>	<b>934</b>	<b>51.7%</b>

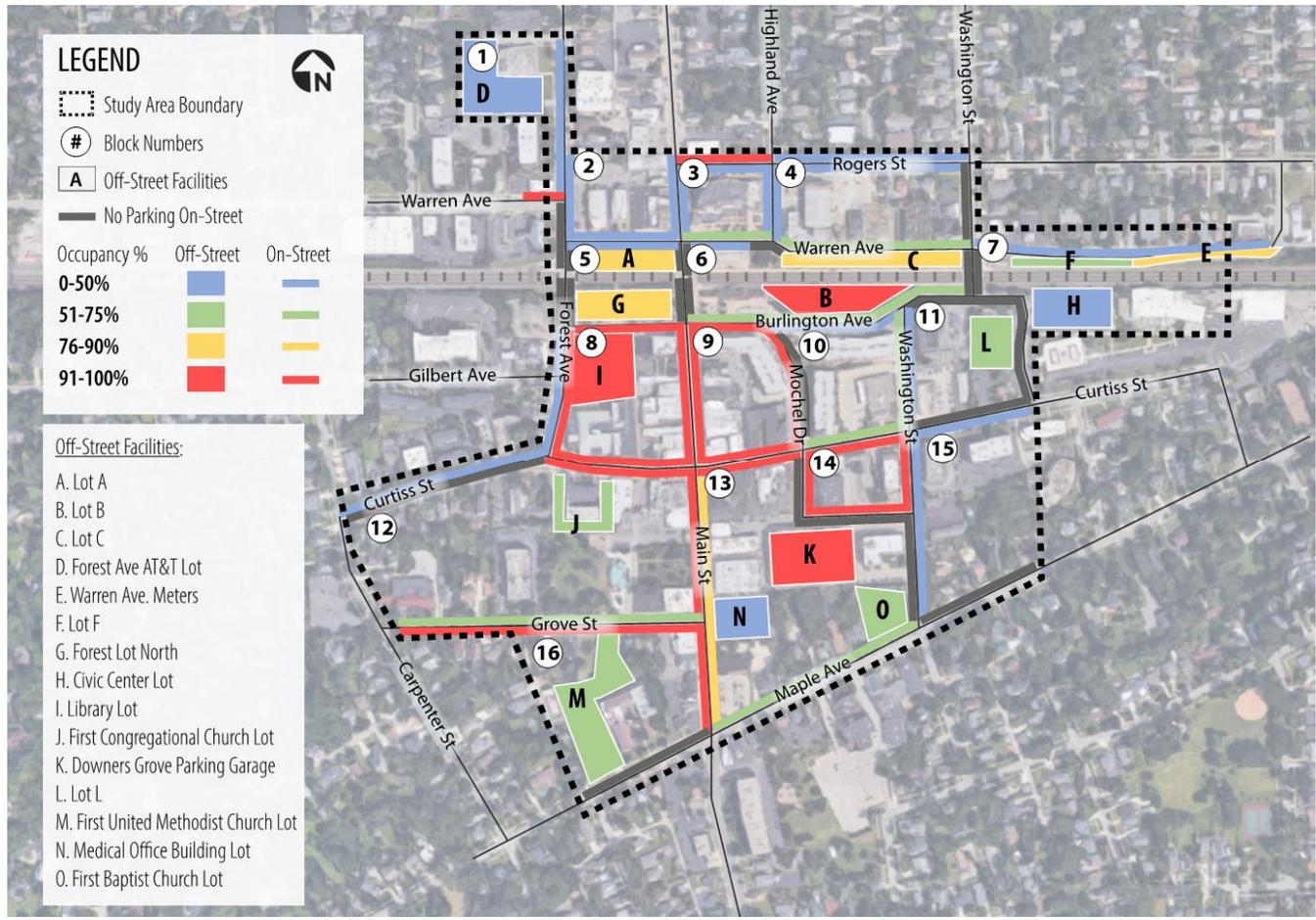
Source: Walker Consultants, 2019

## Exhibit 6: On-Street Parking Occupancy

Inventory (Walker)			Peak Demand, 12-1pm (Rich)	Tuesday 10/29/19 Occupancy Counts (Walker)							
				Peak Demand, 10:00 AM		Peak Demand, 12-1pm		Peak Demand, 2:00 PM		Peak Demand, 4:00 PM	
Block #	Face	Total Spaces	Rich Occ. %	10:00 AM	Occ. %	12:00 PM	Occ. %	2:00 PM	Occ. %	4:00 PM	Occ. %
1	E	18		13	72.2%	6	33.3%	4	22.2%	3	16.7%
1	E (Adjacent)	0	-	-	-	-	-	-	-	-	-
1	S	3		3	100.0%	3	100.0%	1	33.3%	2	66.7%
2	E	4		2	50.0%	2	50.0%	3	75.0%	0	0.0%
2	S	6		5	83.3%	3	50.0%	4	66.7%	2	33.3%
2	W	7		6	85.7%	2	28.6%	2	28.6%	4	57.1%
3	N	4		4	100.0%	1	25.0%	1	25.0%	0	0.0%
3	N (Adjacent)	9		1	11.1%	9	100.0%	4	44.4%	3	33.3%
3	E	2		2	100.0%	0	0.0%	1	50.0%	2	100.0%
3	S	16		6	37.5%	9	56.3%	6	37.5%	11	68.8%
3	W	5		1	20.0%	1	20.0%	3	60.0%	5	100.0%
4	N	18		1	5.6%	1	5.6%	1	5.6%	0	0.0%
4	N (Adjacent)	4		0	0.0%	2	50.0%	1	25.0%	0	0.0%
4	E	0	-	-	-	-	-	-	-	-	-
4	S	13		7	53.8%	9	69.2%	8	61.5%	6	46.2%
4	W	5		1	20.0%	2	40.0%	3	60.0%	3	60.0%
5	N	9		1	11.1%	2	22.2%	8	88.9%	5	55.6%
5	E	0	-	-	-	-	-	-	-	-	-
5	S	0	-	-	-	-	-	-	-	-	-
5	W	0	-	-	-	-	-	-	-	-	-
6	N	4		1	25.0%	1	25.0%	1	25.0%	1	25.0%
6	E	0	-	-	-	-	-	-	-	-	-
6	S	19		5	26.3%	11	57.9%	5	26.3%	9	47.4%
6	W	0	-	-	-	-	-	-	-	-	-
7	N	8			0.0%		0.0%		0.0%		0.0%
7	W	0	-	-	-	-	-	-	-	-	-
8	N	15		14	93.3%	14	93.3%	10	66.7%	14	93.3%
8	E	9		8	88.9%	9	100.0%	8	88.9%	8	88.9%
8	S	17		13	76.5%	17	100.0%	12	70.6%	16	94.1%
8	W	9		9	100.0%	9	100.0%	8	88.9%	6	66.7%
9	N	17		10	58.8%	15	88.2%	15	88.2%	13	76.5%
9	E	24		21	87.5%	23	95.8%	19	79.2%	15	62.5%
9	S	15		13	86.7%	15	100.0%	15	100.0%	15	100.0%
9	W	11		7	63.6%	10	90.9%	7	63.6%	10	90.9%
10	N	22		8	36.4%	10	45.5%	6	27.3%	12	54.5%
10	E	5		4	80.0%	3	60.0%	4	80.0%	4	80.0%
10	S	7		5	71.4%	4	57.1%	4	57.1%	4	57.1%
10	W	0	-	-	-	-	-	-	-	-	-
11	N	0	-	-	-	-	-	-	-	-	-
11	S	0	-	-	-	-	-	-	-	-	-
11	W	12		4	33.3%	5	41.7%	7	58.3%	3	25.0%
12	N	12		7	58.3%	12	100.0%	9	75.0%	10	83.3%
12	N (Adjacent)	23		9	39.1%	9	39.1%	10	43.5%	10	43.5%
12	E	14		6	42.9%	12	85.7%	9	64.3%	14	100.0%
12	S	19		7	36.8%	12	63.2%	9	47.4%	14	73.7%
13	N	9		5	55.6%	8	88.9%	8	88.9%	9	100.0%
13	E	0	-	-	-	-	-	-	-	-	-
13	S	8		7	87.5%	5	62.5%	6	75.0%	2	25.0%
13	W	25		15	60.0%	21	84.0%	21	84.0%	20	80.0%
14	N	4		1	25.0%	4	100.0%	3	75.0%	3	75.0%
14	E	5		3	60.0%	5	100.0%	2	40.0%	3	60.0%
14	S	15		13	86.7%	15	100.0%	11	73.3%	15	100.0%
14	W	3		1	33.3%	3	100.0%	2	66.7%	2	66.7%
15	N	11		1	9.1%	3	27.3%	4	36.4%	1	9.1%
15	S	0	-	-	-	-	-	-	-	-	-
15	W	16		10	62.5%	7	43.8%	5	31.3%	10	62.5%
16	N	2		0	0.0%	3	150.0%	2	100.0%	1	50.0%
16	E	6		2	33.3%	6	100.0%	6	100.0%	6	100.0%
16	S	0	-	-	-	-	-	-	-	-	-
<b>Total</b>		<b>489</b>		<b>262</b>	<b>53.6%</b>	<b>323</b>	<b>66.1%</b>	<b>278</b>	<b>56.9%</b>	<b>296</b>	<b>60.5%</b>

