



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, May 15, 2024 – 7:30 PM

AGENDA

Physical attendance at this public meeting is limited to 50 individuals, with Committee members, staff and consultants having priority over members of the public. Public comments will be shared with the Committee. You may submit written public comments via email in advance of the meeting to: bkoclanis@vrf.us. You may listen to the meeting by participating in a Zoom conference call as follows: dial-in number: 312-626-6799 with meeting ID: 833 5080 7173 and passcode 202850 or by clicking here:

<https://us02web.zoom.us/j/83350807173?pwd=dklvanBtZHluWitRdzBjNnl5cHYzZz09> If you would like to speak during public comment or if you wish to participate in-person at Village Hall, please email bkoclanis@vrf.us by 4:00 PM on Wednesday, May 15, 2024.

1. Call to Order/Roll Call
2. Adoption of minutes from the Traffic and Safety Commission meeting held on January 17, 2024.
3. Public Comment
4. Discussion of parking on the 1200/1300 block of Park Avenue.
5. Adjournment



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, January 17, 2024 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, January 17, 2024, at 7:30 P.M.

Roll Call and Call to Order

The meeting was called to order at 7:30 P.M. Present at this meeting were Chairman Rees, Commissioner Chase, Commissioner Gillis, Commissioner Hoyt, Commissioner Jayaraman & Commissioner Osga.

Chairman Rees adopted a motion to approve the minutes from the meeting on November 15, 2023. All in favor of adopting the minutes.

Chairman Rees thanks everyone for attending and asks if they signed up to speak. The intent is to show public comment and the discussion of the Northeast Speed Volume Report. If there is no objection, then I will turn it over to public comment first and go from there.

The main thing is that at the last meeting, is one of things we asked when the Board hired a new Traffic Consultant and when they did their Study, they excluded the Northeast Quadrant because that work had already been done with KLOA. So, we asked if they would go back and check the volume counts and the speed counts with the barriers removed. They have done that and so, we have that data. We will turn it over to you if you want to make any comments and then we will go to the Board. So, whoever would like to go first, if you don't mind giving us your name and address.

Kelly Abcarian, 1226 William Street – I did have a chance to review the Thomas Engineering Report. Thank you for having them do that. They did a fantastic job of using the Toolbox. It sounds like this Village can use moving forward. I would like to thank data driven decisions. What I found is a key take away is that is clear when you listen to opinion verses data, you get very different results. I'm in survey research. Opinions are important, but they don't represent what's happening on the ground. If you look, Bonnie Brae was the one street that needed no treatment whatsoever. Yet, we had done treatment that instituted barriers which is like the last resort you would ever want to do. I want to thank you for engaging them to reposition the data and the research so we can all make smarter decisions using the Toolbox around levels and proper treatment. I thought it was straight forward but alarming which is what I know we had voiced concerns around was Monroe and William. It is like whack a mole where you push traffic to other streets which already have high volumes much higher than Bonnie Brae and Clinton. The takeaway I took was that the traffic backs up well before you get to those streets if people are intending to cut through. So, by not doing anything on those streets, it didn't really divert any traffic.

Chairman Rees asks if anybody has any questions for Kelly. Ok, thank you.

Dr. Nucifora, 1415 Clinton Place – I agree with Kelly just said. I also want to stress the difference between personal opinions, personal feelings, personal thinking, and objective data. I believe no one here is an expert on traffic situations. So please listen to what the experts say. In addition, I would like to ask whether I am a loud to ask, after a vote is taken, what are your effects behind your vote?

Chairman Rees indicates there may be people here that may have different views. I will give you my sense if anybody else wants to comment even though I am answering your question right now. Generally, in a meeting like this, there are certain rules. We roughly follow the Roberts Rules of Order in a meeting. Generally during public comment, it should be public comment. Usually when it's public comment, there is not even a give and take. We don't answer questions, we don't do what I am doing right now, which is answering your question. Usually, you hear public comment and this is any Commission like this. You hear public comment. The Commission hears the comment. You go through anybody that has a comment then you turn it over to the Commission to have a discussion. Then there is a vote. After that, if you wanted to engage with any particular member and find out if they didn't adequately explain their reason, they would be free to do that. I think during the course of the meeting, that's technically not something that is expected or anticipated. Having said that, we have historically been pretty informal. We understand we are all neighbors here trying to reach the right result, so we tend to be more informal and we have a little more give and take.

You might have been at a couple of meetings when they were really jammed with people and we have gone through some of the same issues a few times, I think we started to try and limit the amount of public comment, limit that kind of give and take as you know some of these meetings were going until 10:00 o'clock at night. Those are my two cents to try and answer your question. I am happy to have any other Commissioners weigh in if they like to.

Commission Hoyt agrees completely.

Chairman Rees did that answer your question?

Dr. Nucifora indicates so, after the vote, am I a loud to ask one of you to please explain to me the basis of your vote? Most of the time it is almost always clear, but sometimes it is not clear. If I understand the results of the vote, then I understand the issue better, the solution and the recommendation you guys make to the Board.

Chairman Rees indicates that he appreciates that. Again, there is an informal answer and a technical formal answer. The formal answer is no, there's not really a provision for you to question the people after the vote about why they voted a certain way. After the meeting, you are certainly free to ask any one of us and we may be free to answer or not answer.

Several of us have been on this Commission for many years. We are appointed, we are not elected, but we always try to be responsive to people and to the questions people ask during the meetings. I think we rarely engaged in heavy formality and we try to answer the questions. We will do our best to answer your question and explain the basis. As a technical matter, I think it's not required, but as an informal matter, I think I will speak for us all to say that we generally try to make it a practice to answer the questions that are raised.

We want not only the public to know why we make a recommendation, it's in the minutes, but we like the Village Board to know why we make a recommendation because they have the ultimate decision. What's most important is that the Village Board understand the reason, we as a Commission, voted a certain way. It's probably not as critical why any one individual on the Commission, would vote a certain way.

Dr. Nucifora indicates that some of you make it very clear why they are voting, but some of you don't say anything during the discussion. So, I wonder don't they have an opinion, I don't know.

Chairman Rees indicates that also the Village Board tries to have a number of different people on the Commission and we try to have a diverse Commission with different viewpoints. Sometimes, people articulate a reason and sometimes they don't. That's their prerogative. Our goal is when we do make a recommendation, we certainly hope that the public understands why and that the Village Board understands why so they may decide whether to accept our recommendation or not, we provide sufficient reasons. Thank you.

Commissioner Jayaraman asks Chairman Rees that maybe you want to explain to her -so, the Village Board sends everybody material in advance to read. All of us get to read the problems way in advance and everything is discussed. Some people like to discuss things and are a little more talkative than others. Everybody puts a lot of time and effort to understand the problem, however it works, to have good solutions. Just because they are not really chatty in the Board meeting doesn't mean they don't take the same amount of care than somebody that was a little more talkative.

Chairman Rees thanks Arun. Why don't I go ahead and turn it over to the Commission to ask if anybody has any general comment or anything that they would like to add to the agenda, in particular, I guess, to follow up on things we discussed at the last meeting.

I would like to make sure that we thank Staff and Thomas Engineering for getting these counts and numbers to us. At the last meeting, we weren't sure if they would get it in time for this meeting. They did. I thought they did a great job. On behalf of our Commission, we would like to let the Village Board know that Staff...

Commissioner Hoyt interrupts and indicates I totally agree. I was very happy to see that we had it for this meeting. They talked about making some changes to our Calming Tool Kit at the last meeting and I don't see those changes incorporated in what came back from Thomas Engineering. We talked about 3 items in particular to add to the Tool Kit.

Chairman Rees asks Commissioner Hoyt if she minds reiterating those?

Commissioner Hoyt indicates adding where does the cul-de-sac fit in, where does the one-way barrier fit in and the stop light. That's 3 things we talked about. Regarding the Calming Measure, we talked about where they would fit into the levels. I did notice that in the updated version that there was an asterisk at the bottom that said if there were may be other measures, we could maybe add them in.

Chairman Rees indicates for example, when we were debating the barriers and the kinds of barriers, that we had at Clinton and Bonnie Brae would those be Level 4 or some other Level.

Commissioner Chase asks if we know what they are?

Chairman Rees answered no, not yet.

Matt Walsh, Village Administrator, indicated that I don't think there was any formal comments on that, but I know that we discussed that a little bit at one of these meetings. I think one of the members had asked that. We will have that conversation to see if it is appropriate – whether it is level beyond what's on there or just other things for consideration. What those pros and cons are. We want to make sure they do that.

Commissioner Hoyt indicated at the last meeting we asked if we needed to take a vote.

Chairman Rees indicates I think if they would just simply note – if those items cul-de-sac, like a barrier and stop light.

Commissioner Hoyt interrupts the one-way barrier like a pass-through barrier.

Chairman Rees indicates like at Clinton. If they have an opinion whether those would appropriately fit say under what Level of their matrix.

Commissioner Hoyt indicates then we can add it to the matrix.

Commissioner Chase asks Chairman Rees can find out if a round-a-bout is in the plan or what Level that would come to?

Chairman Rees states that's a good question. I think that was included either.

Commissioner Chase indicates that it was mentioned somewhere, but I don't think it would be a bad thing.

Chairman Rees says that he agrees. So that would be added to the list that Kim mentioned.

Commissioner Chase indicates please, thank you.

Chairman Rees asks if there any other comments from other Commissioners? John?

Commissioner Osga asks about a quick question on Greenfield. I don't see any data here regarding William to Harlem on Greenfield. Do we have that in a separate or previous Study? We've been bouncing around Greenfield for a long time. I brought up the fact that once Dominican, once Fenwick moves into Dominican, the bus situation is going to probably be strenuous to that street. Some of our neighbors there also brought forth that there's still a lot of speeding on Greenfield. Do we have any data, or new data I guess on Greenfield? Obviously, they did the north south streets but there is nothing on here regarding Greenfield. I will say that we appreciate what TEG did. The new data is very important. I'm looking forward to extrapolating and implementing measures that will slow down or relocate the traffic on these

four streets. I would like to get Greenfield included in there as well as I think that's going to be a hotbox also. This new data is good and I do like the Calming Toolbox. I am looking forward to having a conversation about that tonight.

Chairman Rees indicates that he ran out of the house without bringing – I have a notebook that has KLOA numbers and Thomas numbers. I just don't remember if KLOA measure did Greenfield. I assume they did.

Matt Walsh indicates I believe they did.

Chairman Rees asks that KLOA did?

Matt Walsh indicates yes, TEG was not asked to – we don't have any recent numbers on that. I know it did come up with public comment the last meeting.

Commissioner Osga indicates we know if they are coming through - when they are coming through. Greenfield is the recipient of that traffic heading east. We can think about that as we move forward.

Commissioner Gillis indicates I like the scoring matrix. You get a number and then you have options down there.

Chairman Rees asks if there is anything else right now Rick?

Commissioner Gillis indicates no, that is it for right now.

Commissioner Chase indicates that she couldn't agree more. It was great to read that and see what we can compare it with.

Commissioner Jayaraman indicates its capping at 2. Some of the ones we initially discussed comes at 3 or 4 numbers whatever the rating scores are.

Chairman Rees indicates I know that based on the numbers, they came up with if I read it correctly, at least when they added the most recent counts in that northeast quadrant they did identify that based on some volume and speed on Thomas and William they rated it 2 on their matrix. Is that what you are referring to?

Commissioner Jayaraman indicates we initially had talked about certain barriers. In this new matrix those are all rated as Level 3 or 4.

Chairman Rees indicates I see what you are saying.

Commissioner Jayaraman indicates what we got, we can potentially implement our outcome in Level 3 or 4 but the max score given for any of these is a 2.

Chairman Rees thinks it is sort of consistent with the comment that we received tonight is that having this Toolbox has given us some guidance, in my view, it remains guidance and doesn't mean that there might be times when you might decide – in fact I think there's one point where

Thomas Engineering notes that while one street remains a 1. They recommend there could be some of the Calming Measures that would normally be within 2. Obviously, the departure, and that's probably to Giuseppinahis' comment, if we were to depart from the guidance. All the more reason to have to explain why to determine there's a good reason to recommend some departure from the guidance.

Commissioner Hoyt indicates that I just noticed that a round-about is actually on here as a Level 2. So we have the data.

Chairman Rees thanks Kim and asked Pat if she heard that?

Commissioner Chase indicates I did not.

Chairman Rees indicates that Commissioner Hoyt noted that the round-a-bout is already listed as a Level 3 mitigation measure.

Commissioner Chase indicates yes, I know. I read about this. That's why it's in there.

Chairman Rees indicates there were in the Thomas Engineering Group some suggestions with respect to the north south streets a Study including possibly adding parking and striping for parking on both sides of the street to reduce the site lines or at least to give the appearance the street is less wide than it is. They recommended that there be added striping for parking on at least Thomas and William – Monroe and William and that we consider perhaps doing that at Clinton and Bonnie Brae. They also suggested possible addition of a speed limit sign I think south bound. One, I would be interested in hearing from the Commission if you have any comments about those recommendations and second the point of procedure if we were to recommend something like those which are, I guess in my fairly modest, whether we think those would be the kinds of things would require notice to the neighbors before we do anything like that.

Commissioner Gillis thinks that putting in a sign, that's fine. We can do that easily. As far as the parking I think that would be kind of tough to do the entire – if you think about north south to stripe everything. I guess it could be done. I don't know what the cost is. I know striping is rather expensive.

Commissioner Chase asks if it's all the way to North to Division or just the first two - just north to Greenfield? Just one block, right?

Bill Koclanis, Civil Engineering Technician, indicates that this is just for the existing parking that's there – that two-hour parking. They would stripe that. They are not asking to add parking on the west side. It would just be on Monroe from North to Le Moyne – William from North to Le Moyne and Clinton from North to Le Moyne. Just beyond the east side of all those streets. That's it. Where there is two-hour parking, we would be adding striping. We will not be doing any striping where there is no parking. The cost would be \$600.00 a block – couple grand.

Commissioner Chase indicates it's doable – feasible.

Bill Koclanis indicates yes.

Commissioner Hoyt asks if this would be east side only?

Bill Koclanis indicates correct. Right now there's only parking on the east side of those streets, not on the west side.

Commissioner Gillis asks if you can do it near Fresh Thyme on the west side where the truck parking is or do some sort of slash in there? Just to thin things out even more because you have the cars on the east side. There is a truck standing, I believe – I forgot the exact terminology.

Bill Koclanis indicates yes, they have loading and unloading zone there.

Commissioner Gillis indicates maybe do that which would also thin it out a little bit.

Bill Koclanis indicates right. Wherever there was parking, we can add the parking spaces in. Where there is not next to a parking spot, hash it out.

Commissioner Osga asks regarding the speed limit sign, did they talk about recommending maybe a flashing speed limit versus the existing speed limit because we have speed limit signs on Monroe and William now, correct?

Bill Koclanis indicates there is no speed limit sign on southbound Monroe. That's why they are saying to add a speed limit sign there. He said that if this doesn't work in the future, and we still see a problem, then add the flashing speed limit sign. Right now, it is just making a speed limit sign and putting it up.

Commissioner Osga asks are there speed limit signs – there's nothing on Monroe. There's no speed limit sign on William either?

Bill Koclanis indicates that William has a speed limit sign going southbound. So that one does have a speed limit sign.

Commissioner Osga asks if Clinton and Bonnie Brae they do have speed limit signs?

Bill Koclanis indicates that Clinton has one on the southbound only and Bonnie Brae does not have a speed limit sign. Public Works can make a couple speed limit signs and throw them up pretty easily.

Chairman Rees indicates that my opinion, for what it's worth, that speed limit signs aren't worth too much. But I am not opposed to adding them. They did ignore it as we know generally...

Commissioner Chase indicates almost as bad as stop signs.

Commissioner Gillis indicates that the flashing ones do work. I've witnessed that.

Commissioner Chase asks don't we have two flashing ones in the Village that we can kind of move around?

Commissioner Gillis indicates that I'm talking about the permanent ones that do work.

Commissioner Chase indicates gotcha.

Commissioner Hoyt asks so right now, there no speed limit signs one you turn off North Avenue.

Bill Koclanis indicates correct. On Monroe, there is no speed limit sign going southbound when you turn onto Monroe from North Avenue.

Commissioner Osga indicates William, yes. Bonnie Brae, yes.

Bill Koclanis indicates Bonnie Brae, no. Bonnie Brae and Monroe are the two that don't have them.

Commissioner Hoyt indicates we should let people know so they can be familiar with what the speed is so they know what they are violating.

Chairman Rees indicates that given the volumes and speed and the fact that Bonnie Brae was not recommended for any change, I would suggest that adding a speed limit sign on Monroe makes sense and it might make sense to recommend flashing speed limit sign on Monroe southbound. Bonnie Brae, I would suggest just adding a regular speed limit sign on Bonnie Brae given the volume and try to be consistent with the recommendations from Thomas Engineering's based on their numbers.