Source: Walker Consultants, 2019

Exhibit 7: Parking Occupancy Heat Map – 12:00 PM (Peak Demand)



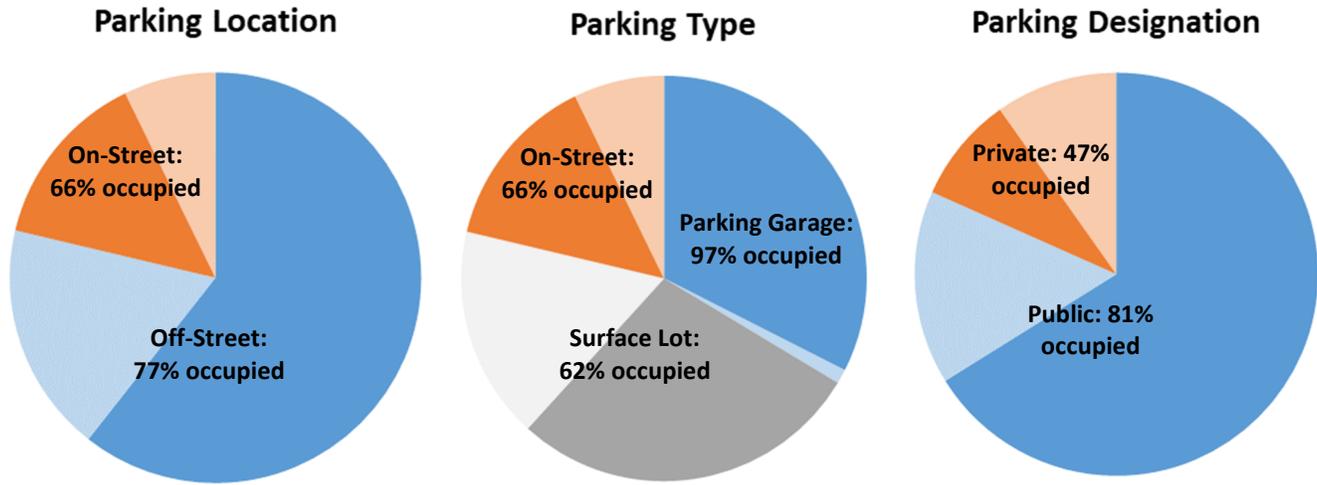
Source: Google Earth, Walker Consultants, 2019

### 12:00 PM PARKING OCCUPANCY (PEAK DEMAND)

Peak parking occupancy (peak demand) occurred during the 12:00 PM observation with **1,715±** vehicles parked within the study area; **323** of those cars were parked on-street, while **1,392** were parked off-street. The combined totals equate to a **75 percent** parking occupancy rate (1,715 parked vehicles versus 2,297 spaces). Similar to other downtown districts, on-street parking in the core commercial areas along Main and Curtiss Streets are near capacity due to the lunch-time rush. Also, downtown commuter lots are mostly above **75 percent** occupied. The parking occupancy data in Exhibit 7 represents all cars parked in on-street and publicly available off-street facilities during the 12:00 PM observation period.

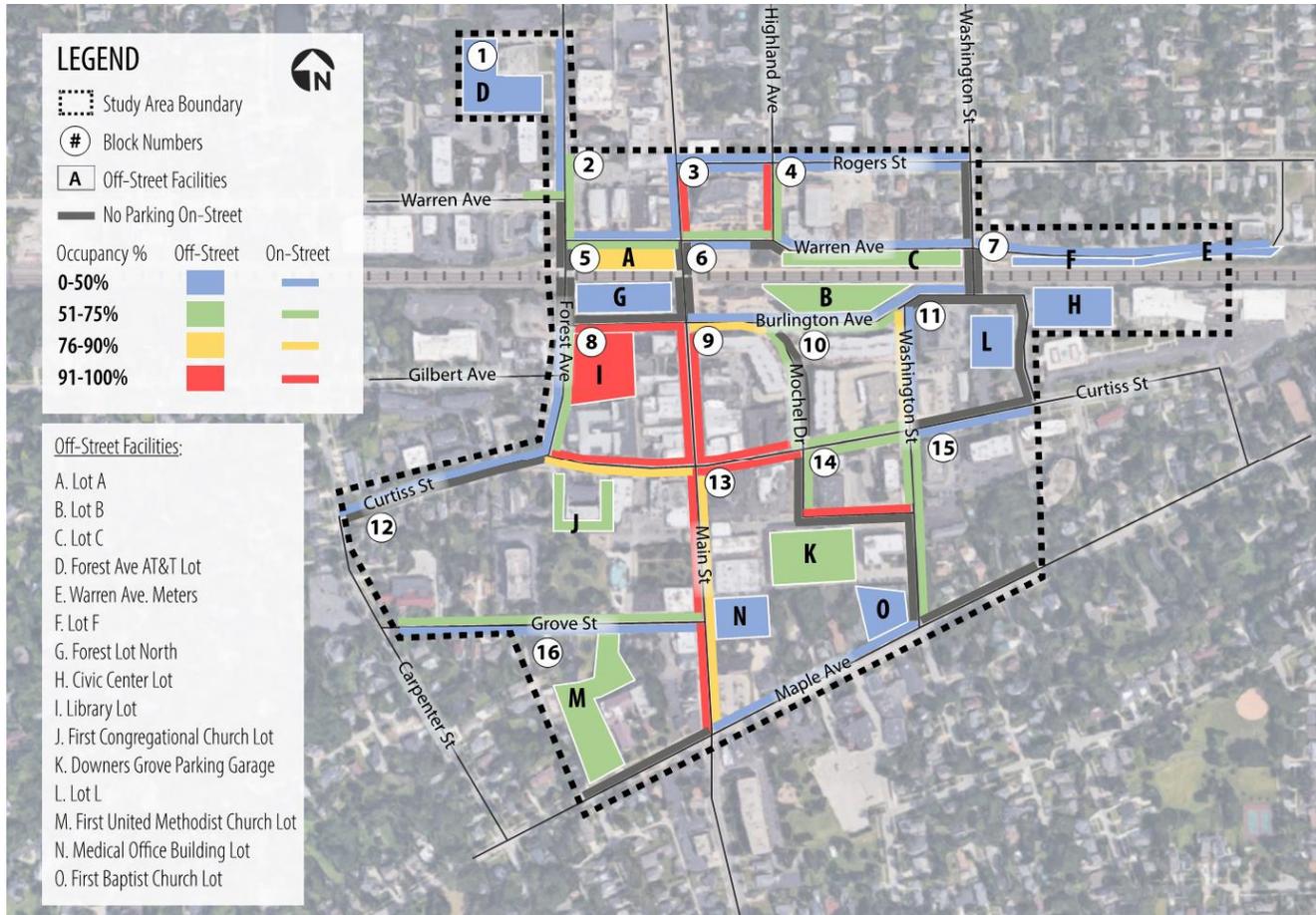
The following Exhibit shows peak parking occupancy (demand) broken down by parking location, type, and designation.

Exhibit 8: Parking Occupancy – 12:00 PM (Peak Demand)



Source: Walker Consultants, 2019

Exhibit 9: Parking Occupancy Heat Map – 4:00 PM



Source: Google Earth, Walker Consultants, 2019

#### 4:00 PM PARKING OCCUPANCY

Walker conducted the last occupancy count at 4:00 PM. A total of **1,230±** vehicles were parked within the study area; **296** of those cars were parked on-street, while **934** were parked off-street. The total equates to a **54 percent** parking occupancy rate (1,230 parked vehicles versus 2,297 spaces). The 4:00 PM occupancy count was the least occupied of the four observation periods (10:00 AM, 12:00 PM, 2:00 PM, 4:00 PM) but had the second-highest on-street parking occupancy percentage at **60.5 percent** (296 cars), after the 12:00 pm observation period. The commuter lots saw a significant decrease in occupancy by the 4:00 PM count, with the highest percentage lot having an occupancy rate of **83 percent**. The lowest occupancy rate among commuter lots was the Forest Avenue Lot North at **50 percent** and Lot F at **29 percent**. The parking occupancy data in Exhibit 9 above represents all cars parked in on-street and publicly available off-street facilities during the 4:00 PM observation period.

**WALKER CONSULTANTS/RICH & ASSOCIATES DATA COMPARISON**

The following Exhibit includes a comparison of the core downtown parking occupancy documented by Rich & Associates (Summer 2011) and Walker Consultants (Fall 2019).

**Exhibit 10: Core Downtown Occupancy, 2011 vs. 2019**

Parking Type	Inventory (2019)	Rich & Associates Occupancy (June 2011)							
		10:00 AM	Occ. %	12:00 PM	Occ. %	2:00 PM	Occ. %	4:00 PM	Occ. %
On-Street	489	266	54.4%	308	63.0%	278	56.9%	290	59.3%
Off-Street	1,808	1,406	77.8%	1,488	82.3%	1,387	76.7%	1,234	68.3%
<b>Total</b>	<b>2,297</b>	<b>1,672</b>	<b>72.8%</b>	<b>1,796</b>	<b>78.2%</b>	<b>1,665</b>	<b>72.5%</b>	<b>1,524</b>	<b>66.3%</b>
Parking Type	Inventory (2019)	Walker Consultants Occupancy (October 2019)							
		10:00 AM	Occ. %	12:00 PM	Occ. %	2:00 PM	Occ. %	4:00 PM	Occ. %
On-Street	489	262	53.6%	323	66.1%	278	56.9%	296	60.5%
Off-Street	1,808	1,376	76.1%	1,392	77.0%	1,326	73.3%	934	51.7%
<b>Total</b>	<b>2,297</b>	<b>1,638</b>	<b>71.3%</b>	<b>1,715</b>	<b>74.7%</b>	<b>1,604</b>	<b>69.8%</b>	<b>1,230</b>	<b>53.5%</b>
Parking Type	Inventory (2019)	Variance (+/-)							
		10:00 AM	Occ. %	12:00 PM	Occ. %	2:00 PM	Occ. %	4:00 PM	Occ. %
On-Street	0	-4	-0.8%	15	3.1%	0	0.0%	6	1.2%
Off-Street	0	-30	-1.7%	-96	-5.3%	-61	-3.4%	-300	-16.6%
<b>Total</b>	<b>0</b>	<b>-34</b>	<b>-1.5%</b>	<b>-81</b>	<b>-3.5%</b>	<b>-61</b>	<b>-2.7%</b>	<b>-294</b>	<b>-12.8%</b>

Source: Rich & Associates, Walker Consultants, 2019

- The total parking occupancy decreased by approximately 3.5 percent from 2011 to 2019. There were 81 fewer vehicles parked during the peak demand period of 12:00 pm in 2019 compared to the same period in 2011.
- The lower occupancy counts in 2019 reflect market conditions during a cold, snowy day in late October, when downtown activity was likely less than was experienced on a summer day in June 2011 when Rich & Associates performed its counts.
- On-street occupancy is marginally higher or unchanged at the hours of 12:00 pm, 2:00 pm, and 4:00 pm, and down only marginally at 10:00 am.
  - Current Village perception is on-street parking occupancy is up significantly when data indicates only a slight increase of 3.1 percent (15 vehicles during peak times). Shifts or redistribution of on-street parking demand patterns in downtown Downers Grove likely explains the current perceptions of some community members.
- Off-street occupancies are down for all four observation periods (down 1.7%, 5.3%, 3.4% and 16.6%, respectively). The decrease could partially be attributed to more employees telecommuting in 2019 and electing not to commute to downtown Chicago on the Metra daily.