Commissioner Osga agrees with that. I do like Rick's comment on the striping of the existing parking on the west side of the street. I would think on both – William is the big one in my opinion because it goes all the way as does Monroe. On Monroe, we are going to have a loading zone there. I think, in my opinion, William goes straight through to Division. I like the idea of parking striping. It does have a stop sign at the moment. I would almost say do we uptick that to a blinking – speed limit sign? I would like to ask you guys opinion should we upgrade William's speed limit sign to a blinking – At this point, Bonnie Brae and Clinton I am pretty passive on if we do anything at all over there. I do like looking at Monroe and Franklin with the parking striping, loading zone striping and maybe on Franklin a speed limit sign that talks to you and adding a speed limit sign on Monroe.

Commissioner Jayaraman asks are the street limit signs \$15,000.00 at least, the flashing ones?

Bill Koclanis indicates there about \$5,000.

Commissioner Jayaraman asks same as both Monroe and William, the flashing signs?

Commissioner Osga indicates that William has a regular speed limit sign. We don't have to do William at this point because based on the data, we're within the bounds of everything is ok over there.

Commissioner Jayaraman I thought Monroe and William were scored at 44 and 45 I think. So, they are both Level 2.

Commissioner Osga indicates that it is getting close. With regard to their conclusions, do we do anything or push it somewhere else? I'm trying to think about that quadrant over there.

Chairman Rees asks John that it sounds like the recommendation is currently on Monroe there is no speed limit sign. The recommendation is to add a flashing speed limit sign southbound on Monroe on the first block. On William, where there is an upgrade, the existing speed limit sign to a flashing speed limit sign on William as well.

Commissioner Osga indicates that would be the most I would recommend and the striping on both streets. I don't even think at this point we need to implement the flashing speed limit signs. Maybe we could. Because of the data we just collected, I don't want to do too much as I'm more interested in seeing what happens if we do very little and we hear more from our neighbors up north. I'm trying to be as minimalist as possible right now except for the idea that I heard with Rick and the data talking about striping. I do think that the speed limit sign is needed on Monroe. It doesn't have to be \$5,000.00. I think William is going to be the busiest street either now or in the future. My recommendation would be that we add a regular speed limit sign on Monroe, do the parking striping on Monroe and Franklin. Leave everything else alone and then talk about Greenfield down the road. Again, I don't think we do anything to Greenfield until we start having conversations with Fenwick and what their needs are on Greenfield with regard to the Priory. We've done stop signs on Greenfield, we added stop signs. So, I can table that as well.

Bill Koclanis asks just to be clear you mean Monroe and William, not Monroe and Franklin?

Commissioner Osga asks did I say Franklin? I meant Monroe and William. Those are my concerns.

Commissioner Jayaraman indicates that both Monroe and William have high scores. One has higher speeding and the other has more crashes. William has more crashes on it. Monroe has more 20 plus speeding for people who have 20 plus speed limit. So, stop signs can work on crashes and reduce speeding right?

Commissioner Gillis indicates that I'm looking at our new improved matrix here. At Level 2 we have textured pavement and rumble strips at our fingertips. We have two Level 2 streets here. I am just throwing it out that it is something that we can start thinking about. Bill can think and make recommendations. We don't have to decide tonight but if you think about it both those streets are pretty fast. They do get a lot of volume.

Kelly Abcarian, 1226 William Street, interrupts and asks if she could make a comment? With living on William everyday and literally watching - There is no stop sign from Division to Greenfield. You have Trinity High School, and the Priory Park. People take their kids to the park on William. People take their kids to the high school on the other street. People fly down those streets because they look wide enough and like what was written in the TEG report. There is no stop sign to slow them down. They get a good speed until they get to Greenfield. I don't know why those streets don't have stop signs at those intersections as there is a high school entrance right there at Berkshire and Monroe not even a half a block in. All the parents are being funneled because they all have tickets for dropping their kids off on Division...

Commissioner Gillis interrupts and indicates Berkshire and Jackson.

Kelly Abcarian indicates Jackson sorry. Then Monroe - there's Lathrop, Jackson then Monroe and William, right? At Monroe, that's a block away from Trinity, people come flying down that street because there is no stop sign like I said between Division all the way to Greenfield. Berkshire street that cuts through there and dead ends at the park allows you to go two full very long blocks without ever having to stop. People fly down that street on both Monroe and William. Then you have kids getting to Trinity a block away at Jackson. Then you have the Priory Park where all the kids come and park on William Street to go to practice when practice starts happening.

My only thing of interjecting here is that speed being an issue as there is nothing to slow down that traffic for two full blocks. They can turn on Division and go straight to Greenfield or come down Division or come down Greenfield, turn on and go straight down to Division. Nothing slows them down.

Commission Gillis asks so, that's on William?

Kelly Abcarian answers and Monroe. There is no stop sign either at Berkshire Street that intersects halfway through.

Chairman Rees asks Kelly if she is talking about speed on William?

Kelly Abcarian indicates I'm saying William and Monroe speed is probably due to the fact that there is no stop sign to stop the traffic down Monroe or William at the Berkshire block.

Chairman Rees indicates that I'm going to interject and say that we are not going to discuss stop signs tonight because it is not on the agenda and there has not been any notice by that area by the stop sign. Generally, something like adding a stop sign, we would require there be a request or a petition to go through the procedure before we consider adding an additional stop sign. In the meantime, I think it's telling that the Traffic Engineers at least amongst the recommendations that they made, did not include recommendation for a stop sign which is generally not a recommendation for controlling speed. With that said, what I would suggest is if we have a consensus with respect to striping the existing parking so change the site line to make it appear – at least I don't know if you want to take one street at a time, but it sounds to me that in the comment that there's consensus that we should stripe the existing parking areas on William and Monroe between North Avenue and Le Moyne. I think there is a consensus on that and I guess we can decide whether we need to add a motion...

Commissioner Hoyt interrupts and indicates just to clarify, those are the two streets where they were deemed Level 2?

Chairman Rees indicates correct.

Commissioner Hoyt indicates and adding the parking lines is a Level 2 Calming Measure?

Chairman Rees indicates right. What I would suggest is that we resolve the striping and then let's go back and see if we can resolve and come up with recommendations with respect to any additional signage if that's ok. Let's start with striping and let's focus at least starting with

William, Monroe and that block between North Avenue and Le Moyne and ask if there is general consensus on striping the existing parking. Is that consistent with what you guys understand would be the recommendation?

Matt Walsh indicates I did not hear some of that, but I believe so.

Chairman Rees indicates ok.

Bill Koclanis indicates that the only addition is that they are recommending to stripe Clinton as well.

Chairman Rees indicates so let's start at William and Monroe and address whether we make the same recommendation for Clinton and Le Moyne.

Commissioner Hoyt asks to clarify that the cost of that is \$600.00 per block?

Bill Koclanis indicates that we do our striping in the fall. When all our projects are completed, we have them come in for one day and do it. If you want to do it in the spring in which we can, it would be \$600.00 per block plus the \$500.00 trip charge for them to finish up early – maybe \$3,000.00.

Commissioner Chase asks if we can do all three streets as long as they are coming once?

Bill Koclanis indicates yes. I was talking for all other projects that they would have to come back and finish those. They would all be done in under an hour.

Commissioner Chase indicates thank you.

Chairman Rees indicates that you are recommending at least – you're suggesting that their coming for a trip charge that they do the striping at least on the three streets?

Commissioner Chase interrupts and states the three streets that they we are talking about that were recommended.

Chairman Rees asks if there is any comment on that recommendation?

Commissioner Osga indicates that if money is no object, maybe they can get it done in a day. I was more interested in Monroe and Jackson – Monroe and William.

Matt Walsh indicates that from a Staff perspective, I wouldn't base the decision necessarily on the cost for the striping in this regard. There might be some additional costs for doing that street. If you want to focus on Monroe and William which I think was the original direction I think that would be acceptable. If we want to revisit Clinton, that could align with one of our other striping – our typical striping schedule maybe that's the way to.

Commissioner Hoyt interrupts and asks what would be the reasons not to do Clinton other than \$600.00? It was recommended in the Study. Is there any other reason not to do it for \$600.00? It talks about the negligible impact to residents.

Commissioner Osga indicates that it might keep people that are parking out of resident's driveways. What about Clinton? That is not the dentist office. There is no parking on the west side. We have heard complaints that people that are trying to go to various dentists and retail stores up on North Avenue. Sometimes they park in front of somebody's driveway. If it is negligible, it is recommended then including Clinton into the fold here for striping is probably a good idea.

Kelly Abcarian asks if this data was only done to Le Moyne Street?

Commissioner Osga answers yes.

Kelly Abcarian indicates there's no data past Le Moyne? Greenfield,...

Commissioner Osga interrupts and indicates in front of us right now.

Kelly Abcarian indicates I thought they were going to do all the way to Division Street.

Commissioner Osga indicates that he wasn't sure if they were going all the way to Division.

Bill Koclanis indicates that we are just going to Le Moyne. That's the cut through where everyone goes. Was more for cut through traffic. It stops at Le Moyne.

Kelly Abcarian asks so, there is no data past Le Moyne down to Division?

Bill Koclanis answers no.

Commissioner Hoyt indicates then I pull my comment back because I thought I was...

Chairman Rees interrupts and indicates the extent of this data it would be the KLOA data. We have to look at that. You can see in some areas that the KLOA data was a little bit higher actually but – so, we have to look and see if there is a pre-existing KLOA data or at least the new data is for the first block south on North Avenue.

Kelly Abcarian says thank you.

Chairman Rees indicates ok. I think we have a consensus on recommendation with respect to the striping. Do you all think we should have a motion on that? Anyone like to make a motion with respect to striping?

Commissioner Osga indicates I would make a motion that we accept TEG's recommendations to stripe and maybe make our own addition of striping from North Avenue to Le Moyne, the existing parking spots on Monroe, William and Clinton Place.

Chairman Rees indicates striping the existing parking on Monroe, William and Clinton Place and first block of North Avenue all the way down to Le Moyne.

Commissioner Gillis indicates that is correct.

Commissioner Hoyt indicates second.

Chairman Rees indicates alright. Commissioner Hoyt seconded that. Any further discussion on that motion? Alright, hearing no discussion, let's vote on that one.

Vote Taken:

Chairman Rees, yes – Commissioner Chase, yes – Commissioner Gillis, yes – Commissioner Hoyt, yes – Commissioner Jayaraman, yes – Commissioner Osga, yes.

Bill Koclanis indicates that the vote is 6-0.

Chairman Rees indicates let's take up stop sign - speed limit sign on William southbound. First block south of North Avenue.

Commissioner Gillis asks if that's the existing sign that's there?

Chairman Rees apologizes and indicates let's take up Monroe first as it does not have a speed limit sign. We are discussing the concept of a speed limit sign for southbound traffic on Monroe, on the first block that's south of North Avenue. Right now, there's no existing speed limit sign on Monroe on that first block. So, there's a recommendation to add a speed limit sign and I think, the discussion is whether we would recommend that be a flashing speed limit sign. Any discussion on that or let's focus on Monroe for the moment since that one does not have a speed limit...

Commissioner Gillis interrupts and asks for that non-flashing? I would only do flashing if it were down towards somewhere in the middle between North Avenue and Division – A flashing but not that close to North Avenue.

Chairman Rees asks if anybody on the Commission feel strongly...

Talk amongst Commissioners.

Chairman Rees indicates that my suggestion is that we take an incremental- approach and we start with the striping, we start with the speed limit sign. If it turns out that neighbors are not seeing any relief and we continue to see speeding, then maybe we continue to look and see if there are other Level 2 measures that would make sense.

Commissioner Hoyt indicates to just to clarify both adding the speed limit sign and adding flashing speed limit sign are both Level 1?

Chairman Rees asks is there is a consensus with respect to a recommendation to put a speed limit sign on Monroe?

Commissioner Chase asks if you want a move? You want a motion?

Chairman Rees indicates the motion is to add a regular speed limit sign.

Commissioner Chase indicates to add a regular painted speed limit sign from the Public Work Department southbound on the block between North and Le Moyne.

Chairman Rees indicates ok that Commissioner Chase made that motion. Is there a second?

Commissioner Gillis seconds the motion.

Chairman Rees indicates Commissioner Gillis seconds that. Any discussion? Commissioner Hoyt indicates that there is a Level 1 mitigation. Alright, we can go ahead and vote on that.

Vote Taken:

Chairman Rees, yes – Commissioner Chase, yes – Commissioner Gillis, yes – Commissioner Hoyt, yes – Commissioner Jayaraman, yes – Commissioner Osga, yes.

Bill Koclanis indicates that the vote is 6-0.

Chairman Rees asks if there is any appetite to visit changing the nature of the speed limit sign on William? My understanding is that there is an existing speed limit sign on William southbound right?

Bill Koclanis indicates correct.

Chairman Rees are we content to leave that as is, as we said, striping for now? Is there any interest in suggesting a different speed limit sign on William?

Commissioner Jayaraman indicates given the number of crashes they mentioned. They gave it the higher score even though it's only a Level 1. They are adding flashing stop sign at least trigger that response as you suggested before they go and vote on changes.

Chairman Rees asks Arun are suggesting maybe change the support of the flashing sign there? Any comment on that?

Commissioner Gillis indicates I think it's too close. In other words, I think you haven't gained speed from the time you turned off of North Avenue to Le Moyne or to really tell you're speeding. It's just my opinion. Again, if it were two or three blocks down, by then they're doing their 45, 50, 70 miles an hour.

Chairman Rees asks can I ask for clarification what kind of flashing sign are we talking about? You're talking about the kind that says you are going 30, you're going 40. Is that what they're talking about with the flashing or is it a flashing sign that says speed limit is 25 and it's flashing?

Bill Koclanis indicates that it is a driver feedback sign.

Chairman Rees indicates feedback sign, ok. Rick is making a point that for the feedback to be meaningful, that it's not as meaningful in the first block. Although, the data showed the people are going whatever 32 miles an hour at the 85% projectile they are going about 32.

Commissioner Jayaraman indicates that nothing prevents us from putting something further down, right?

Commissioner Chase indicates that we can put it on the next block before Greenfield.

Commissioner Jayaraman asks if we can move a flashing recommendation.

Commissioner Osga indicates that's not on the table tonight and there's a stop sign going south. Isn't there at Le Moyne on William? They are suppose to be stopping at Le Moyne right there. I don't know if it warrants a....

Commissioner Hoyt indicates the recommendation does say that a flashing sign or a driver feedback sign. Those are two different names so we should just clarify which one we are talking about.

Commissioner Jayaraman asks if the flashing one is the solar thing where it just flashes the speed sign? What he is talking about is that it starts blinking very fast.

Bill Koclanis indicates that I don't think that we do have a flashing speed limit sign in town. I think they are all feedback signs.

Commissioner Gillis indicates that we just have flashing stop signs.

Bill Koclanis indicates right.

Commissioner Gillis indicates I just wonder when looking at....

Commissioner Hoyt indicates that if we are going to do it William is the one to do it on. I would personally recommend doing it on one and to see what the results would be. The cost of that you said is \$5,000.00?

Bill Koclanis indicates correct. We can table this see what traffic does and go back to see whatever you guys want to do.

Commissioner Jayaraman indicates as Chairman said do we have to officially send notices to residents.

Chairman Rees indicates probably not for a traffic sign I mean for a speed limit sign.

Bill Koclanis indicates for the speed limit sign, no. For the striping, we would just give them a notification that we are doing it just so they know. Would tell them ahead of time that we will be out there.

Chairman Rees indicates one suggestion Staff is that we consider adding the striping and start with that. There is an existing speed limit sign. If we're not seeing any real change, then we can come back and sort of consider the Toolbox. Whether that would be a feedback sign with respect to speed or one of the other Level 2 mitigation measures.

Commissioner Hoyt indicates the real change would be determined by the answers of neighbors because we're not planning to do another traffic study.

Chairman Rees indicates that at some point, this is a challenge.

Commissioner Osga indicates that we are talking about accidents. If we are at six accidents which would get us to 44 points which pushes us into Level 2, then after we do the striping in the spring and revisit it - are there another six accidents there or seven accidents. That's data driven and then we can make a decision from there on the signage. Question on the rumble strips, are they the ones that are indented or the ones that come out?

Bill Koclanis indicates we can do whatever you want. If you put rumble strips in front of people's houses, they're going to freak because you will wake them up. I get calls about potholes that wake them up, let alone rumble strips.

Commissioner Gillis indicates that I am thinking about plowing too as if they are indented they can still plow.

Bill Koclanis indicates that they can take them out, that's fine.

Commissioner Gillis asks what is the difference between, for our education, the textured pavement and the rumble strips?

Commissioner Chase asks if the rumble strip is another word for a speed hump?

Bill Koclanis indicates yes. Basically, when you go off the road and hit the rumble strip on the shoulder.

Commissioners converse about rumble strips.

Bill Koclanis indicates yes, that is correct. I'm telling you that the neighbors are not going to like it.

Commissioner Osga indicates that I think we just table the thoughts of the sign - unless you guys think we should consider speed limit sign. I'm willing to let it go until the signage, the striping comes out and see what happens. What TEG has told us is we are in pretty good shape up there.

Chairman Rees asks Arun are content to sit tight with the striping for now and revisit the idea...

Commissioner Jayaraman interrupts and indicates John can have whatever he wants.

Chairman Rees indicates that we are having this discussion and I guess the question is if we don't have to move to make a change. So, I guess that's the question on the table is does anyone

what to entertain an additional motion with respect to William or do we want to sit tight and see what the striping bears and then revisit this as needed in the future?

Commissioner Gillis indicates that I think for the next meeting if we can get some information for your question here for Berkshire and William. Do we have any traffic data there, do we have any accident data? Can we at least look at that as I know you have asked for stop signs there before...

Kelly Abcarian interrupts and indicates I am just saying that is where the speed happens to your point Rick. I get it's just 32 and 7 miles per hours over but I'm telling you that it's more than 7 between Greenfield and Division because they have two long blocks wide open.

Commissioner Osga asks did you also say there is also a long stretch from Trinity or I guess that would be Lathrop all the way from Jackson straight through –

Kelly Abcarian interrupts and indicates Jackson and Greenfield.

Commissioner Osga indicates on Berkshire. That's a straight shot too?

Kelly Abcarian indicates yes.

Commissioner Osga indicates because we did a safety to schools so we implemented 650 something stop signs in the Village for the kids to walk – so it was looked at.

Commissioner Gillis there's a stop sign at Berkshire on the corner of Trinity.

Kelly Abcarian indicates it's not a four-way stop at Jackson and Berkshire. The entrance to Trinity where all the kids pull their cars in or park on the street on Berkshire is right there.

Chairman Rees indicates that I guess the questions is if there's a request, a recommendation to consider changing that stop sign to a four-way stop? Is that what you're suggesting?

Kelly Abcarian indicates that I'm just asking I thought this traffic data went further. When I read it last night, I was thinking that solving this speeding problem and the crash problem was related to those blocks where the most incidents occurred. Then I realized it's only one block. My only point to you guys is that there is two long blocks across those three streets that there's no stopping whatsoever going north or south.

Commissioner Osga indicates that you guys have brought this up before. We've heard it from other people. You are right. There are a lot of park people parked there because you can go in...

Kelly Abcarian interrupts and indicates kids pop out from those cars when they are parked on the street and those cars are flying down. You can't see kids come through when cars are parked.

Chairman Rees indicates that those are some of things that would support a stop sign and may have an effect of perhaps slowing traffic but also adds some control and some clarity to the intersection that people are using for other purposes. One question is do we suggest that we put on the agenda for the next meeting - I know generally we obviously try to resist the temptation to

have a stop sign on every corner in the Village but there is a good reason to have a stop sign to convert an intersection to a two-way or a four-way but we do consider that. I'm wondering if we want to suggest for a future meeting that we at least consider that converting the stop sign at William and Berkshire to a four-way – a three-way.

Commissioner Gillis indicates right because there's a park entrance there. I know in the past, we've always tried to put four-way stops near the schools and we don't have one here.

Commissioner Osga asks where's the stop sign on Jackson and Berkshire.

Commissioner Gillis indicates that east west are the stop signs.

Commissioner Osga indicates but you continue west on Jackson from Division straight through to Greenfield. I would imagine that there is a stop sign on Greenfield. That's three blocks that you can go from Division to Greenfield without stopping. Sorry, three different streets that you can go two blocks without stopping. There is no stop sign from Jackson going east on Berkshire until you hit William. So that's two full blocks.

Chairman Rees indicates historically we have tried to let it go two blocks without a stop sign.

Commissioner Osga indicates that I'm thinking about north south traffic flow on those three blocks. I like Rick's idea of a four-way on Jackson and Berkshire – no, four-way on Jackson and Berkshire. Then maybe address the north south streets – the other two, William and Monroe.

Kelly Abcarian indicates that this data tells me that if people are coming off Monroe and William that those are cut through streets. They are going past Le Moyne which is probably cut through especially if there is a two- block radius after they hit it to go full blocks to get to Division and cut across to get to Harlem. Do we have data as I don't want to make any decisions without data? If we have data from Greenfield to Division would be very enlightening.

Commissioner Gillis indicates for the next meeting let's take a look at those two intersections and see if there is any information and if it makes sense....

Chairman Rees interrupts and asks those two intersections that you are talking about are to be put on the agenda next meeting, Jackson and Berkshire and William and Berkshire?

Commissioner Gillis indicates correct.

Chairman Rees indicates I probably suggest we at least start with confirming if there's KLOA data. Let's just gather the KLOA data we have and at least we have that data to start with. At some point if we decide that it's not good enough, I guess we can revisit that.

Chairman Rees asks so the suggestion right now is that we put on the agenda for the next meeting consideration of some kind of traffic control signage, stop signs either and or William and Berkshire and or Jackson and Berkshire and consider the data. There will be notice to the neighbors if people want to come and address that issue.

Commissioner Hoyt indicates if there's data – there's no data.

Chairman Rees indicates that's the question. Right now, I don't hear us recommending that we're going to put a stop sign there at all. So, maybe, I guess there's not necessarily a need for a petition. If somebody wants a petition for a stop sign, people are welcome to do that. I guess what we're suggesting is that we collect the data that we have and at least discuss those two intersections in the context with the other stop signs that exist in the area and try to – including what we did with the Safe Routes to School Program and decide whether we want to recommend some kind of a change to the stop signs at those intersections.

Commissioner Osga indicates now that we have these scoring matrix's in front of us, we can almost do it ourselves, right? Is it close to a school, yes. If they are doing 32 m.p.h. from North Avenue to Le Moyne, they're going to do 32 m.p.h.

Bill Koclanis indicates we will pay a consultant by the hour to make the decision for us. We're done guessing. We are going to pay them good money so I don't have 50 people yelling at me again. We are going to do slow steps.

Chairman Rees indicates that I guess what I'm hearing- I'm not hearing any sentiment from the Commission to push for any additional changes at the Bonnie Brae, Clinton Place, William and Monroe beyond the striping on Monroe and William and the addition of a regular speed limit sign. I'm sorry, Clinton Place, William and Monroe. That motion passed – and adding a regular stop sign southbound, I'm sorry, a regular speed limit sign southbound on...

Commissioner Hoyt indicates so, sign doesn't exist on William doesn't exist on Clinton and Monroe - Clinton and Bonnie Brae?

Bill Koclanis indicates yes.

Commissioner Hoyt indicates so, Monroe is the only one that does not have a speed limit sign?

Bill Koclanis indicates I'm sorry, Bonnie Brae does not have a speed limit sign. They are not even a Level 1. Monroe is the main issue with the speed limit sign.

Commissioner Osga indicates that I thought we already voted on the speed limit sign on Monroe.

Bill Koclanis indicates yes.

Chairman Rees indicates so, the suggestion is then that we've – I'm just asking. I think we've done what we want to do with respect to those streets. So, nothing further we are recommending tonight with respect to those streets? Second, we are suggesting that we add to the agenda next time the intersections of William and Berkshire and Jackson and Berkshire. We are adding those to the agenda for the next meeting to discuss whether we would want to consider any...

Bill Koclanis interrupts and indicates that Staff will review the reports and see what kind of data we have for those intersections and put them on the agenda.

Commissioner Osga asks if that will include crash data?

Bill Koclanis indicates yes, whatever data we have. Joking aside, we have talked to consultants. He is more than willing to do all these matrix's for us whatever we have come up. He will charge us by the hour, take care of it and will be out of our hands completely.

Chairman Rees indicates it's helpful in what they've done. We appreciate that. Ok, great. Thank you for coming. Is there a motion to adjourn?

Commissioner Chase indicates so moved.

A motion was made and seconded to adjourn the meeting at 8:40 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Signature Line

Bill Koclanis, Secretary

Signature Line

Doug Rees, Chairman
Traffic & Safety Commission

Date: -----

DRAFT



Village of River Forest
Village Administrator's Office
400 Park Avenue
River Forest, IL 60305
Tel: 708-366-8500

MEMORANDUM

Date: May 15, 2024

To: Traffic & Safety Commission

From: Matt Walsh, Village Administrator

Subj: Discussion of Parking Regulations on 1200/1300 Park Avenue

Issue: A group of residents on the 1200/1300 block of Park Avenue have expressed concern with parking regulations and traffic flow surrounding Dominican University's campus. The concerns include speeding, parking for residential guests and contractors, and access for delivery drivers. In response to the concerns, Village staff installed temporary residential parking only signs on the west side of Park Avenue.

Background: The west side of Park Avenue currently has no parking restrictions (aside from temporary signage). The east side of Park Avenue does not allow parking at any time. The east side of the street is residential, with several driveways accessing single family homes.

Previously, parking on the west side of Park Avenue, south of the Dominican parking lot entrance, was limited to two hours. In July 2020, the Village Board adopted an Ordinance that implemented the recommendations of the Commuter Parking Study. The parking study analyzed several neighborhoods in town, including Dominican University and the surrounding residential area. The study recommended the removal of the 2-hour time regulation on Park Avenue along Dominican University frontage. The stated objective was to compress parking impacts to campus edges, rather than on other residential blocks further from campus. This neighborhood is detailed on pages 23-30 of the attached study.

The 2-hour regulation and accompanying signs were removed in 2020. Due to COVID-19, and the resulting decline in on-campus activity, the changes likely had little observed impact on parking. As campus activity has returned, parking use on Park Avenue has also increased.

Following the placement of the temporary resident only parking signs, Dominican University representatives shared concerns with the Village regarding the impact on the commuter student population. Following the discussion, the Village decided it would be appropriate to discuss the parking regulations with the Traffic & Safety Commission. Postcards were sent to the nearby residents to inform of the meeting discussion.

Options: The Traffic & Safety Commission has several options to consider:

- Maintain the current code, with no parking restrictions on the west side of Park Avenue.
- Reinstate 2-hour parking regulations that existed prior to 2020.
- Implement different parking regulations;
 - Resident Only Parking
 - Resident Only Parking 8am – 8pm Monday through Friday

The Commission and Village must consider the enforcement of any proposed regulations, and the impact on students, residential guests and other vehicles that may intend to park in this area.

Documents Attached:

- Aerial of 1200/1300 Block of Park
- 2020 Commuter Parking Study



Legend



Print Date: 5/9/2024

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

Commuter Parking Study

River Forest, Illinois

APPROVED BY VILLAGE
BOARD OF TRUSTEES
ON 05/26/2020



Prepared For:



May 26, 2020

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I. Executive Summary

Kenig, Lindgren, O'Hara, Aboona, Inc., (KLOA, Inc.) was retained by the Village of River Forest to perform a Commuter Parking Study with the objective of identifying strategies to minimize impacts on the Village's residential streets by the commuting population and to efficiently accommodate commuter parking needs at the River Forest Metra Station.

For purposes of this study, the Village has identified commuters as residents and non-residents that park on the Village's public streets and in its commuter parking lots to utilize the transit services within or adjoining the Village, including Metra commuter rail service at the River Forest Metra Station and Oak Park Metra Station, CTA rapid transit service at the Harlem/Lake Green Line Station, and CTA and Pace Bus service along Harlem Avenue and North Avenue. Commuters also include employees of the Village of River Forest and local businesses, as well as students, faculty and staff from Dominican University and Concordia University that utilize street parking.

Since the Village only has a limited amount of off-street parking for commuters, all of which is located at the River Forest Metra Station, it relies on its street parking supply to accommodate much of the commuter parking demand. Further, since the transit stations and university campuses are imbedded into residential and commercial areas of the Village, the Village must balance the commuter parking needs with the parking needs of local residents, employees, and customers.

The study area for the commuter parking study was selected by Village staff and is comprised of four zones reflecting the areas of the Village most impacted by commuter parking. The study also includes an evaluation of a selected number of off-street parking lots that currently serve commuters or have the potential to serve commuters in the future.

The recommendations from this study were developed from field surveys of parking inventory and utilization, demographic data from the U.S. Census Bureau and the Chicago Metropolitan Agency for Planning (CMAP), transit ridership and parking data from Metra, projections of future commuter parking demand, and public input received from Village residents through broad distribution of a parking questionnaire. The recommendations were then vetted through Village staff, the Village's Traffic and Safety Commission, and the Village Board of Trustees.

The Appendix of this report includes the questions and responses from the parking questionnaire and summary tables of the parking inventory and utilizations surveys.

Key recommendations from the study follow.

Zone 1

Three options were considered to reduce commuter parking impacts around the main campus of Dominican University. Option 1 was selected as the preferred option.

- Option 1 – Maintain free street parking with targeted enforcement on impacted blocks. Remove 2-Hr time regulations on Park Ave along University frontage to compress parking impacts to the campus edges. Monitor conditions for alternate measures.
- Option 2 - Implement paid/metered parking on Division St and Park Ave along campus frontage as a user fee to be applied towards street maintenance costs (\$0.25/hr, 8A-8P, M-F). Restrict parking on Division St east of Park Ave. No other parking regulation changes. Broad enforcement on all surrounding blocks. Monitor conditions for alternate measures.
- Option 3 - Implement paid/metered parking on Division St and Park Ave along campus frontage. Convert resident parking zones to No Parking 8A-5P, M-F on 1100 blocks of Thatcher Ave, Keystone Ave and Forest Ave, consistent with existing regulations on 1100 block of Park and the 1400 blocks of Keystone and Forest. Broad enforcement on all surrounding blocks. Monitor conditions for alternate measures.

Zone 2

Three options were considered to reduce commuter parking impacts around the Concordia University campus. Option 1 was selected as the preferred option.

- Option 1 – Install resident parking zones (8A-8P, M-F) on 7200 blocks of Division St (Bonnie Brae-Harlem, south side) and Thomas St (Bonnie Brae-Harlem, north side) to compress parking impacts to campus edges and preserve parking for apartment tenants. Convert No Parking 9A-5P, M-F regulations to resident parking (8A-8P, M-F) on 900 blocks of Monroe Ave and Bonnie Brae Pl for regulation consistency and resident convenience. Targeted enforcement of current resident parking zones. Monitor conditions for alternate measures.
- Option 2 - Implement paid/metered parking on Division St and Bonnie Brae Pl along campus frontage as a user fee to be applied towards street maintenance costs (\$0.25/hr, 8A-8P, M-F). Install resident parking zones on 7200 blocks of Division St and Thomas St. Broad enforcement on all surrounding blocks. Monitor conditions for alternate measures.
- Option 3 - Implement paid/metered parking on Division St and Bonnie Brae Pl along campus frontage. Install resident parking zones on 7200 blocks of Division St and Thomas St. Expand No Parking 8A-5P, M-F regulations onto unregulated blocks and existing blocks with resident parking and 2-Hr parking limits. Broad enforcement on surrounding blocks. Monitor conditions for alternate measures.

Zone 3

Recommendations were approved to reduce commuter parking impacts in the residential area of Zone 3 north of Lake Street and the commercial area of Zone 3 south of Lake Street.

Neighborhood Area North of Town Center

Replace the 2-Hr time limit parking with a 4-Hr 8A-5P, M-F time regulation to continue deterrence of commuter parking impacts with less inconvenience to residents and more efficient enforcement efforts. Implement same 4-Hr regulation on unregulated blocks, blocks with 3-Hr time limits, and blocks with No Parking 8A-10A, M-F regulations.

Town Center Area South of Lake Street

Relocate 13 of the residents-only daily fee parking spaces on Central Ave (west of William St) to the business permit parking spaces on Central east of Bonnie Brae to move them closer to the Harlem/Lake Green Line Station. Allocate some of these spaces for monthly permit parking, as determined by Village staff, and publicize the proximity of these spaces to encourage greater use. Rebalance business permit and 2-Hr parking without reduction in capacity of either.

Zone 4

Two options were considered to reduce commuter parking impacts around the River Forest Metra Station. Option 1 was selected as the preferred option.

- Option 1 – Maintain resident permit parking program and extend permit opportunities to apartment tenants in need. Replace 3-Hr 6A-2P, M-F parking on south side of 8000 block of Lake St (Thatcher-Edgewood) with resident permit parking 6A-10A, M-F. Targeted enforcement on impacted blocks. Monitor conditions for alternate measures.
- Option 2 – Replace resident permit parking, 2-Hr and 3-Hr parking regulations with a 4-Hr 8A-5P, M-F blanket parking regulation across Zone 4 for greater resident convenience, lower cost, and more efficient enforcement efforts. Monitor conditions for alternate measures.

Metra Station Parking

1st Course of Action – Maximize Use of Existing Metra Parking

The Village has dedicated 189 parking spaces to the Metra Station in two lots on Thatcher Avenue and in parking lanes along Central Avenue and Hawthorne Avenue. While there is currently a parking surplus at the Metra Station ranging from 21 to 55 spaces, the limited number of monthly commuter parking permits issued by the Village, the wait times to obtain a permit, the disproportional daily fee rates paid by those desiring a permit, and the current utilization of the West Thatcher monthly-permit parking lot (58%) are four of the most concerning issues expressed in the parking questionnaire. Recommended measures to maximize use of the existing Metra parking supply include:

- Maintain the current commuter parking space allocation comprised on monthly permit parking west of Keystone Ave and daily fee parking east of Keystone Ave.
- Eliminate the monthly permit wait list (currently 39 residents) by lifting the permit sales cap (121 permits) and selling permits to all residents that desire them.
- Continue operating the monthly permit parking spaces on a first-come, first-served basis.
- Advertise that monthly permit holders are able to park in the daily fee spaces, if necessary, without penalty of paying twice.
- Research installing an electric vehicle charging station in the East Thatcher parking lot.