### DOWNTOWN RESIDENTIAL PARKING DEMAND

On Friday, November 8<sup>th</sup>, 2019, Walker met with representatives of the new Burlington Station and Maple and Main residential developments. The information discovered throughout the course of these meetings may be found in the Appendix of this report. Based on these discussions with development representatives, in conjunction with national residential parking ratio information, Walker performed the following residential parking adequacy analysis.

Exhibit 11: New Residential Development Parking Demand

Development	Number of Units	Parking Spaces	Parking Ratio	Resident Parking Demand <sup>1</sup>	Surplus / (Deficit)	Guest Peak Demand Ratio <sup>2</sup>	Guest Parking Demand	Surplus / (Deficit)
Burlington Station <sup>3</sup>	89	106	1.19	110	(4)		3	(7)
Maple & Main	115	162	1.41	160	2	.10/unit	12	(10)
Marquis on Maple	55	79	1.44	84	(5)	.10/unit	6	(11)
<b>Total</b>	<b>259</b>	<b>347</b>	<b>1.34</b>	<b>354</b>	<b>(7)</b>		<b>20</b>	<b>(27)</b>
<i>National Average</i> <sup>4</sup>			1.07-1.12					

**Notes**

<sup>1</sup> Current parking demand was determined in discussion with development representatives.

<sup>2</sup> Ratio provided by the Urban Land Institute and Walker's Shared Parking Model.

<sup>3</sup> Burlington Station guest peak parking demand is three (3) vehicles, per development representatives.

<sup>4</sup> National average provided by Institute of Transportation Engineers, 2019.

Source: Various Developments, Village of Downers Grove, Institute of Transportation Engineers, Walker Consultants, 2019

Based on discussions with the various developments, there is a current need for approximately 354 spaces, which represents a seven (7) space deficit when compared to the on-site capacity of 347 spaces. Please note Marquis on Maple is not fully leased out, so this deficit could grow slightly.

When including guest parking demand for the Maple & Main and Marquis on Maple developments, Walker utilized industry-standard guest parking ratios for suburban, commuter rail residential development to determine an approximate guest parking peak demand. Burlington Station representatives stated that their peak guest parking demand occurred on weekends and was approximately three vehicles. The guest parking demand cumulatively is approximately 20 spaces. When added to the resident deficit of seven spaces, the total parking deficit is approximately 27 spaces.

Walker utilized the Institute of Transportation Engineers Parking Generation Manual, 5<sup>th</sup> Edition (2019), to determine a peak demand national average for low- to mid-rise residential developments in suburban areas within one-half mile of rail transportation. The average peak period parking demand at residential developments in similar suburban communities around the country is 1.07-1.12 vehicles per unit. This is approximately .24 lower than the average spaces per unit at the three new residential developments in downtown Downers Grove.

## RECOMMENDATIONS

### DOWNTOWN RESTAURANT AND RETAIL PARKING DEMAND

Walker performed a parking inventory and occupancy survey of the core downtown area of Downers Grove on Tuesday, October 29<sup>th</sup>. While there are localized areas that experience higher levels of parking demand, the overall supply exceeds demand within the core downtown area. Downers Grove has realized extensive economic and commercial real estate growth over the last ten years. Several new restaurants have opened along Main Street. The combined restaurant activity generates a localized increase in pedestrian and vehicular traffic. The repurposed land uses have shifted parking demand patterns; however, the data analysis concludes the overall public parking system can absorb and satisfy the incremental increase in localized parking demand.

The public parking system in downtown Downers Grove is a network of resources and policies designed in partnership with the community to provide citizens, visitors, and businesses equitable access to goods and services. The public parking system is designed to support economic development initiatives by connecting people and places. As the community changes over time and old land uses are repurposed, and the popularity of new destinations rise and decline, the public parking system must allow for flexibility. While the quality of the parking system may be perceived based on an isolated surplus or shortfall, the performance metrics used to determine the effectiveness of the parking system to connect the community must include the measurement of the overall downtown mission. The parking system performance is the result of policy governance that focuses on top-line metrics and monitors the overall quality of service, customer experience, and operational governance that values citizen safety and accessibility.

Each downtown citizen, visitor, and employee may have different expectations of acceptable walking distances, time restrictions, and accessibility based on the type of parking they select, short- or long-term. On-street spaces in core areas should turnover frequently, allowing for retail and customer short-term parkers, while off-street spaces in peripheral areas (Commuter Lots, Garage) should allow for longer durations of stay and cater more towards Metra commuters, employees of downtown businesses, and residents.