2nd Course of Action – Plan for Potential Future Metra Parking Deficit

Should future population growth in the Village necessitate increased parking capacity at the Metra Station, the following options are recommended:

- Extend center island in West Thatcher lot and remove curbing separating the lot from the former rehabilitation institute parking aisle. *Gain: 3 spaces.*
- Extend daily fee parking on Hawthorne Ave east to Franklin Ave. *Gain: 10 spaces*
- Re-approach United Methodist Church on lease or purchase of their west parking lot (450 ft from train platform) for commuter parking on weekdays. *Gain: 36 spaces*

Village Hall Parking Options

The Village makes use of several lots and street parking locations to accommodate the parking needs of Village Hall employees, visitors and municipal vehicles. A total of 78 spaces are reserved for this use (excluding spaces for Police vehicles on the west side of Village Hall). The Lake and Park lot is a temporary location that may one day be redeveloped for a different use. Two options were considered to ensure that the Village Hall parking needs do not create commuter parking impacts in the future should the current parking supply be reduced. Consensus was not achieved on a preferred option. Other options will be explored in the future, potentially including other properties owned by the Village.

- Option 1 – Switch the parking lane on Central Ave (Park-Lathrop) from the north side of the street to the south. Increases street parking capacity by 59%, eliminates sight-line conflicts at driveways, and provides additional parking opportunities (8A-5P, M-F) for Village Hall employees and local residents. *Gain: 16 spaces*
- Option 2 – Construct parking deck on Village Hall lot. Constrained lot size would require deck to span over one-half of Central Ave. Portion of ground level could be secured behind gated entry and exit drives for some municipal vehicles and Village Hall employees. Upper levels could be available for Village Hall employees and visitors. Potential three-level deck could provide just under three times more capacity than the existing surface lot and accommodate all of the Village Hall’s current employee parking need. *Gain: 55 spaces*

1. Introduction

This report presents the findings of a Commuter Parking Study and strategies to minimize impacts on the Village's residential streets by the commuting population and to efficiently accommodate commuter parking needs at the River Forest Metra Station.

For purposes of this study, the Village has identified commuters as residents and non-residents that park on the Village's public streets and in its commuter parking lots to utilize the transit services within or adjoining the Village, including Metra commuter rail service at the River Forest Metra Station and Oak Park Metra Station, CTA rapid transit service at the Harlem/Lake Green Line Station, and CTA and Pace Bus service along Harlem Avenue and North Avenue. Commuters also include employees of the Village of River Forest and local businesses, as well as students, faculty and staff from Dominican University and Concordia University that utilize street parking.

Since the Village only has a limited amount of off-street parking for commuters, all of which is located at the River Forest Metra Station, it relies on its street parking supply to accommodate much of the commuter parking demand. Further, since the transit stations and university campuses are imbedded into residential and commercial areas of the Village, the Village must balance the commuter parking needs with the parking needs of local residents, employees, and customers.

The study area for the commuter parking study was selected by Village staff and is comprised of four zones reflecting the areas of the Village most impacted by commuter parking. **Figure 1** shows the four zones of the study area in relation to the street system. The study also includes an evaluation of a selected number of off-street parking lots that currently serve commuters or have the potential to serve commuters in the future.

The recommendations from this study were developed from field surveys of parking inventory and utilization, demographic data from the U.S. Census Bureau and the Chicago Metropolitan Agency for Planning (CMAP), transit ridership and parking data from Metra, projections of future commuter parking demand, and public input received from Village residents through broad distribution of a parking questionnaire. The recommendations were then vetted through Village staff, the Village's Traffic and Safety Commission, and the Village Board of Trustees.

The subsequent sections of this report summarize the following:

- Commuter parking questionnaire
- Existing parking inventory by zone
- Existing parking utilization by zone
- Parking analysis and recommendations by zone
- Existing and projected Metra parking demand
- Village Hall parking options

The Appendix of this report includes the questions and responses from the parking questionnaire and summary tables of the parking inventory and utilizations surveys.

2. Commuter Parking Questionnaire

To determine how well the Village's commuter parking supply is currently meeting the needs of its residents and businesses, and to assist in identifying residential areas of the Village most impacted by commuter parking, the public was engaged through the use of an online commuter parking questionnaire. A link to the questionnaire was broadcast by the Village via various electronic and printed platforms to Village residents and business owners, monthly parking permit holders, and those receiving the Village's E-News newsletter. Platforms included email, the Village website, and printed flyers. The link was also forwarded to Concordia University and Dominican University for distribution to their campus population. A total of 348 questionnaires were completed representing a sampling of opinions on commuter parking in River Forest. The questions and responses are contained in the Appendix.



Key findings from the questionnaire are summarized below:

- Responders primarily consisted of Village residents (52%), those employed in the Village (28%), those attending college in the Village (20%)
- Approximately 51% of responding residents use the River Forest Metra Station as their primary means for commuting to work
- Approximately 10% of responding residents use the CTA's Harlem/Lake Green Line Station as their primary means of commuting to work
- Less than 2% of responding residents use a Pace bus as a means of commuting to work
- Approximately 43% of Metra Station commuters feel there is an inadequate amount of commuter parking near the station
- Approximately 48% of Metra Station commuters feel that the \$50 monthly parking permit fee and/or the \$5 daily parking fee is acceptable
- Approximately 84% of monthly parking permit holders would not be interested in a premium permit entitling them to a guaranteed space at the Metra Station primarily due to the cost (\$100)
- 28 responders indicate they are on the wait list for a monthly commuter parking permit around 50% of which have been waiting for over a year
- Approximately 27% of those on the wait list would be interested in the premium permit while the remainder would prefer the standard monthly permit
- Almost one-half (47%) of commuters that park at the Metra Station regularly utilize the commuter parking 5 days a week
- More than 80% of residents feel that their block is not impacted by commuter parking

- Concerns with commuter parking impacts were expressed by residents of 9 blocks in Zone 4, 7 blocks in Zone 2, 3 blocks in Zone 1, and one block in Zone 3
- Responses from business owners indicate that employees are primarily using private lots to park (68%) or are parking on the street (32%) in permit, time-limit or unregulated spaces
- Approximately 21% of Metra commuters using a rideshare company to travel to and/or from the River Forest station
- Approximately 13 people responded that they own an electric vehicle
- The Metra Station is the most desired location for an electric vehicle charging station
- Approximately 19% of university students reported parking on the street rather than on campus primarily due to the cost of a campus parking permit

Several issues were repeatedly conveyed in the resident responses, including the following:

- Limited amount of monthly permit parking at the Metra Station
- Commuter parking at the Metra Station fills up by early morning during the week
- West Thatcher commuter lot was converted from daily fee parking to monthly permit parking and now never appears to be full
- There is a wait list for monthly permit parking and the wait times are very long
- Those without permits must pay the daily fee (\$5) at a per-day cost up to twice that of a monthly permit (\$50)
- Limited amount of daily fee parking at the Metra Station
- The daily fee spaces are a long walk from the station
- Monthly and daily commuter parking fees have doubled in recent years and are not in line with fees charged in other area communities
- Free parking areas near the Metra Station have virtually been eliminated by regulations

3. Existing Parking Inventory

To determine the utilization of parking within the four study area zones in order to identify potential commuter parking impacts, it was first necessary to establish the parking capacity on the study area streets as a foundation for the analysis. A field review was performed to inventory the parking capacity, as well as the parking regulations, on the public streets within each of the four study area zones. A parking inventory was also completed for a selected number of off-street parking lots or garages that serve commuters or have the potential to serve commuters in the future.

On-Street Parking Inventory

Zone 1

Zone 1 represents the portion of the Village where neighborhood streets are susceptible to commuter parking impacts from Dominican University's main campus, from commercial businesses along North Avenue, and from Willard Elementary School staff. There are 49 blocks within Zone 1. The parking capacity on each block is contained in Tables A1 and A2 in the Appendix. Parking on many of the blocks is unregulated. Blocks that are regulated are posted with one or more of the following regulations:

- Resident Parking 8A-8P, M-F
- Resident Parking 8A-8P
- No Parking 8A-5P, M-F
- No Parking 7A-9A, M-SAT
- No Parking 4P-6P, M-SAT
- 2-Hr 8A-6P, M-F
- 2-Hr, M-F
- 2-Hr 7A-4P School Days
- Student Loading Zone 8A-11A; 1P-4P

To minimize commuter parking impacts from Dominican University, the Village allows free parking along the campus frontage on the north side of Division Street, regulates parking with 2-Hr time limits along the campus frontage on the west side of Park Avenue, and prohibits parking or utilizes resident parking zones on most of the other streets within a block of the campus.

To minimize parking impacts from employees of commercial businesses along North Avenue, the Village utilizes 2-Hr parking zones or resident parking zones on some of the streets in Zone 1 within a block of North Avenue, including Forest Avenue and Ashland Avenue.

Figure 2 shows the posted parking regulations on the Zone 1 blocks.

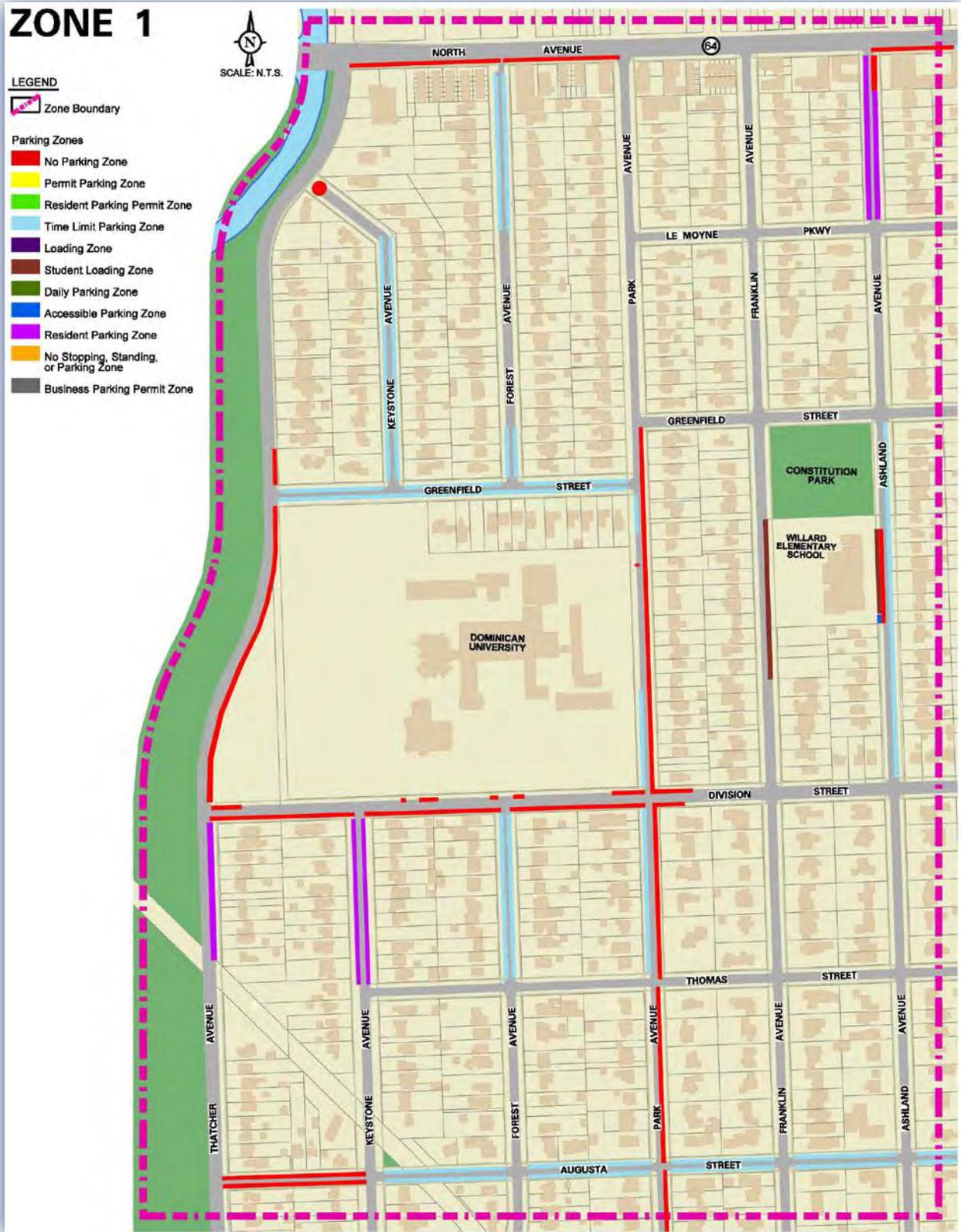


Figure 2

Zone 1 Parking Regulations

Zone 2

Zone 2 represents the portion of the Village where neighborhood streets are susceptible to commuter parking impacts from Concordia University, Dominican University's Priory campus, Pace bus routes along Harlem Avenue, and commercial businesses along North Avenue. There are 78 blocks within Zone 2. The parking capacity on each block is contained in Tables A3 and A4 in the Appendix. Parking on many of the blocks is unregulated. Blocks that are regulated are posted with one or more of the following regulations:

- Resident Parking 8A-8P, M-F
- No Parking
- No Parking 8A-5P, M-F
- No Parking 7A-9A, M-SAT
- No Parking 4P-6P, M-SAT
- No Parking 9A-5P, M-F
- 2-Hr or 2-Hr 8A-5P, M-F
- 30 min 8A-4P, M-F
- Student Loading Zone 7:45A-8:45A; 2P-3:15P; 1-Hr 8:45 A-2P, M-F school days

To minimize commuter parking impacts from Concordia University, the Village allows free parking along the campus frontage on the south side of Division Street, regulates parking with 2-Hr time limits along the campus frontage on the west side of Bonnie Brae Place and on both sides of Thomas Street (Jackson-Monroe), and prohibits parking or utilizes resident parking zones on most of the other streets within a block of the east, south and west sides of the campus.

To minimize parking impacts from commuters using the Pace bus routes along Harlem Avenue, the Village prohibits parking or utilizes 2-Hr parking zones or resident parking zones along Bonnie Brae Place and Clinton Place.

Figure 3 shows the posted parking regulations on the Zone 2 blocks.