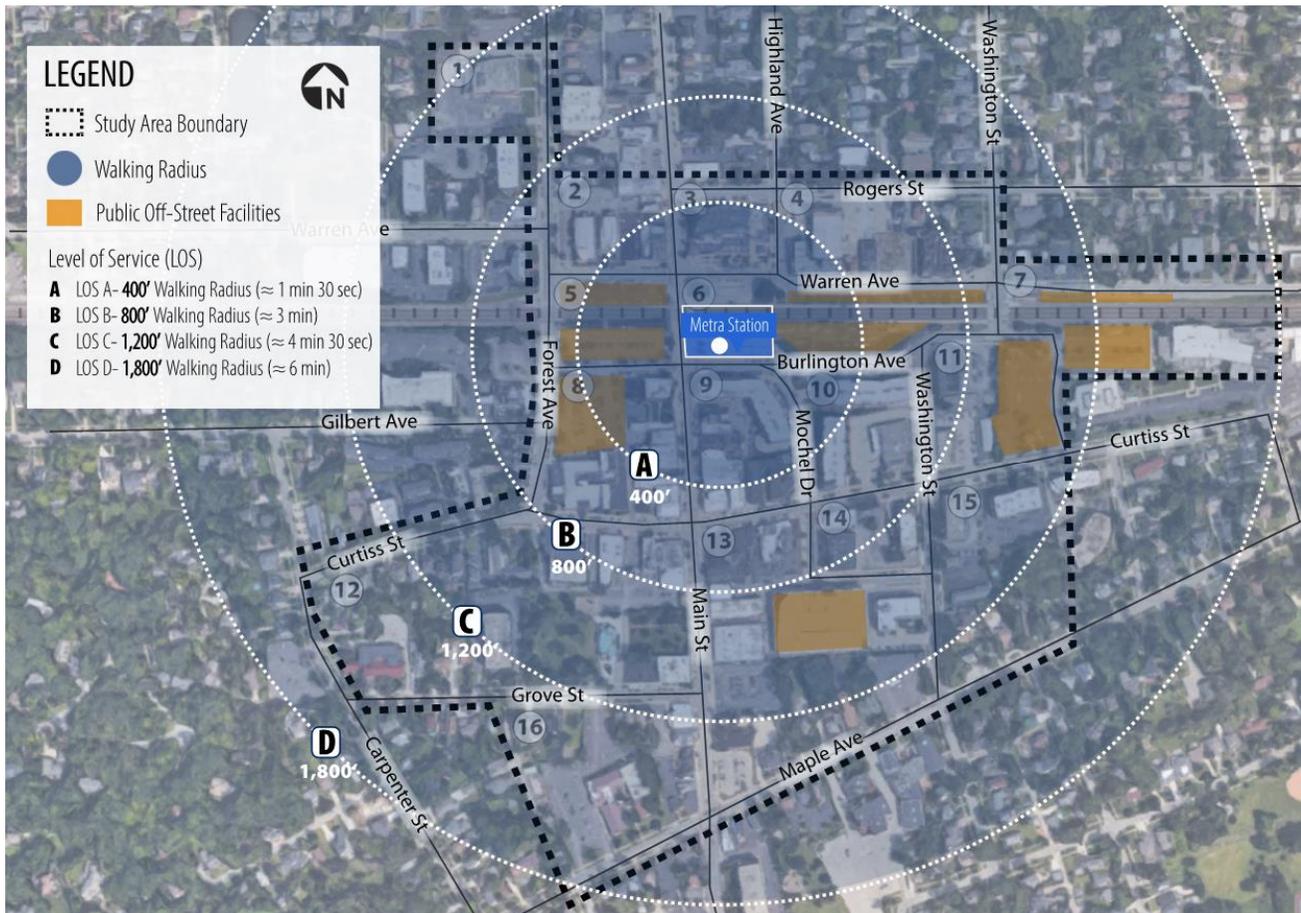
### DOWNTOWN WALKABILITY AND DENSITY

In economically vibrant downtowns and commercial districts throughout the country, building and land use development density are preferred over an abundance of underutilized or partially vacant surface parking lots. Downtown patrons may have to walk further to get to and from their vehicle to their destination, but this sidewalk

traffic contributes to a healthy downtown pedestrian ecosystem and promotes economic activity. In Downers Grove, a premier customer Level of Service (LOS) A or B for restaurant parkers is attainable when utilizing peripheral on-street areas and the public garage during the day and the commuter lots during the evening. In a downtown commercial environment, sharing the available parking assets (shared parking) allows for the highest and best use of the existing parking supply. This shared parking demand management strategy allows for the sharing of parking spaces among uses in a commercial district mixed-use environment – in lieu of providing a minimum number of parking spaces for each land use. It is defined further as the ability to use the same parking resource by multiple nearby or adjacent land uses without encroachment. This efficient use of public parking and the citizen-centric approach to providing a level of service choice helps the Village maximize the use of public resources.

Downtown visitors, customers, and employees each have a unique perception of what is an acceptable parking location in relation to their destination. Employees are typically more willing to park further away, while visitors and customers desire access to the most proximate parking available. In the following Exhibit, walking times are presented to help provide a common context of acceptable parking locations in relation to the study area. The majority of the restaurants and retail located in downtown Downers Grove are serviced by public parking supply located within walking distance LOS A or B. Typical walking times in the study area are between one (1) and six (6) minutes from all downtown public parking facilities to core downtown destinations.

**Exhibit 12: Downers Grove Walking Distance LOS**



Source: Google Earth, Walker Consultants, 2019

A list of the Village’s public parking facilities and the associated walking distance LOS from the Downers Grove Main Street Metra Station is provided in the following Exhibit.

Exhibit 13: Downers Grove Walking Distance LOS by Public Parking Facility

Block #	Lot ID	Total Spaces	LOS
5	Lot A	47	A
5	Forest Lot North	84	A
6	Lot B	67	A
6	Lot C	65	B
8	Library Lot	77	B
11	Lot L	87	C
7	Lot F	52	C
13	Downers Grove Parking Garage	772	C
7	Civic Center Lot	98	D
7	Warren Ave. Meters	38	D
<b>Total</b>		<b>1,387</b>	

Source: Walker Consultants, 2019

*Primary Factors Contributing to Walkability*

- Spacious and unobstructed sidewalks and pedestrian crosswalks
- Safe street designs that separate pedestrians and vehicles
- Interesting building stock with vibrant and useful ground-level businesses
- Proximity to a regional commuter rail transit station

Some can view regional shopping centers as direct competition to downtown shopping districts. Customer and employee access to free parking, along with the volume of products and services offered within a shopping center, are often identified as potential competitive advantages.

As a comparison, at Oakbrook Center in Oak Brook, Illinois, the same walking distance LOS applies to the majority of the outdoor retail center. A patron can walk from the central pick-up and drop-off area (or central parking garage) and access any destination in the retail center within a LOS A or B walking distance. Oakbrook Center walking distances are shown in the following Exhibit. At Oakbrook Center, most of the parking supply is located beyond a three (3) minute walking time to the middle of the shopping center.

**Exhibit 14: Oakbrook Center Walking Distance LOS**



Source: Google Earth, Walker Consultants, 2019

- Walker recommends that the Village continue to promote walkability and high Level of Service (LOS) walking distances in and around its downtown.
- Signage can be changed to reflect walking distances and times, similar to how it is presented in the Exhibits above.

- Additions and revisions can be made to the Village’s website to provide walking distance and time information from the public parking garage and commuter lots to the Metra Station, Library, Tivoli Theatre, restaurants on Main Street, and other places of interest.
- As stated earlier, based on Walker’s research and analysis, the development of new structured parking in the core downtown area is not recommended at this time.