Zone 3

Zone 3 represents the portion of the Village where streets are susceptible to commuter parking impacts from the Harlem/Lake CTA Station and Oak Park Metra Station. There are 39 blocks within Zone 3. The parking capacity on each block is contained in Tables A5 and A6 in the Appendix. Most of the blocks are regulated with one or more of the following regulations:

- No Parking 8A-10A, M-F
- No Parking 9A-10P, M-SAT
- No Parking 9A-10P
- 3-Hr 6A-2P, M-F
- 2-Hr
- 1-Hr
- 15 min
- Residents-Only Daily Fee 6A-2P, M-F
- Special Permit A (Business Permit)



ZONE 2



LEGEND

- Zone Boundary

- Parking Zones**
- No Parking Zone
- Permit Parking Zone
- Resident Parking Permit Zone
- Time Limit Parking Zone
- Loading Zone
- Student Loading Zone
- Daily Parking Zone
- Accessible Parking Zone
- Resident Parking Zone
- No Stopping, Standing, or Parking Zone
- Business Parking Permit Zone

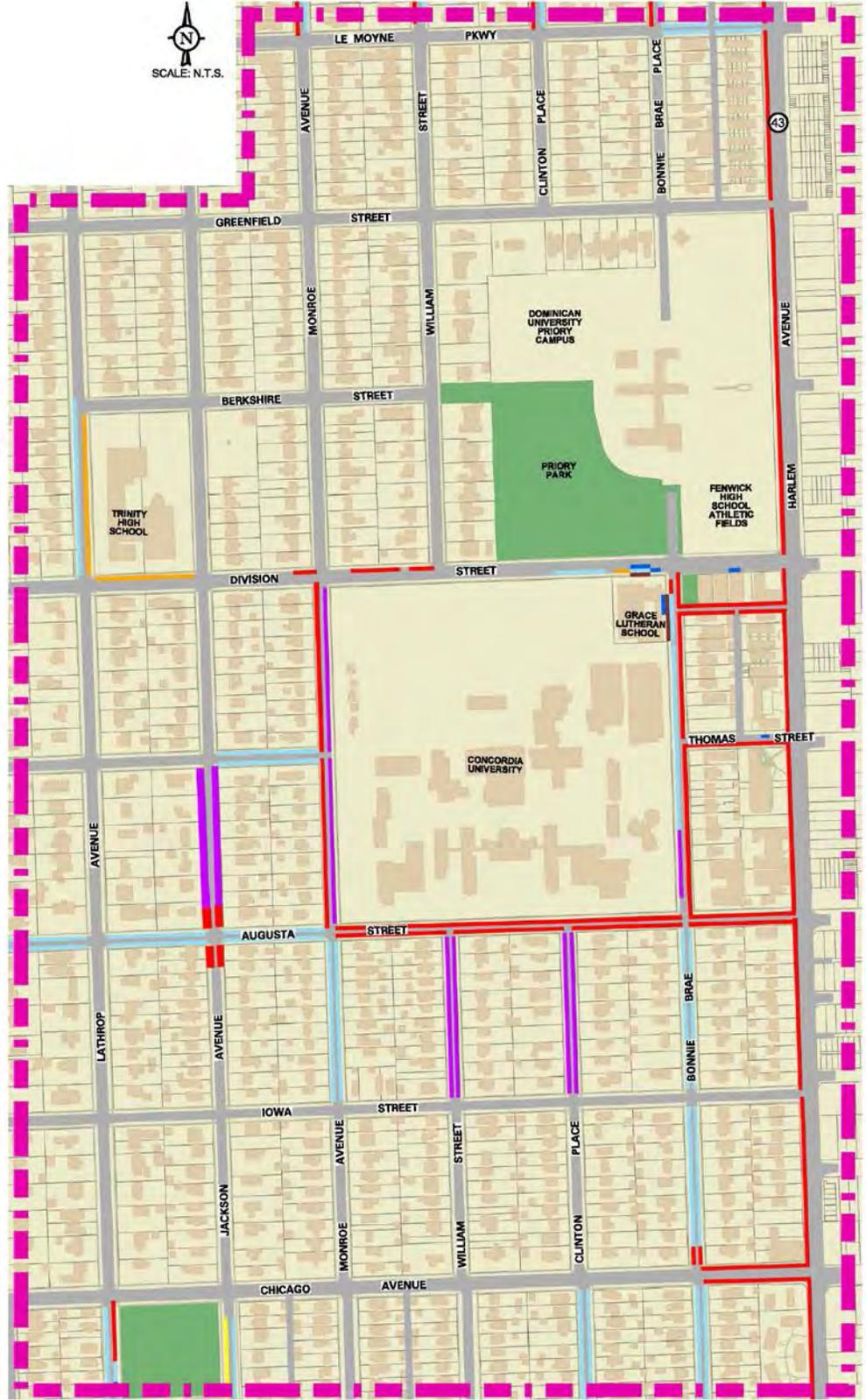


Figure 3

Zone 2 Parking Regulations

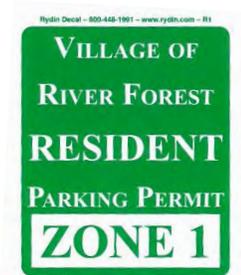
To minimize commuter parking impacts from the CTA/Metra stations and the commercial centers along Lake Street, the Village prohibits parking on one or both sides of several of the commercial streets and broadly utilizes 2-Hr time limit parking on most of the residential streets in the Zone. To accommodate business employees and River Forest residents utilizing the Oak Park CTA and Metra stations, the Village utilizes permit parking and resident-only, daily fee parking on Central Avenue and Clinton Place.

Figure 4 shows the posted parking regulations on the Zone 3 blocks.

Zone 4

Zone 4 represents the portion of the Village where neighborhood streets are susceptible to commuter parking impacts from the River Forest Metra Station. There are 39 blocks within Zone 4. The parking capacity on each block is contained in Tables A7 and A8 in the Appendix. Most of the blocks are regulated with one or more of the following regulations:

- Resident Permit Parking 6A-10A, M-F
- No Parking 6A-2P, M-F
- No Parking 9A-5P, M-F
- No Parking
- No Parking Loading Zone 7A-3P, M-F
- 3-Hr 6A-2P, M-F
- 2-Hr or 2-Hr 8A-5P, M-F
- 30 min
- Daily Fee
- Monthly Permit
- Monthly Permit Parking 6A-2P, M-F
- Municipal Vehicles
- River Forest Employees



To minimize commuter parking impacts from the Metra station and prevent commuting residents from other part of the Village from parking on the nearby residential streets, the Village utilizes resident permit parking on the residential streets within one to 1½ blocks of the station and regulates parking with 2-Hr or 3-Hr time limits along Lake Street and on the residential streets two block south of the station. The Village accommodates Metra parkers with monthly permit and daily fee parking along Central Avenue and Hawthorne Avenue.

Figure 5 shows the posted parking regulations on the Zone 4 blocks.

ZONE 3

LEGEND

 Zone Boundary

Parking Zones

 No Parking Zone

 Permit Parking Zone

 Resident Parking Permit Zone

 Time Limit Parking Zone

 Loading Zone

 Student Loading Zone

 Daily Parking Zone

 Accessible Parking Zone

 Resident Parking Zone

 No Stopping, Standing, or Parking Zone

 Business Parking Permit Zone

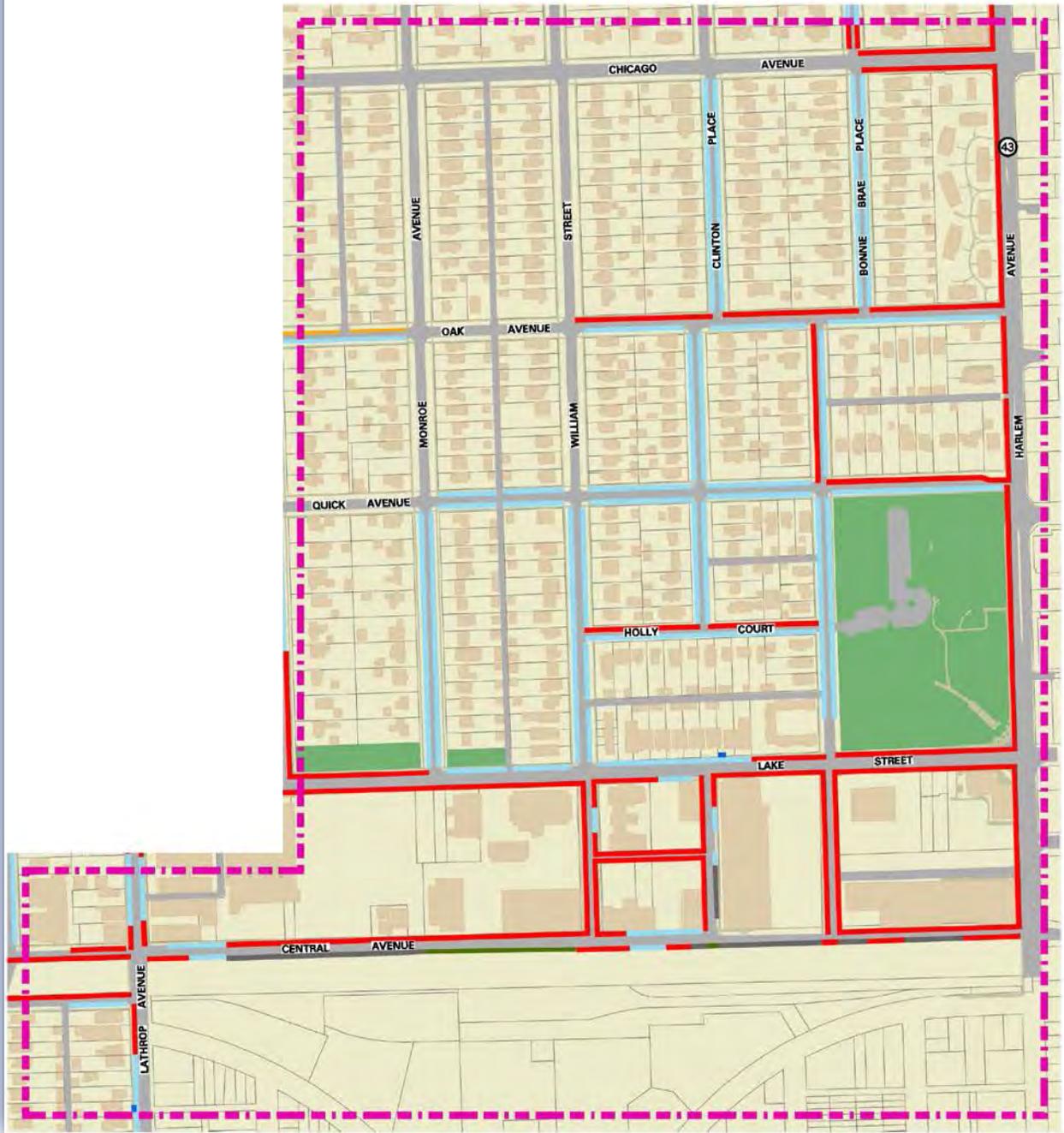


Figure 4

Zone 3 Parking Regulations

ZONE 4

LEGEND

 Zone Boundary

Parking Zones

-  No Parking Zone
-  Permit Parking Zone
-  Resident Parking Permit Zone
-  Time Limit Parking Zone

-  Loading Zone
-  Student Loading Zone
-  Daily Parking Zone
-  Accessible Parking Zone
-  Resident Parking Zone
-  No Stopping, Standing, or Parking Zone
-  Business Parking Permit Zone



Figure 5

Zone 4 Parking Regulations

Off-Street Parking Inventory

The off-street parking facilities selected for the study are located within each of the four zones, or in proximity to the zones, and currently serve commuters to the River Forest Metra Station, Concordia University and Dominican University campuses, and Village Hall. A few additional parking lots were also inventoried that are either owned by the Village or have the potential to serve commuters in the future. **Table 1** summarizes the capacity and user groups of each of the lots that were inventoried. The lot capacities were based on a field count of the marked parking stalls. Aerial images of the lots follow Table 1.

Table 1
EXISTING OFF-STREET PARKING INVENTORY

No.	Parking Lot	Address/Location	User Groups	Capacity
1	Thatcher Avenue East Lot ¹	River Forest Metra Station	Monthly Commuter Permits ² , 24-Hr Permits ² , Park District	62
2	Thatcher Avenue West Lot ¹	River Forest Metra Station	Monthly Commuter Permits ²	33
3	Village Hall Lot ¹	Village Hall/400 Park Ave	Village Employees, Visitors	32
4	Park and Lake Lot ¹	SE corner Park/Lake	Village Employees, 24-Hr Permits ²	22
5	United Methodist Church Lot	7970 Lake St	Church/Montessori Staff, Visitors	57
6	West Suburban Medical Center Garage (Upper Level)	NE corner Central/William	Employees, Visitors	105
7	Dominican University (All Lots & Garage)	Main Campus	Faculty, Staff, Students, Visitors	1,102
8	Dominican University Lot	Priory Campus	Faculty, Staff, Students, Visitors	153
9	Concordia University (All Lots & Garage)	Main Campus	Faculty, Staff, Students, Visitors	787
10	418 Franklin Lot ¹	418 Franklin Ave	3-Hr Parking, 24-Hr Permits ²	28

¹ Lot is owned by the Village of River Forest
² Permits are made available to Village residents only





4. Existing Parking Utilization

To determine the peak volume of cars parked on the streets within the four zones and in the off-street parking facilities, parking utilization surveys were conducted over a 12-hour period (7:00 AM-7:00 PM) on Tuesday, November 19, 2019 and Wednesday, November 20, 2019. An additional survey was performed in Zone 3 over the same 12-hour period on Thursday, November 21, 2019 to determine the parking duration of the cars parked on the street.

On-Street Parking Utilization

Zone 1

Table A1 in the Appendix provides an hourly summary of the number of cars parked on each of the streets in Zone 1 on the survey day (November 19, 2019) over the 12-hour survey period. Table A2 shows the percentage of street parking capacity utilized each hour. The hour(s) when parking utilization was highest on each street is highlighted in blue. The peak hour in which parking utilization was highest for all streets combined is highlighted in yellow at the bottom of each table.

As shown, the utilization of street parking for all streets in Zone 1 combined peaked at 11:00 AM when 236 parking spaces were utilized representing 20 percent of the total street parking capacity (1,195 spaces). **Figure 6** shows the peak parking utilization levels on each of the 49 blocks of Zone 1 during the 12-hour survey period. There were up to nine contractor or municipal service vehicles parked on the Zone 1 streets at any given time on the survey day. These vehicles have been excluded from the tables and from Figure 6.

The streets and blocks in which parking was utilized to the highest degree throughout much of the day are listed below.

- Division St (north side) – Unregulated 3 blocks along Dominican U frontage from Thatcher Ave to Park Ave
- Division St (both sides) – Unregulated block from Park Ave to Franklin Ave
- Franklin Ave (east side) – Mid-block student loading zone along Willard School frontage
- Ashland Ave (west side) - Mid-block student loading zone along Willard School frontage
- Forest Ave (east side) – 1500 block south of North Ave along 1535 Forest condos frontage with 2-Hr parking regulation

Zone 2

Table A3 in the Appendix provides an hourly summary of the number of cars parked on each of the streets in Zone 2 on the survey day (November 19, 2019) over the 12-hour survey period. Table A4 shows the percentage of street parking capacity utilized each hour. The hour(s) when parking utilization was highest on each street is highlighted in blue. The peak hour in which parking utilization was highest for all streets combined is highlighted in yellow at the bottom of each table.



Figure 6

Zone 1 Peak Parking Utilization

As shown, the utilization of street parking for all streets in Zone 2 combined peaked at Noon when 240 parking spaces were utilized representing 15 percent of the total street parking capacity (1,601 spaces). **Figure 7** shows the parking utilization levels on each of the 78 blocks of Zone 2 during the 12-hour survey period. There were up to 26 contractor or municipal service vehicles parked on the Zone 2 streets at any given time on the survey day. These vehicles have been excluded from the tables and from Figure 7.

The streets and blocks in which parking was utilized to the highest degree throughout much of the day are listed below.

- Division St (south side) – Unregulated 2 blocks along Concordia U frontage
- Division St (south side) – Unregulated block from Bonnie Brae Pl to Harlem Ave along apartment frontage
- Division St (south side) – Unregulated block from Lathrop Ave to Jackson Ave opposite Trinity High School but to a higher degree around the school afternoon dismissal time
- Berkshire St (south side) – Unregulated block along Trinity High School frontage from Lathrop Ave to Jackson Ave but to a higher degree around the school afternoon dismissal time
- Thomas St (north side) – Unregulated block from Bonnie Brae Pl to Harlem Ave
- Bonnie Brae Pl (west side) – 2-Hr parking zone along Concordia U frontage from Augusta St to Division St

Zone 3

Parking Utilization

Table A5 in the Appendix provides an hourly summary of the number of cars parked on each of the streets in Zone 3 on the survey day (November 20, 2019) over the 12-hour survey period. Table A6 shows the percentage of street parking capacity utilized each hour. The hour(s) when parking utilization was highest on each street is highlighted in blue. The peak hour in which parking utilization was highest for all streets combined is highlighted in yellow at the bottom of each table.

As shown, the utilization of street parking for all streets in Zone 3 combined peaked at 2:00 PM when 102 parking spaces were utilized representing 13 percent of the total street parking capacity (774 spaces). **Figure 8** shows the parking utilization levels on each of the 39 blocks of Zone 3 during the 12-hour survey period. There were up to four contractor or municipal service vehicles parked on the Zone 3 streets at any given time on the survey day. These vehicles have been excluded from the tables and from Figure 8.

The streets and blocks in which parking was utilized to the highest degree throughout much of the day are listed below.

- Clinton Place (east side) – 2-Hr parking zone from Garden St to Lake St
- Central Avenue (south side) – 2-Hr parking zone from William St to Clinton Pl but to a higher degree in the late afternoon/evening
- Central Avenue (side side) – Business permit parking zone from Clinton Pl to Harlem Ave
- Lake Street (south side) – 2-Hr parking zone from William St to Clinton Pl



Figure 7

Zone 2 Peak Parking Utilization

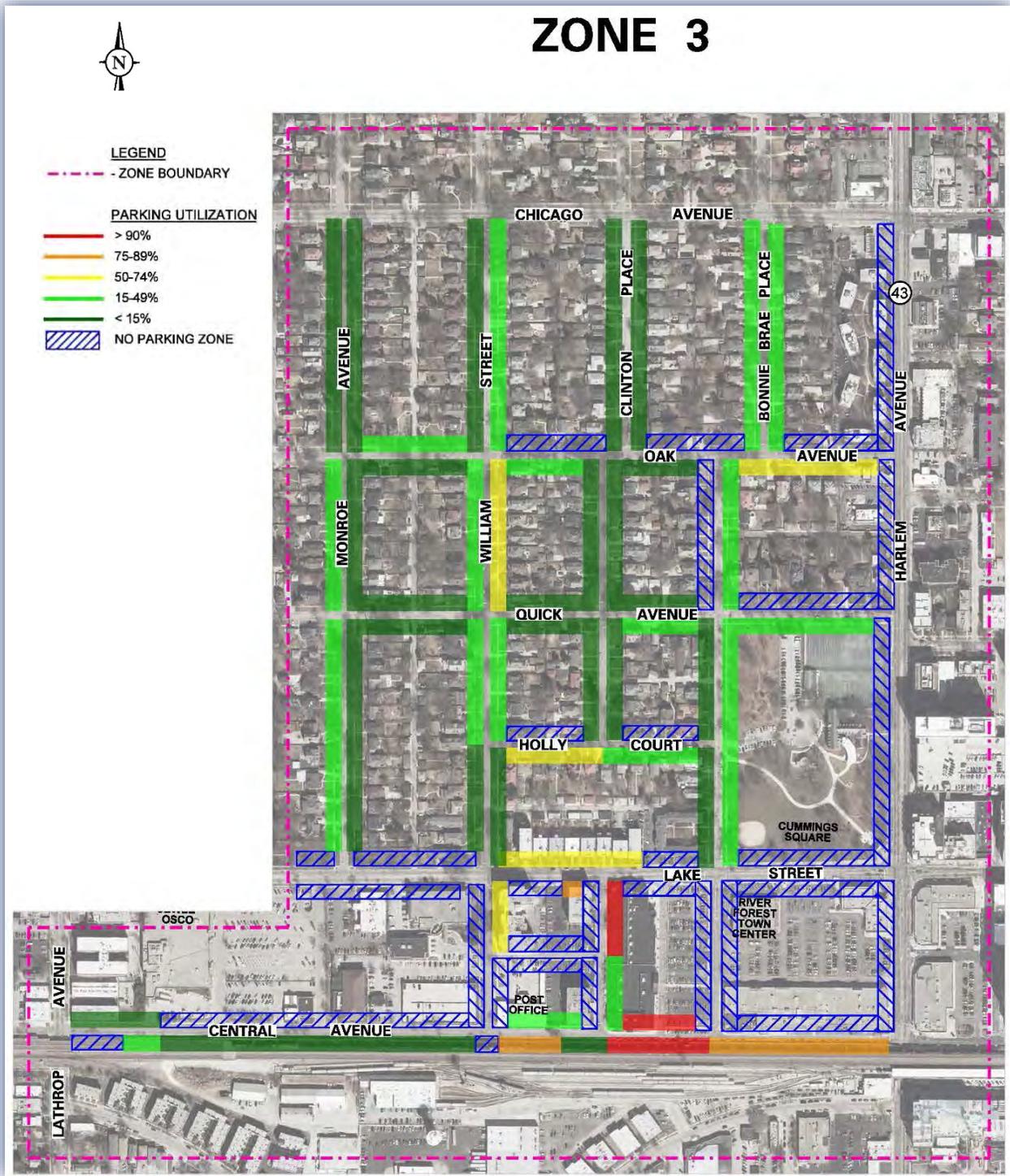


Figure 8

Zone 3 Peak Parking Utilization

Parking Duration

Figure 9 shows the results of the parking duration survey conducted for a portion of Zone 3 over a 12-hour period on Thursday, November 21, 2019. For this survey, the license plates of parked vehicles were recorded each hour over the 12-hour period, which yielded a time duration that these vehicles remained parked on the street.

Most of the blocks within Zone 3 are regulated with 2-Hr time limits to deter commuters from parking on the residential streets. In addition, 3-Hr time limits are posted on Monroe Avenue (Lake-Quick) and parking is prohibited on one side of several other blocks at all times or during specific times of the day. Figure 8 depicts the extent at which the vehicles that were parked along these streets violated the posted time regulations.

The streets and blocks that had the most significant degree of violations are listed below and reflect locations where several (3 or more) vehicles were parked for periods of time well beyond the posted time regulation.

- Oak Avenue (south side) – 2-Hr parking zone from Bonnie Brae Pl to Harlem Ave
- Lake Street (north side) – 2-Hr parking zone from William St to Clinton Pl
- Bonnie Brae Place (west side) – 2-Hr parking zone from Oak Ave to Chicago St
- Bonnie Brae Place (east side) – 2-Hr parking zone from Lake St to Holly Ct
- Central Avenue (north side) – 2-Hr parking zone from William St to Clinton Pl
- Holly Court (south side) – 2-Hr parking zone from Clinton Pl to Bonnie Brae Pl

Zone 4

Table A7 in the Appendix provides an hourly summary of the number of cars parked on each of the streets in Zone 4 on the survey day (November 20, 2019) over the 12-hour survey period. Table A8 shows the percentage of street parking capacity utilized each hour. The hour(s) when parking utilization was highest on each street is highlighted in blue. The peak hour in which parking utilization was highest for all streets combined is highlighted in yellow at the bottom of each table.

As shown, the utilization of street parking for all streets in Zone 4 combined peaked at Noon when 213 parking spaces were utilized representing 18 percent of the total street parking capacity (1,204 spaces). **Figure 10** shows the parking utilization levels on each of the 39 blocks of Zone 4 during the 12-hour survey period. There were up to 23 contractor or municipal service vehicles parked on the Zone 4 streets at any given time on the survey day. These vehicles have been excluded from the tables and from Figure 10.

The streets and blocks in which parking was utilized to the highest degree throughout much of the day are listed below.

- Hawthorne Avenue (north side) – Monthly permit & daily fee parking from Thatcher to Forest
- Central Avenue (north side) – Daily fee parking from Keystone Ave to CN railroad
- Central Avenue (both sides) – Village employee parking from CN railroad to Park Ave
- Park Avenue (west side) – 30-min Village Hall visitor parking

ZONE 3

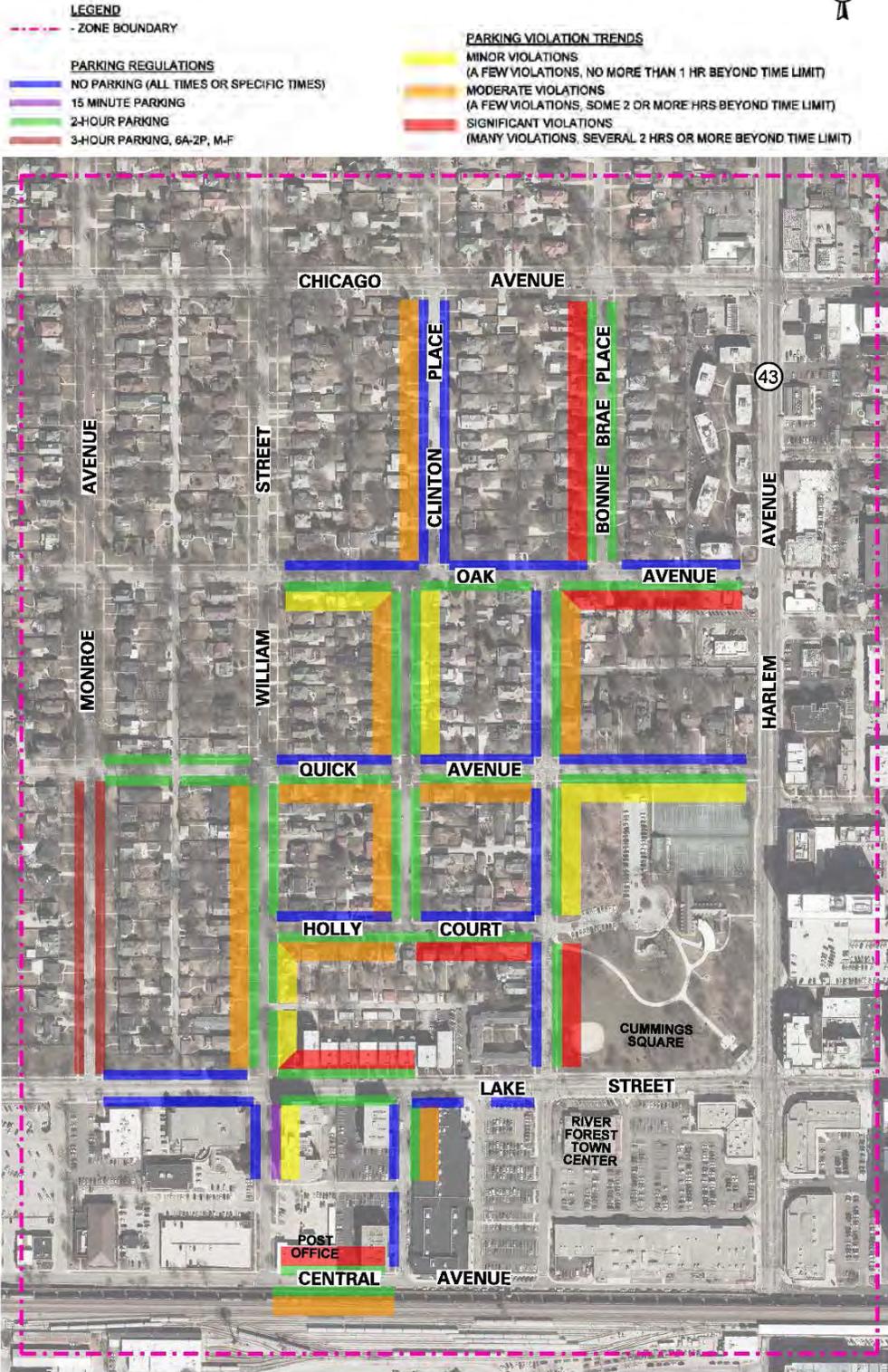


Figure 9

Zone 3 Parking Duration Issues

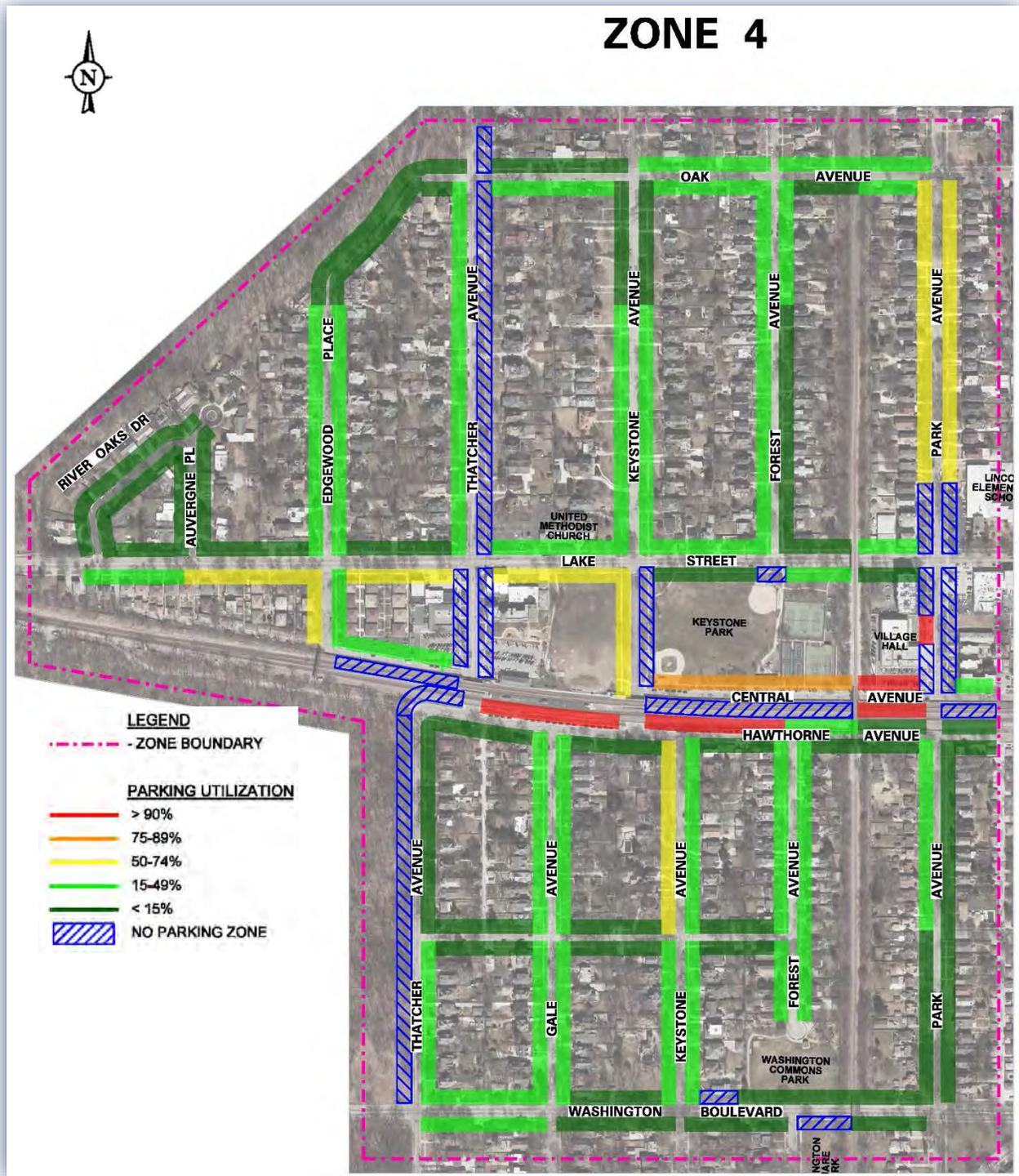


Figure 10

Zone 4 Peak Parking Utilization

Off-Street Parking Utilization

Table A9 in the Appendix provides an hourly summary of the number of cars parked in each of the off-street parking facilities included in the study. The parking utilization surveys in these facilities was performed over a 12-hour period on either November 19, 2019 or November 20, 2019. Table A10 shows the percentage of the facility’s parking capacity utilized each hour. The hour(s) when parking utilization was highest in each facility is highlighted in blue. The peak hour in which parking utilization was highest for all streets combined is highlighted in yellow at the bottom of each table.

As shown, the utilization of off-street parking for all facilities combined peaked at 11:00 AM when 1,975 parking spaces were utilized representing 84 percent of the total off-street parking capacity (2,353 spaces).



Table 2 shows the peak parking utilization level in each of the off-street facilities during the 12-hour survey period. As shown, the facilities with the highest utilization include the Village Hall lot, the Park and Lake Lot, the monthly permit spaces in the Thatcher Avenue East lot, and the garages and lots on the Dominican University (Main Campus) and Concordia University campuses.

Table 2
PEAK UTILIZATION OF OFF-STREET PARKING FACILITIES

No.	Parking Lot	User Groups	Capacity	Peak Utilization	% Utilization
1	Thatcher Avenue East Lot ¹	Monthly Commuter Permits, 24-Hr Permits, Park District	62	47 ²	76%
2	Thatcher Avenue West Lot ¹	Monthly Commuter Permits	33	20	61%
3	Village Hall Lot ¹	Village Employees, Visitors	32	32	100%
4	Park and Lake Lot ¹	Village Employees, 24-Hr Permits	22	20	91%
5	United Methodist Church Lot	Church/Montessori Staff, Visitors	57	14	25%
6	West Suburban Medical Center Garage (Upper Level)	Employees, Visitors	105	46	44%
7	Dominican U-Main Campus (All Lots & Garage)	Faculty, Staff, Students, Visitors	1,102	1,044	95%
8	Dominican U-Priory Campus	Faculty, Staff, Students, Visitors	153	63	41%
9	Concordia U Campus (All Lots & Garage)	Faculty, Staff, Students, Visitors	787	715	91%
10	418 Franklin Lot ¹	3-Hr Parking, 24-Hr Permits	28	*	--

¹ Lot is owned by the Village of River Forest
² Includes 100% of monthly permit spaces, 65% of 24-hr permit spaces, and 36% of Park District spaces
* Lot was not available on survey day

5. Parking Analysis & Recommendations

The key findings and issues identified in the parking questionnaire were evaluated with the results from the parking utilization and duration surveys for each of the four study area zones, and from the off-street parking facilities, to determine the most significant commuter parking issues to be addressed. A summarization of the analysis and recommendations for each zone follows.

Zone 1

As noted previously, the neighborhood streets in Zone 1 are susceptible to commuter parking impacts from Dominican University's main campus, from commercial businesses along North Avenue, and from Willard Elementary School staff.

Key Findings from Parking Utilization Surveys

Dominican University-Main Campus area

Dominican University provides 1,102 parking spaces on its main campus within a parking garage and several surface lots. Permits are sold to students, faculty and staff to park on campus. The parking utilization surveys indicate that campus parking is highly utilized, in excess of 90 percent of capacity, from mid-morning to mid-afternoon. At peak times, the number of vacant parking spaces on campus (58 spaces) is comparable to the peak number of cars parked on Division Street and Park Avenue. Responses from the parking questionnaire indicate that students choosing to park on the street rather than on campus do so to avoid the parking permit cost. Student enrollment on the main campus has been trending downward over the past 10 years with the advent of online classes and off-campus learning centers, which suggests parking demand on the adjoining streets may follow suit should campus parking permit costs remain stable.

The parking utilization surveys also indicate that the current parking regulations (resident parking, No Parking, 2-Hr limits) on the neighborhood streets surrounding the campus appear to be effective at containing the University parking demand to the unregulated blocks of Division Street adjoining the campus (Thatcher Avenue-Park Avenue), which are heavily utilized on weekdays.

Of note is that the demand for free street parking extends two blocks to the east of the campus along both sides of Division Street, which is a more residential area and may create conflicts with the Willard School crossing-guard locations on Division Street at Franklin Avenue and Ashland Avenue. A combined peak of 24 vehicles were parked on these two blocks of Division. Of further note is that the street parking adjacent to the campus on Park Avenue, which is regulated with 2-Hr time limits, is lightly utilized during the day at less than 30 percent of capacity (peak of 12 cars parked in a 40-space zone).