### GREATER EFFICIENCY THROUGH SHARED PARKING

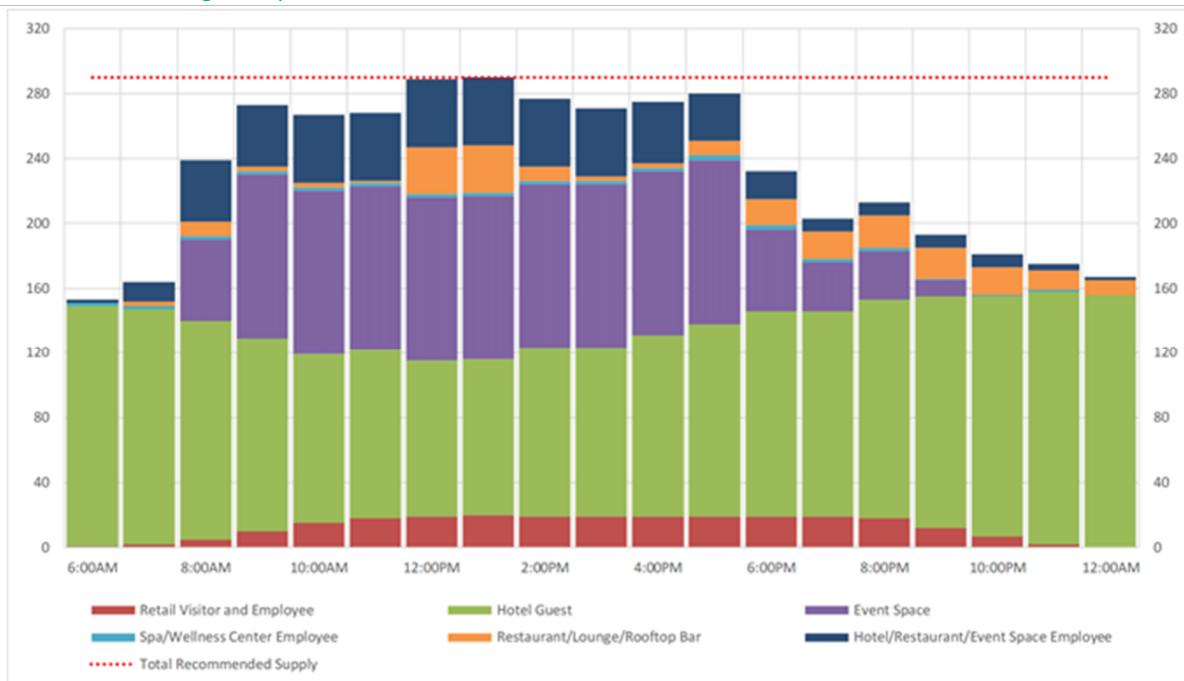
Existing publicly accessible parking spaces and facilities should be utilized as efficiently as possible. Ideally, existing parking should be utilized to the best level possible before significant financial and real estate assets are devoted to constructing more parking. Increasing efficiency is typically accomplished by sharing parking. We recommend that, to the extent possible, new and existing development in downtown Downers Grove share parking, public or private, with other uses to minimize the need to build more supply. A municipality can overbuild parking supply when public resources are not proactively managed for the maximization of use. Shared parking is the use of a parking space or facility to serve two or more individual land uses without conflict or encroachment. It is a policy and process endorsed by the Urban Land Institute (ULI) and International Council of Shopping Centers (ICSC). Walker has worked closely to model the process with both organizations.

The ability to share parking spaces is the result of two conditions:

1. Variations in the accumulation of vehicles by hour, by day, and by season at the land uses, and
2. Relationships among the land uses that result in visiting multiple land uses on the same vehicular trip.

Exhibit 15 provides an example of shared parking demand at a hotel/event center.

Exhibit 15: Shared Parking Example



Source: Walker Consultants, 2019

Shared parking is an accepted practice widely relied upon in mixed-use commercial districts and developments. Parking in downtown commercial districts is typically shared due to the mix of land uses and the high cost of real estate and structured parking in the district.

As successfully shared parking results in increased efficiency and use of a parking space, the community benefits are measurable. These include reduced development costs, greater availability for businesses or other destinations as opposed to simply car storage, and generally a more pleasing aesthetic or landscape. We note that too much parking, particularly when parking is not shared, often leads to a cycle; large areas devoted to parking result in distances between destinations that are too great or unpleasant to walk. This planning approach results in the need or desire to drive between destinations and impacts the vibrancy of a dense downtown.

### COMMUTER LOT SIGNAGE

During Walker’s site visits, while the Commuter Lots were nearly full, all lots had some space availability after 11:00 am, when parking opens to retail customers. On one occasion, Walker observed three vehicles circling looking for a space in the full Library Lot, while the Forest North Lot directly across Burlington Avenue had five vacant spaces. Walker observed this condition at other downtown Commuter Lots as well. Approximately ten to twenty spaces sat vacant during weekday daytime hours. This likely is due to the fact that in 2019, more office employees are telecommuting and not commuting to work via Metra, leaving some spaces open for customer or retail parkers. While not as proximate as an on-street space directly in front of a patron’s destination, Walker believes that the Commuter Lots offer a positive parking experience that is one to two blocks from core downtown destinations along Main and Curtiss Streets. Encouraging downtown parkers to park in the Commuter Lots can be achieved through improved signage, marketing, and branding. The following Exhibit includes examples of current signage at Commuter Lot B.

#### Exhibit 16: Commuter Lot Customer Parking



Source: Walker Consultants, 2019

- Walker recommends the Village consider amending Commuter Lot signage to more clearly highlight free parking after 11:00 am on weekdays and all day during weekends. On many of the signs, similar to the

examples shown above, the information is often at the bottom of the sign or hidden amongst a variety of messages and information.

- Numerous signs in a small area (“sign clutter”) can be distracting to a driver and may not allow sufficient time to be read, particularly with traffic following. We also recommend consolidating commuter lot signage if possible. While these signs may share a lot of information, it can be presented on one sign in a way that is clear and concise.
- Signage can also be tied in with a village-wide marketing and branding strategy, while still conveying a clear message, as shown in the following public parking signage example in Holland, Michigan.

Exhibit 17: Sample Signage – Holland, Michigan



Source: Walker Consultants, 2019

## NEW RESIDENTIAL/MIXED-USE DEVELOPMENTS

Through conversations with representatives at the three new residential/mixed-use developments in downtown, Walker has determined that a parking surplus currently exists at the Maple & Main development. A minor on-site parking deficit exists at both the Burlington Station and Marquis on Maple developments. These minor deficits are relatively insignificant and do not create a parking deficit or (under-supply) of parking in the downtown public parking system as a whole. Minor policy and operational improvements, particularly in regard to Lot R permit parking, can be implemented to address the localized deficits that currently exist at both developments.

Lot R permits are designated for use on the first level of the public garage during the daytime and overnight hours. These permits cost \$195 per quarter, and there are currently 66 permits issued to eligible Downtown property owners that provide qualifying proof of residency. As of November 2019, there are 15 individuals on the waitlist seeking to obtain a Lot R permit.