North Avenue area

Parking along the 1500 block of Forest Avenue is unusually high for a residential block under 2-Hr parking regulations (8A-6P, M-F). This may be due more to the higher multifamily residential

density along North Avenue with limited accessory parking than from employees of North Avenue commercial businesses since there are few commercial businesses on North near Forest.

Willard Elementary School area

Use of the mid-block student loading zones along the Willard School frontage on Franklin Avenue and Ashland Avenue are expectedly high during morning arrival and afternoon dismissal times. Use of the 2-Hr time limit parking along both sides of Ashland are moderately high midday at the lunch break and turnover between the morning and afternoon early childhood and Kindergarten sessions. No commuter parking impacts were detected on these blocks.

Parking Questionnaire Feedback

Three comments were received from residents in Zone 1 related to the need for parking regulations or the need for more effective parking regulations, as shown below. Two of the comments are from blocks to the south of the Dominican University campus and the other comment is from a block immediately south of North Avenue. No comments were provided from the blocks adjoining Willard School. The lack of comments further suggests that the current parking regulations have been effective.

PARKING QUESTIONNAIRE COMMENTS – ZONE 1

Block	Regulation	Issue
Comment: Current Regulations Not Effective		
1000 Keystone (Thomas-Augusta)	None	Not provided
Comment: Block Needs New Regulations		
1100 Keystone (Thomas-Division)	Resident Parking 8A-8P, M-F	Not provided
1500 Ashland (Le Moyne-North)	Resident Parking 8A-8P, M-F	Not provided

On the 1000 block of Keystone Avenue, the parking utilization survey indicated that 3-4 cars were parked along the east side throughout much of the afternoon while only one car or fewer was parked along the west side. Since this block is unregulated and a block south of the resident parking zones along the 1100 blocks of Thatcher, Keystone and Forest, it could be experiencing a parking impact from the University.

On the 1100 block of Keystone Avenue, the parking utilization survey also indicated that 2-4 cars were parked along the east side during the morning hours while one car or fewer was parked along the west side. On the 1500 block of Ashland Avenue, the surveys indicated that 1-2 cars were parked along the west side of the street while one car or fewer were parked along the east side. Both of these streets are posted for resident parking only 8A-8P, M-F. While the 1500 block of Ashland does not appear to warrant further measures, the 1100 block of Keystone could be experiencing a parking impact from the University by students who are also residents of the Village.

An additional concern was submitted to the Village outside of the parking questionnaire from a resident on the northernmost end of the 1100 block of Forest Avenue regarding Dominican students parking on the west side of the street between their driveway and Division Street, creating

sight line issues when exiting the driveway which is complicated by the speed with which vehicles turn off of Division Street. It is possible that the same issue is experienced on the 1100 block of Keystone. While the parking utilization surveys indicate that only one or two vehicles park on the west side of Forest Avenue and Keystone Avenue, this safety concern can be alleviated by installing a No Parking Here to Corner zone between the first driveway on the west side of Forest Avenue and Keystone Avenue and their intersection with Division Street. Since there are fire hydrants near these corners, this regulation would only eliminate two parking spaces on each street, leaving more than sufficient parking capacity on both streets.

Recommendations

Three options were developed to reduce the observed commuter parking impacts around the Dominican University campus and near North Avenue. Option 1 was selected as the preferred option.

1. Option 1 (*Preferred*) - Free Parking & Targeted Enforcement (see [Figure 11](#))

- Remove 2-Hr time regulations on Park Ave along University frontage
- Targeted enforcement of the Keystone Ave (Thomas-Division) resident parking zone
- Targeted enforcement of the 1500 block of Forest Ave 2-Hr parking zone
- Monitor impacted blocks for improvement or consideration of alternate measures
- Install No Parking Here to Corner signs at the north end of the west side of the 1100 blocks of Forest Ave and Keystone Ave

The objective of Option 1 is to compress parking impacts to the campus edges, reduce conflicts at the Willard School crossings on Division Street and at the corners of Division Street with Forest Avenue and Keystone Avenue, and avert the need to extend the resident parking zone onto the 1000 blocks of Thatcher, Keystone and Forest. In the future, should the Village wish to pursue more substantial changes to the parking regulations surrounding the campus, it is recommended that the Village engage applicable Dominican University staff for discussion purposes.

2. Option 2 – Metered Parking & Broad Enforcement (see [Figure 12](#))

- Implement paid/metered parking on Division St and Park Ave along campus frontage
- Remove 2-Hr time regulations on Park Ave along University frontage
- Extend No Parking regulations on both sides of Division St from Park Ave to Ashland
- Enhance enforcement efforts for compliance on all blocks surrounding campus
- Targeted enforcement of the 1500 block of Forest Ave 2-Hr parking zone
- Monitor zone for new commuter parking impacts or consideration of alternate measures
- Install No Parking Here to Corner signs at the north end of the west side of the 1100 blocks of Forest Ave and Keystone Ave

With the University parking system operating near capacity and campus parking fees unbundled (i.e., optional) from commuter student's general fees, some students make use of the Village streets adjoining campus. Since the Village streets supplement the campus parking supply, this option would allow the Village to gain a small degree of revenue (or user fee) that

could be applied towards the maintenance costs of the streets. The two streets would be assigned a unique zone number and parking fees could be handled through the Passport Parking mobile app currently utilized for daily fee parking around the Metra station. Hourly parking fees should be comparable to the DU campus parking permit fees¹ to avert new impacts to the neighborhood. The recommended hourly rate is \$0.25/hour and would be in effect from 8:00 AM-8:00 PM, Monday-Friday, based on the current street parking utilization. To deter students from parking along Division Street east of campus, the current No Parking regulations in place on both sides of Division Street (east of Park) can be extended further east to Ashland Avenue. The streets surrounding the campus will require enhanced enforcement efforts and should be monitored to determine if the metered parking zone creates any unintended impacts which could potentially be addressed by Option 3.

3. Option 3 – Metered Parking, No Parking Zones & Broad Enforcement (see **Figure 13**)

- Implement paid/metered parking on Division St and Park Ave along campus frontage
- Remove 2-Hr time regulations on Park Ave along University frontage
- Change resident parking zones to No Parking 8A-5P, M-F on 1100 blocks of Thatcher Ave, Keystone Ave and Forest Ave, consistent with existing regulations on 1100 block of Park and 1400 blocks of Keystone and Forest
- Extend No Parking regulations on both sides of Division St from Park to Ashland
- Enhance enforcement efforts for compliance on blocks surrounding campus
- Targeted enforcement of the 1500 block of Forest Ave 2-Hr parking zone
- Monitor zone for new commuter parking impacts or consideration of alternate measures

Same recommendations and rationale as Option 2 but with implementation of No Parking zones in place of resident parking zones to proactively deter students from parking in the neighborhood south of campus, including students who are also residents of other parts of the Village. The streets surrounding the campus will require enhanced enforcement efforts and should be monitored to determine if the metered parking zone creates any unintended impacts requiring further measures.

¹ Current Dominican Univ. student parking permit fee is \$25/semester. Equates to \$0.55/day based on attendance 3 days/week over 15-week.

The advantages and disadvantages of the three Zone 1 parking options are summarized below.

Parking Option	Advantages	Disadvantages
Option 1: Free Parking & Targeted Enforcement	<ul style="list-style-type: none"> • Makes maximum use of street parking capacity adjoining campus • Unregulated parking 1-2 blocks from campus becomes less convenient • Lessens need to extend resident parking zones onto other blocks • May reduce enforcement efforts • Targets blocks experiencing commuter impacts • Low-risk option; maintains status quo 	<ul style="list-style-type: none"> • Does not capitalize on revenue potential • Adds some additional traffic to Park Ave
Option 2: Metered Parking & Broad Enforcement	<ul style="list-style-type: none"> • Campus parking permits become slightly less expensive option for students • Generates revenue for Village • Allows for longer-term parking than current 2-hour limits on Park Ave • Reduces conflicts at Willard School crossings on Division St at Franklin and Ashland • Targets blocks experiencing commuter impacts • Maintains status quo on all other streets 	<ul style="list-style-type: none"> • Risk of displacing street parkers onto unregulated neighborhood streets • Requires broader enforcement efforts
Option 3: Metered Parking, No Parking Zones & Broad Enforcement	<ul style="list-style-type: none"> • Campus parking permits become slightly less expensive option for students • Generates revenue for Village • Allows for longer-term parking than current 2-Hr limits on Park Ave • Reduces conflicts at Willard School crossings on Division St at Franklin and Ashland • Deters students from parking on neighborhood streets, including students residing in other parts of Village • Provides consistent regulations around campus 	<ul style="list-style-type: none"> • Risk of displacing street parkers onto unregulated neighborhood streets • Requires broader enforcement efforts • Limits time periods when residents can park on the street



Figure 11 **Zone 1 Parking Recommendations – Option 1 (PREFERRED)**



Figure 12

Zone 1 Parking Recommendations – Option 2



Figure 13

Zone 1 Parking Recommendations – Option 3

Zone 2

The neighborhood streets in Zone 2 are susceptible to commuter parking impacts from Concordia University, Dominican University's Priory campus, Pace bus routes along Harlem Avenue, and commercial businesses along North Avenue, as previously noted.

Key Findings from Parking Utilization Surveys

The findings from the parking utilization surveys indicate that the locations experiencing the highest levels of parking activity are adjacent to the Concordia University campus, Grace Lutheran School, and Trinity High School.

Concordia University Campus/Grace Lutheran School area

Concordia University provides 787 parking spaces on its campus within a parking garage and several surface lots. Permits are sold to students, faculty and staff to park on campus. The parking utilization surveys indicate that campus parking is highly utilized, in excess of 80 percent of capacity, from mid-morning to mid-afternoon. At peak times, the number of vacant parking spaces on campus (72 spaces) is comparable to the peak number of cars parked near campus on Division Street, Bonnie Brae Place and Thomas Street. Responses from the parking questionnaire indicate that students choosing to park on the street rather than on campus do so to avoid the parking permit cost. Concordia administration has indicated that the on-campus population (students, faculty and staff) is expected to remain stable at best as enrollment growth is only expected from online programming and off-campus graduate programs. This suggests that parking demand on the adjoining streets may remain stable as well assuming parking permit costs do the same.

The parking utilization surveys also indicate that the current parking regulations (resident parking, No Parking, 2-Hr limits) on the neighborhood streets surrounding the campus appear to be effective at containing the University parking demand to the unregulated blocks of Division Street adjoining the campus (Monroe-Harlem) and the 2-Hr parking zone along Bonnie Brae Place (Division-Augusta), both of which are heavily utilized on weekdays. Parking utilization is also high within Grace Lutheran School's student loading zone on Bonnie Brae Place at dismissal time.

Of note is that parking utilization is also very high (83-100%) on the unregulated block of Thomas Street east of campus (Bonnie Brae-Harlem) during the morning hours when parking demand peaks on campus. This block is surrounded by apartment buildings that offer limited parking for residents. Of further note is that parking utilization is moderately high throughout the day along the south side of Division Street between Bonnie Brae Place and Harlem Avenue, another location adjoining apartments buildings with limited off-street parking. Both of these blocks could be experiencing commuter parking impacts from the campus.

Trinity High School area

Use of the unregulated parking lanes along Division Street (Lathrop-Jackson) and Berkshire Street (Lathrop-Jackson) are expectedly high during the afternoon dismissal time. No commuter parking impacts were detected on these blocks.

Parking Questionnaire Feedback

Eight comments were received from residents in Zone 2 related to the need for parking regulations or the need for more effective parking regulations, as shown below. Seven of the comments are from residents within a block of the Concordia University campus and the other comment is from a resident two blocks south of campus and one block west of Harlem Avenue. No comments were provided from the blocks adjoining Trinity High School. The randomness of the comments suggests that the current parking regulations have generally been effective.

PARKING QUESTIONNAIRE COMMENTS – ZONE 2

Block	Regulation	Issue
Comment: Current Regulations Not Effective		
7500 Augusta (Monroe-Jackson)**	No Parking 8A-5P, M-F	Not provided
Comment: Block Needs New Regulations		
1100 Harlem (Thomas-Division)	No Parking	Not provided
900 Clinton (Augusta-Iowa)	Resident Parking 8A-8P, M-F	Not provided
900 William (Augusta-Iowa)	Resident Parking 8A-8P, M-F	Not provided
1000 Bonnie Brae (Augusta-Thomas)	West side (north): 2-Hr West side (south): Resident Parking 8A-8P, M-F	Not provided
800 Bonnie Brae (Chicago-Iowa)	2-Hr	Not provided

*Two comments received

**Three comments received

On the 7500 block of Augusta Street, the parking utilization survey did not find anyone parked on the street, indicating that the No Parking regulations are effective. Parking is prohibited on the 1100 block of Harlem Avenue, but it is possible residents are responding to the lack of street parking for the apartment buildings in the area.

The 900 blocks of Clinton and William, and the 1000 block of Bonnie Brae, all have resident parking regulations in effect on weekdays. The parking utilization survey indicated that these blocks had three or fewer vehicles parked on the street throughout the day. Since it is unknown whether these vehicles belonged to residents, these blocks could be experiencing a parking impact from the University by students who are also residents of the Village. Targeted enforcement efforts would ensure compliance with the current regulations or would identify if a different regulation would be more effective, such as the No Parking 9A-5P, M-F regulations on the 900 blocks of Monroe and Bonnie Brae.

On the 800 block of Bonnie Brae, the parking utilization survey indicated that two or fewer vehicles were parked on the street at any given time suggesting the 2-Hr parking regulation is effective and no further measures are necessary.

Recommendations

Three options were developed to reduce the observed commuter parking impacts around the Concordia University campus. Option 1 was selected as the preferred option.

1. Option 1 (*Preferred*) - Resident Parking Zones & Targeted Enforcement (see [Figure 14](#))
 - Install new resident parking zones (8A-8P, M-F) on Division St (Bonnie Brae-Harlem, south side) and Thomas St (Bonnie Brae-Harlem, north side)
 - Convert No Parking 9A-5P, M-F regulations to resident parking (8A-8P, M-F) on 900 blocks of Monroe Ave and Bonnie Brae Pl
 - Targeted enforcement of current resident parking zones on 900 blocks of Clinton Pl and William St and 1000 block of Bonnie Brae Pl
 - Monitor impacted blocks for improvement or consideration of alternate measures

The objective of Option 1 is to compress parking impacts to the campus edges, preserve street parking (19 total spaces) for apartment tenants that have limited off-street parking options, achieve regulation consistency on the east, west and south sides of the campus, minimize resident inconvenience, and target current resident parking zones around campus for compliance. In the future, should the Village wish to pursue more substantial changes to the parking regulations surrounding the campus, it is recommended that the Village engage applicable Concordia University staff for discussion purposes.

2. Option 2 – Metered Parking, Resident Parking Zones & Broad Enforcement (see [Figure 15](#))
 - Implement paid/metered parking along campus frontage on Division St and Bonnie Brae Pl, and along Priory Park frontage on Division St
 - Install new resident parking zones (8A-8P, M-F) on Division St (Bonnie Brae-Harlem, south side) and Thomas St (Bonnie Brae-Harlem, north side)
 - Enhance enforcement efforts for compliance on all blocks surrounding campus
 - Monitor zone for new commuter parking impacts or consideration of alternate measures

With the University parking system operating near capacity and campus parking fees unbundled (i.e., optional) from commuter student’s general fees, students make use of the Village’s adjoining public streets. Since the Village streets supplement the campus parking supply, the intent of this option is to allow the Village to gain a small degree of revenue (or user fee) that could be applied towards the maintenance costs of the streets. The two streets would be assigned a unique zone number and parking fees could be handled through the Passport Parking mobile app currently utilized for daily fee parking around the Metra station. Hourly parking fees should be comparable to the CU campus parking permit fees² to avoid new impacts to the neighborhood. The recommended hourly rate is \$0.25/hour and would be in effect from 8:00 AM-8:00 PM, Monday-Friday, based on the current street parking utilization. This hourly rate would also be consistent with the rate proposed on the streets adjoining the Dominican University campus (Zone 1-Options 2 and 3). While this option also preserves street parking for the apartment residents along Division and Thomas (Option 1), it will require broader enforcement efforts on the streets surrounding the campus and continued monitoring to determine if the metered parking zone creates any unintended impacts which could potentially be addressed by Option 3.

² Current Concordia Univ. student parking permit fee is \$72/semester. Equates to \$1.60/day based on attendance 3 days/week over 15-week.