Demand for Lot R permits has grown in recent months. This is attributable to five (5) permit requests from Marquis on Maple residents, along with requests from residents at 5227 Main Street. The 5227 Main property is an apartment building with no dedicated resident parking. Residents had previously been parking at a nearby church before the property owner discontinued permission to park in the church parking lot in October of 2019.

The combined on-site parking shortfall at the three new residential developments represents a need for approximately nine spaces (four at Burlington Station and five at Marquis on Maple).

- Consider revising Village Code to allow apartment tenants (including, but not limited to, Burlington Station and Maple & Main) to park in Lot R. A resident is generally defined as a long-term dweller within a municipality, and apartment tenants can be long-term residents in the downtown community.
- We recommend an oversell factor at Lot R of five (5) to ten (10) percent. If demand warrants, it is a best practice to oversell residential permit spaces in public parking supply by five to ten percent due to residents being out of town or having found another parking alternative for an overnight period. This is an extension of what the Village is already doing at Lot R by letting customer parkers utilize spaces that are not being utilized by resident parkers.
- Any resident overnight vehicles that cannot park on the first floor of the public garage should be able to park from 6:00 pm to 6:00 am on the rooftop level of the garage. Spaces will remain first-come-first-serve, but the rooftop parking will allow access to additional parking supply in spaces that are normally available and unoccupied overnight. Please note resident parkers will need to move their vehicles out of the rooftop spaces by 6:00 am for commuter parkers to utilize these spaces during the daytime.
- Temporary on-street overnight parking permissions (12 nights total in a 12-month period) and temporary Lot L overnight permissions (five nights total per calendar month) will continue to be an option for resident parkers and their guests.
- Based on Walker's research and analysis, we do not recommend structured parking in the core downtown area at this time.

## ADDITIONAL RECOMMENDATIONS FOR CONSIDERATION

### *Village Parking Website*

For clarity and simplicity, Walker recommends the Village provide headings and links at the top center of the Parking and Transportation webpage for each parking sub-page (Commuter Parking, Downtown Employee Parking, Downtown Shopper Parking, and Overnight Parking/Parking Tickets/Vehicle Stickers). The sub-heading could be below a larger “Downtown Parking” heading. Walker also recommends moving the General Parking Reminders section closer to the top of the page.

On the Overnight Parking/Parking Tickets/Vehicle Stickers page, we recommend providing more information regarding the temporary overnight permissions (number allotted per resident/vehicle, instructions for requesting permission), in addition to the Overnight Parking Request Form. Regarding the temporary overnight parking permissions, Walker recommends more clarity on the online submittal form. Currently, it states, “Please enter the **Actual Calendar Date** you wish to park on the street”. As parking is prohibited on village streets from 2:00 am to 6:00 am, we recommend changing the language to state “As parking is prohibited on Village streets from 2:00 am to 6:00 am, please enter the following day’s date. *For example*, if you wish to park the night of November 1<sup>st</sup> (overnight November 1<sup>st</sup> into November 2<sup>nd</sup>), please enter November 2<sup>nd</sup> as your start and end date. If you wish to park the nights of November 1<sup>st</sup> AND 2<sup>nd</sup>, please enter November 2<sup>nd</sup> as your start date and November 3<sup>rd</sup> as your end date”.

### *Extend Two-Hour Time Limited Parking Until 8:00 PM on Main and Curtiss Streets*

Village officials informed Walker that the perception is that on-street parking is full throughout downtown during dinner/early-evening hours. Currently, the on-street parking is time-restricted until 6:00 pm. In theory, an individual could park their vehicle at 4:01 pm and not move it again until 2:00 am when the overnight parking restriction goes into effect. To increase turnover later into the evening on key downtown streets, Walker recommends extending the two-hour time limit until 8:00 pm on Main Street between the BNSF railroad tracks and Grove and on Curtiss Street between Forest and Washington. While enforcement hours will need to be extended, the added time restrictions will promote additional turnover leaving spaces unoccupied for additional evening on-street parkers. This adjustment to on-street parking policy helps to increase the availability of on-street supply. A planning goal to achieve parking equilibrium is to make roughly one to two parking spaces available per block during typical busy periods. Additionally, the goal of the extended time limits is to increase the number of cars parked in each space per day by decreasing the length of stay of each car parked on-street in the evenings.

### *Additional On-Street Strategies:*

- Maximize the turnover of on-street spaces, including during evening hours and other times when demand for on-street spaces remains high.
- Reduce the number of drivers cruising streets in search of parking or waiting in traffic for other vehicles to vacate on-street spaces.
- Increase the utilization of parking spaces that currently sit unused for significant periods.
- Concentrate parking enforcement activities on habitual violators rather than drivers who occasionally overstay a time limit.

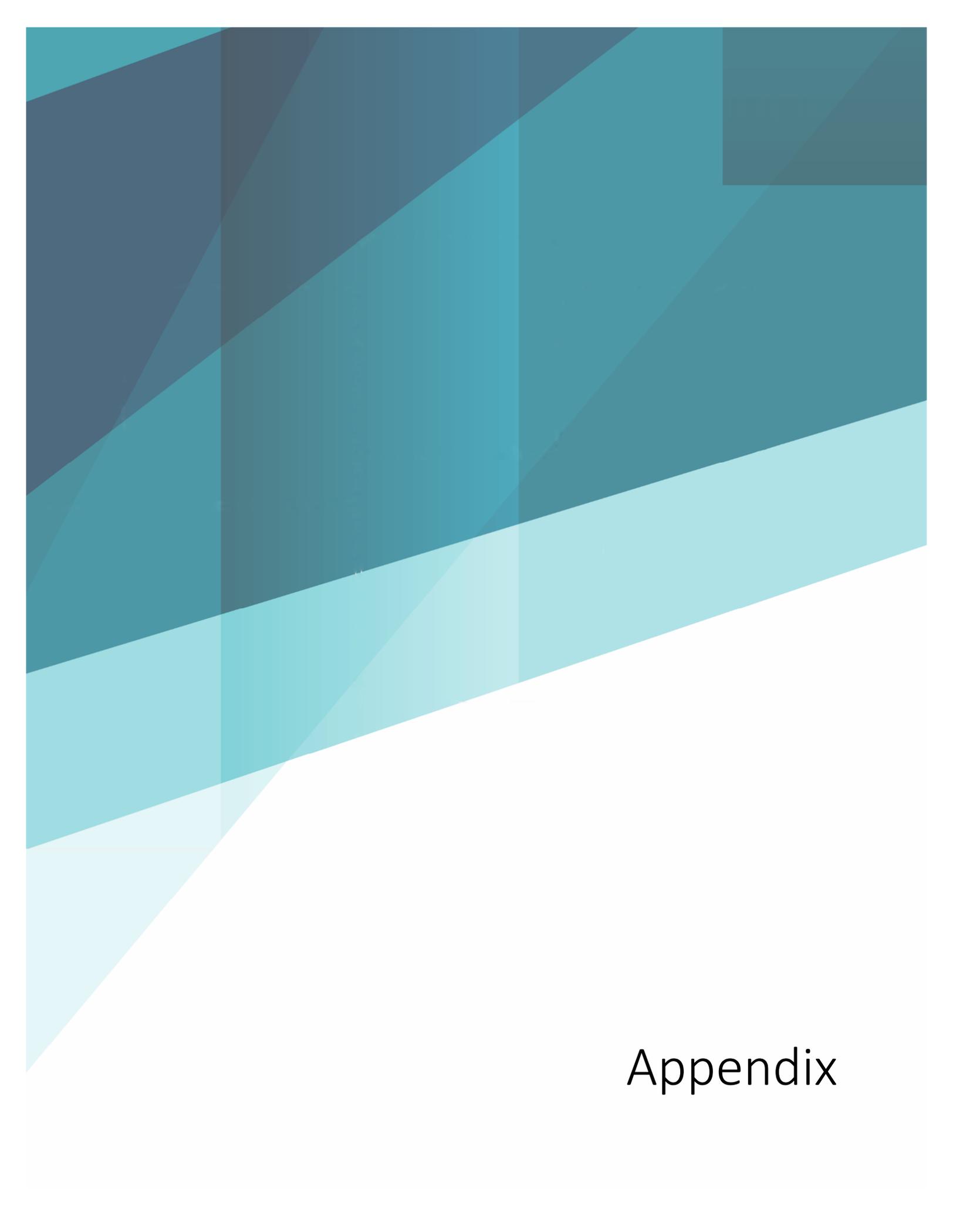
- If possible, keep a portion of parking revenue local to educate community members and provide aiding ancillary downtown strategies including:
  - Improved bicycle access and pedestrian friendliness of the area, and
  - Improved signage and wayfinding for off-street parking.

#### *Implement Three-Hour Time Limited Customer Parking at Commuter Parking Lots A, B, and Forest Avenue Lot North after 11:00 am*

Similar to how the first level of the parking garage allows for four-hour customer parking, Walker recommends instituting a three-hour time limit on customer parking (after 11:00 am) at Commuter Lots A, B, and Forest Avenue Lot North. In coordination with extending time limits on Main and Curtiss, this policy would be an effort to create more turnover and maximize the availability of the open (non-commuter occupied) spaces within these lots. These lots were chosen due to their prime downtown location near Main Street and the Metra station, which offers a slightly higher LOS than the public garage, thus a slightly more restrictive time limit (three hours versus four hours). Additionally, Lot A and Forest Avenue Lot North already have some three-hour spaces, so the signage changes and user behavior adjustments would be minimized. This change would also align these lots with the three-hour time limit currently instituted at the Library (Forest Avenue South) Lot. This would also help encourage longer-term downtown employee parkers to park in the more peripheral commuter lots (C, D, F, and L) as some afternoon and evening employees may be utilizing these lots unrestricted after 11:00 am when the customer and shorter-term parkers would best utilize the most proximate spaces.

#### *Remove Underutilized 15-Minute Spaces in Peripheral Locations and Change to Two-Hour Space*

During Walker's site observations, some of the 15-minute loading zone spaces were lightly utilized, particularly in areas further away from the intersection of Main and Curtiss Streets. While we understand that Public Works has recently installed some new 15-minute spaces, we recommend the Village study the use of some of the outer spaces, and if utilization is low, consider converting these spaces back to two-hour spaces. If the parking space was installed at the specific request of a downtown business, we do not recommend reverting to a two-hour space. Additionally, the Village should only consider removing a maximum of two or three spaces as loading zone spaces are essential in a busy downtown commercial district.



# Appendix

## APPENDIX

### New Downtown Residential Developments

On Friday, November 8<sup>th</sup>, 2019, Walker met with representatives of the new Burlington Station and Maple and Main residential developments. The following information offers a summary of the two meetings.

#### *Burlington Station*

- 89 units, 106 on-site spaces in a first-floor garage
- The development is 100 percent leased
- \$100 per month for the first spot, \$250 per month for the second spot
- Residents currently need a total of four (4) spaces for second vehicles
- The development discourages on-site storage of a second vehicle
- Uber credits were attempted and were not well-received
- Envoy on-demand electric vehicle is currently used as an on-site carshare program
  - App-based
  - Currently one (1) vehicle
  - Well received by residents
- Overnight guest parking is a concern
  - Peak demand during weekends
  - 2-3 guest vehicles at peak
  - Dates are confusing when reserving the overnight parking permission (On-street parking is prohibited between 2:00 am and 6:00 am)
- Approximately four (4) units do not currently require a space
- There are currently approximately 25 second-vehicles spaces in the garage
- The garage currently has centrally located electric vehicle charging stations

#### *Maple & Main*

- 115 units, 162 on-site spaces in a three-level underground garage
- \$135 for regular space, \$125 for compact space, \$200 for tandem space
  - Total of 20 tandem space, each is adjacent to the residents' associated space
- Spaces are assigned by the residential unit
- Approximately 50 percent of residents have a second vehicle
- A surplus of approximately two (2) spaces currently exists.
- The development is 100 percent leased
- Guest parking is not permitted on-site
- The development sees consistent parking demand patterns, with a slight dip in resident demand during weekends
- There are currently two (2) spaces reserved for the to-be-leased on-site retail space
- Move-ins/outs and loading are a concern as there is currently no adjacent on-street loading zone
- Maple & Main employees utilize the employee DB permits and park in the public garage
- Zipcar carshare was considered, but it is too much of an insurance liability

### *Marquis on Maple*

On behalf of Walker, Village staff contacted representatives of the Marquis on Maple condominium building on Friday, November 22<sup>nd</sup>, 2019 and they were able to provide the following information.

- 55 units, 79 on-site parking spaces in the underground garage and small surface lot
- Five (5) units remain for sale – three (3) 3-bedroom units (which have two deeded and dedicated parking spaces each) and two (2) 2-bedroom units (which have one deeded and dedicated space each)
- There are currently three (3) units under contract
- 47 units are currently occupied
- There are no spaces available for guest parking in the building, guests will use on-street spaces near the building

Additionally, the Village reviewed 2019 county tax records and provided the following information.

- 17 individual property owners have two spaces deeded to them
- 23 individual property owners have one space deeded to them
- Four (4) residents have obtained Lot R permits (one of the four has a second deeded on-site space)
- One (1) resident is on the Lot R permit waitlist