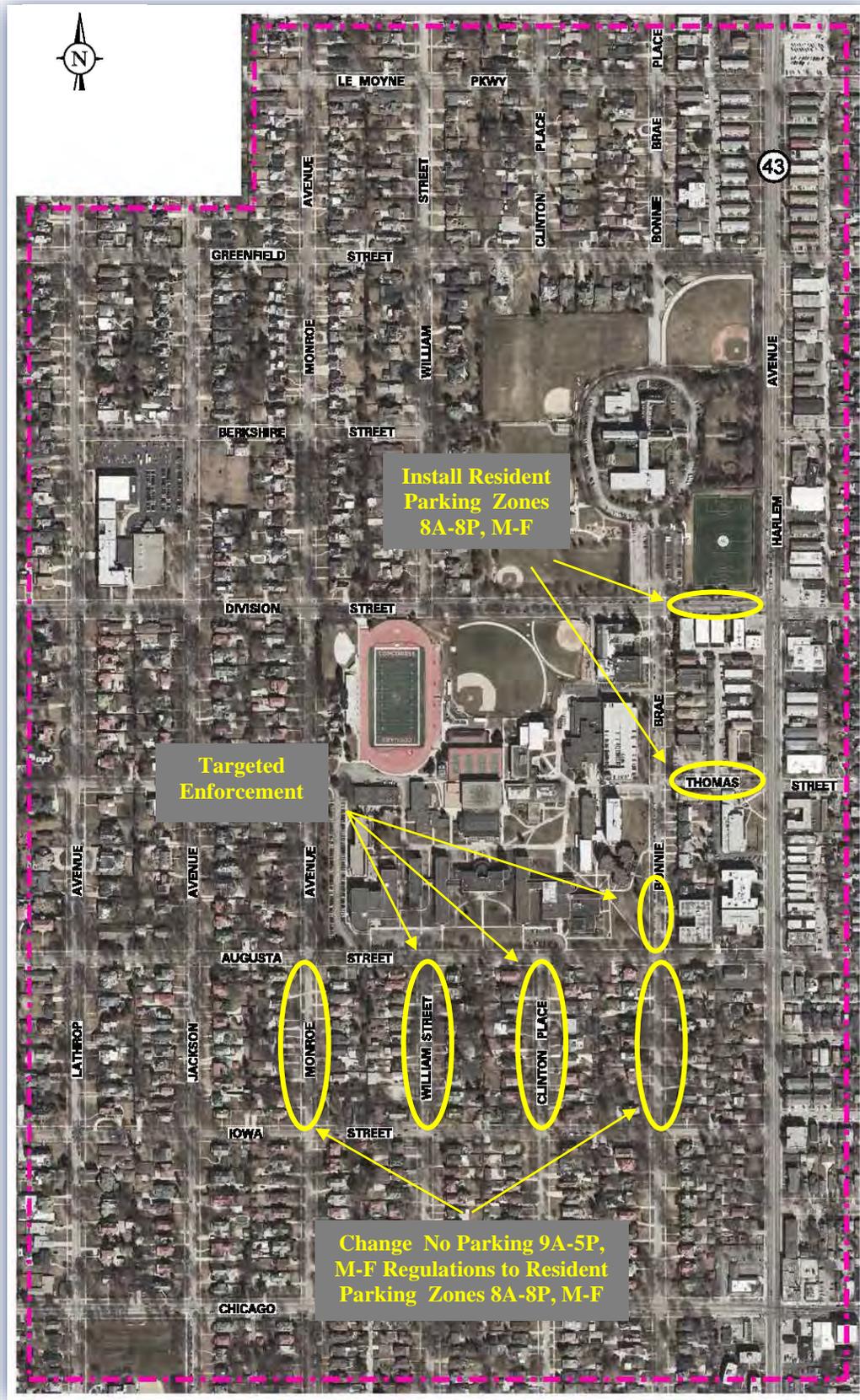


Figure 14 Zone 2 Parking Recommendations – Option 1 (PREFERRED)



Figure 15

Zone 2 Parking Recommendations – Option 2

3. Option 3 – Metered Parking, No Parking & Resident Parking Zones, & Broad Enforcement
(see **Figure 16**)

- Implement paid/metered parking along campus frontage on Division St and Bonnie Brae Pl, and along Priory Park frontage on Division St
- Install new resident parking zones (8A-8P, M-F) on Division St (Bonnie Brae-Harlem, south side) and Thomas St (Bonnie Brae-Harlem, north side)
- Extend No Parking regulations on both sides of Division St from Jackson to Monroe
- Change time limits on No Parking regulations from 9A-5P, M-F to 8A-5P, M-F on 900 blocks of Monroe Ave and Bonnie Brae Pl
- Change resident parking zones to No Parking 8A-5P, M-F on 900 blocks of Clinton Pl and William St and 1000 and 1100 blocks of Monroe Ave
- Change 2-Hr parking regulations to No Parking 8A-5P, M-F on 7500 block of Thomas St
- Install No Parking 8A-5P, M-F regulations on 1200 blocks of Monroe Ave and William St
- Enhance enforcement efforts for compliance on all blocks surrounding campus
- Monitor zone for new commuter parking impacts or consideration of alternate measures

Same recommendations and rationale as Option 2 but with implementation of No Parking zones in place of 2-Hr time limit zones and resident parking zones (except for 7200 blocks of Thomas and Division) to proactively deter students from parking in the neighborhood on the north, south and west sides of campus, including students who are also residents of other parts of the Village. The recommendations also strive for consistency in the time periods that the regulations are in effect. The streets surrounding the campus will require enhanced enforcement efforts and should be monitored to determine if the metered parking zone creates any unintended impacts requiring further measures.

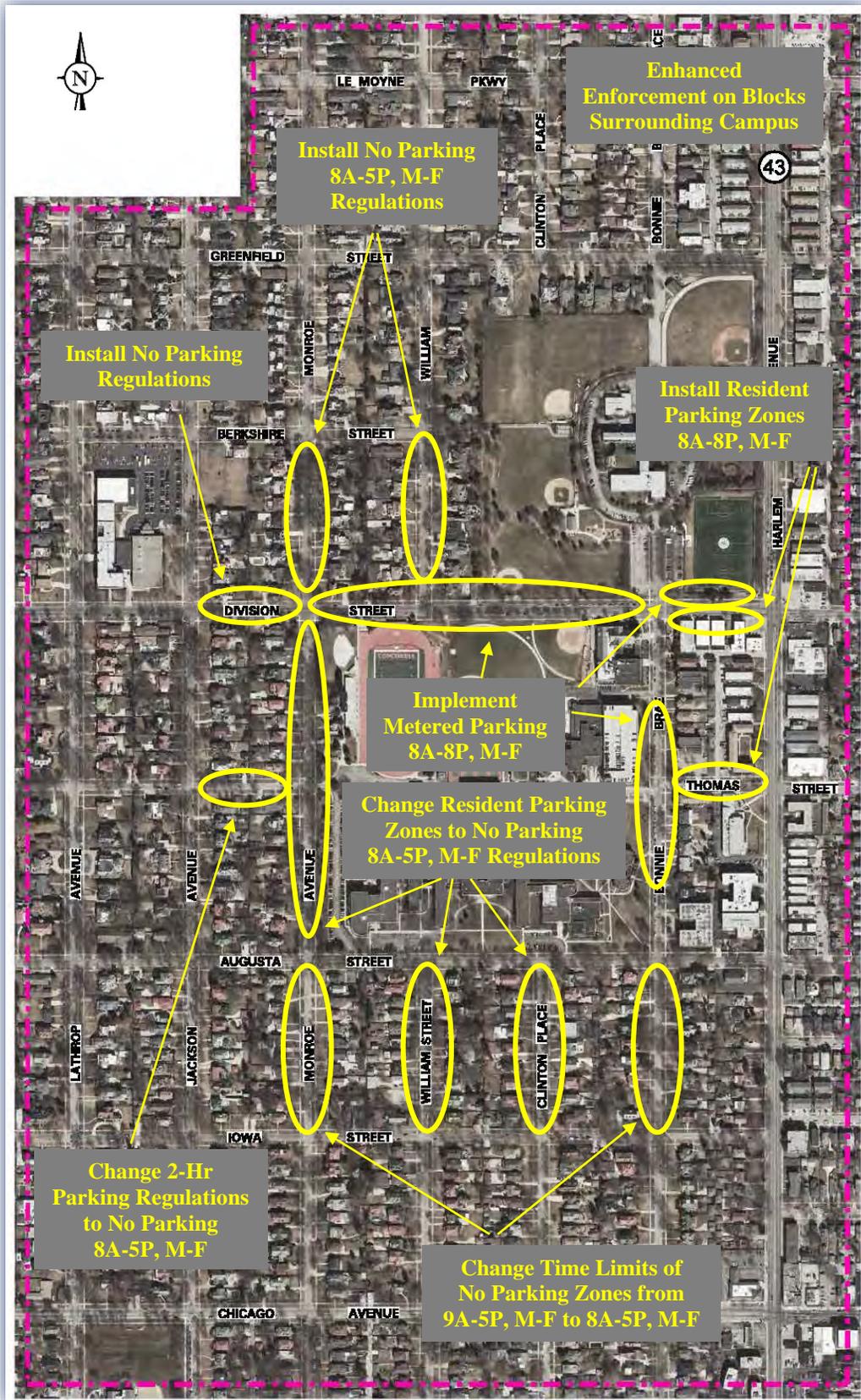


Figure 16

Zone 2 Parking Recommendations – Option 3

The advantages and disadvantages of the three Zone 2 parking options are summarized below.

Parking Option	Advantages	Disadvantages
Option 1: Resident Parking Zones & Targeted Enforcement	<ul style="list-style-type: none"> • Preserves street parking for residents with limited parking options • Unlikely to divert campus parking impacts to other neighborhood streets due to parking availability along Division St • Targets blocks experiencing commuter impacts • Low-risk option; close to maintaining status quo 	<ul style="list-style-type: none"> • Does not capitalize on revenue potential • Increases enforcement efforts to a small degree
Option 2: Metered Parking, Resident Parking Zones & Broad Enforcement	<ul style="list-style-type: none"> • Metered parking likely to be well-utilized as campus parking permits remain more expensive option for students • Generates revenue for Village • Allows for longer-term parking than current 2-Hr limits on Bonnie Brae Pl • Preserves street parking for residents with limited parking options 	<ul style="list-style-type: none"> • Risk of displacing street parkers onto unregulated neighborhood streets • Increases enforcement efforts to a larger degree than Option 1
Option 3: Metered Parking, No Parking & Resident Parking Zones, & Broad Enforcement	<ul style="list-style-type: none"> • Metered parking likely to be well-utilized as campus parking permits remain more expensive option for students • Generates revenue for Village • Allows for longer-term parking than current 2-Hr limits on Bonnie Brae Pl • Preserves street parking for residents with limited parking options • Unregulated parking 2 blocks or more from campus becomes less convenient option • Deters students from parking on neighborhood streets, including students residing in other parts of the Village • Provides consistent regulations around campus 	<ul style="list-style-type: none"> • Risk of displacing street parkers onto unregulated neighborhood streets • Increases enforcement efforts to a larger degree than Option 1 • Limits time periods when residents can park on the street

Zone 3

The neighborhood streets in Zone 3 are susceptible to commuter parking impacts from the Harlem/Lake CTA Station and Oak Park Metra Station, as previously noted.

Key Findings from Parking Utilization and Duration Surveys

The findings from the parking utilization surveys indicate that the locations experiencing the highest levels of parking activity were between Lake Street and Central Avenue in the vicinity of the River Forest Town Center. In addition, a few of the neighborhood blocks north of Lake Street have moderate parking utilization and/or a significant degree of parking violation.

Town Center Area South of Lake Street

The resident-only daily fee parking spaces on Central Avenue (west of William) are located four blocks or approximately 1/3-mile west of the CTA station and go unused. By comparison, the most distant Metra commuter spaces on Hawthorne Avenue east of the River Forest Metra station, which also go unused, are located less than 1/4-mile from the station, which is an indication of the distance that transit riders may be willing to walk to utilization the stations.

The 2-Hr parking zones along Central Avenue, Clinton Place, and Lake Street are located within three blocks of the CTA station, are highly utilized, and experience a significant degree of violation by vehicles parked for durations up to 7 hours. These short-term spaces, which are proximate to the station, may be experiencing encroachment from CTA commuters.

Within two blocks of the CTA station there is a combined total of 34 business permit parking spaces on Central Avenue (Harlem-Clinton) and Clinton Place (Central-Garden) which are highly utilized during the day by employees of the Town Center businesses. There are another 26 business permit parking spaces on Central Avenue to the west of Clinton that go unused.

Neighborhood Area North of Town Center

The majority of streets within the neighborhood have 2-Hr parking regulations in effect at all times on one or both sides of the street. The parking utilization on most of these streets is low indicating that the regulations have generally been effective. On a few of these streets there was a moderate degree of parking utilization and a significant degree of violation by vehicles parked for durations up to 11 hours. These streets included the 7200 block of Oak Avenue, the 7350 block of Lake Street, and the 7350 block of Holly Court. Other streets had lower parking utilization but still experienced significant violations of the 2-Hr time limits, including the 500 and 700 blocks of Bonnie Brae Place and the 7300 block of Holly Court.

It is uncertain as to whether these blocks are experiencing commuter parking impacts by CTA station users or are being used by residents in violation of the posted regulations. It is likely a combination of the two, and a review of the citation records may provide more insight on this. The Village's enforcement policy has been to only write citations for non-residents that exceed the time limits (excluding what appears to be guests or contractors of the residents), which may be reason why there were no concerns expressed from residents on the inconveniences of the 2-Hr time limits, but which also can require multiple layers of enforcement effort in checking a vehicle for

residency via use of the vehicle-mounted license plate reader (LPR), visual inspection for a Village vehicle registration tag, and/or insertion of the license plate into the Law Enforcement Agencies Data System (LEADS) system.

On the unregulated blocks within Zone 3, which include the 600 and 700 blocks of William Street and Monroe Avenue, the number of vehicles parked on the street was relatively low, however there were a few vehicles on each block that were parked for durations ranging from 6 to 12 hours. While quite distant from the CTA station (1/2- to 3/4-mile away), it is possible that these blocks may also be experiencing commuter parking impacts.

Parking Questionnaire Feedback

Three comments were received from residents in Zone 3 related to the need for parking regulations or the need for more effective parking regulations, as shown below. All three comments came from residents of the same unregulated block (600 Monroe) regarding impacts from commuters parking on the street. The parking utilization survey indicated that three or fewer vehicles parked on the west side of the street throughout the day. Since it is unknown whether these vehicles belonged to residents, these blocks could be experiencing a commuter parking impact from the Harlem/Lake Green Line Station. The lack of comments from the other blocks in the zone suggests that the 2-Hr parking regulations have been effective.

PARKING QUESTIONNAIRE COMMENTS – ZONE 3

Block	Regulation	Issue
Comment: Block Needs New Regulations		
600 Monroe (Oak-Quick)**	None	Metra parking, student safety

**Three comments

Recommendations

Town Center Area South of Lake Street

Recommendations within this area of Zone 3 are shown in **Figure 17** and are intended to better accommodate commuters or attract commuters that might be otherwise parking within the neighborhood north of Lake Street.

- Convert the 13 business parking spaces along the south side of Central Ave between Bonnie Brae Pl and Harlem Ave to residents-only daily fee parking 6A-2P, M-F, which will put these spaces within 600 feet of the Green Line Station and better encourage their use. Consider allocating some of these spaces for monthly permit parking, as determined by Village staff.
- Publicize the availability and convenience of this new residents-only daily fee/monthly permit parking zone to River Forest residents through multiple forms of media (email, Village website, mailings, newsletter, etc.) and provide a comparison of the parking fees to the higher parking garage rates in Oak Park. Monitor use of spaces.
- Replace the 13 lost business parking spaces by:
 - Converting the four 2-Hr spaces on the south side of Central Ave west of Clinton Pl
 - Removing the island that bumps out from the curb on the south side of Central Ave west of Clinton Pl to create 4 new parking spaces

- Converting 4 of the existing unused residents-only daily fee spaces on the south side of Central Ave west of William St
- Converting the one 2-Hr parking space on the east side of Clinton Pl south of the Town Center loading dock for consistency with the business parking on rest of the block
- Convert 5 of the existing unused residents-only daily fee spaces on the south side of Central Ave west of William St to 2-Hr parking to replace the spaces converted to business permit parking
- Maintain the remaining 14 residents-only daily fee spaces on Central Ave west of William St as currently regulated but consider for other purposes in the future should the demand for business permit parking or 2-Hr parking increase at a faster rate than the demand for the daily fee parking

The parking utilization survey indicated that the 36 existing business permit spaces on Central Avenue (east of William) and Clinton Place are utilized at 75 percent of capacity (27 spaces filled) so replacement of all 13 business permit spaces removed from Central Avenue east of Bonnie Brae Place will maintain flexibility for day-to-day variations in business permit space demand and for the issuance of new business parking permits.

Further, the surveys indicated that the 14 existing 2-Hr parking spaces on Central Avenue (William-Clinton) and Clinton Place are utilized to only 43 percent of capacity (6 spaces filled) so the replacement of all five of the 2-Hr spaces converted to business permit parking will also maintain flexibility for day-to-day variations in short-term parking demand.



2-Hour Parking Space on 600 Block of Clinton Place



Island on 7350 Block of Central Avenue

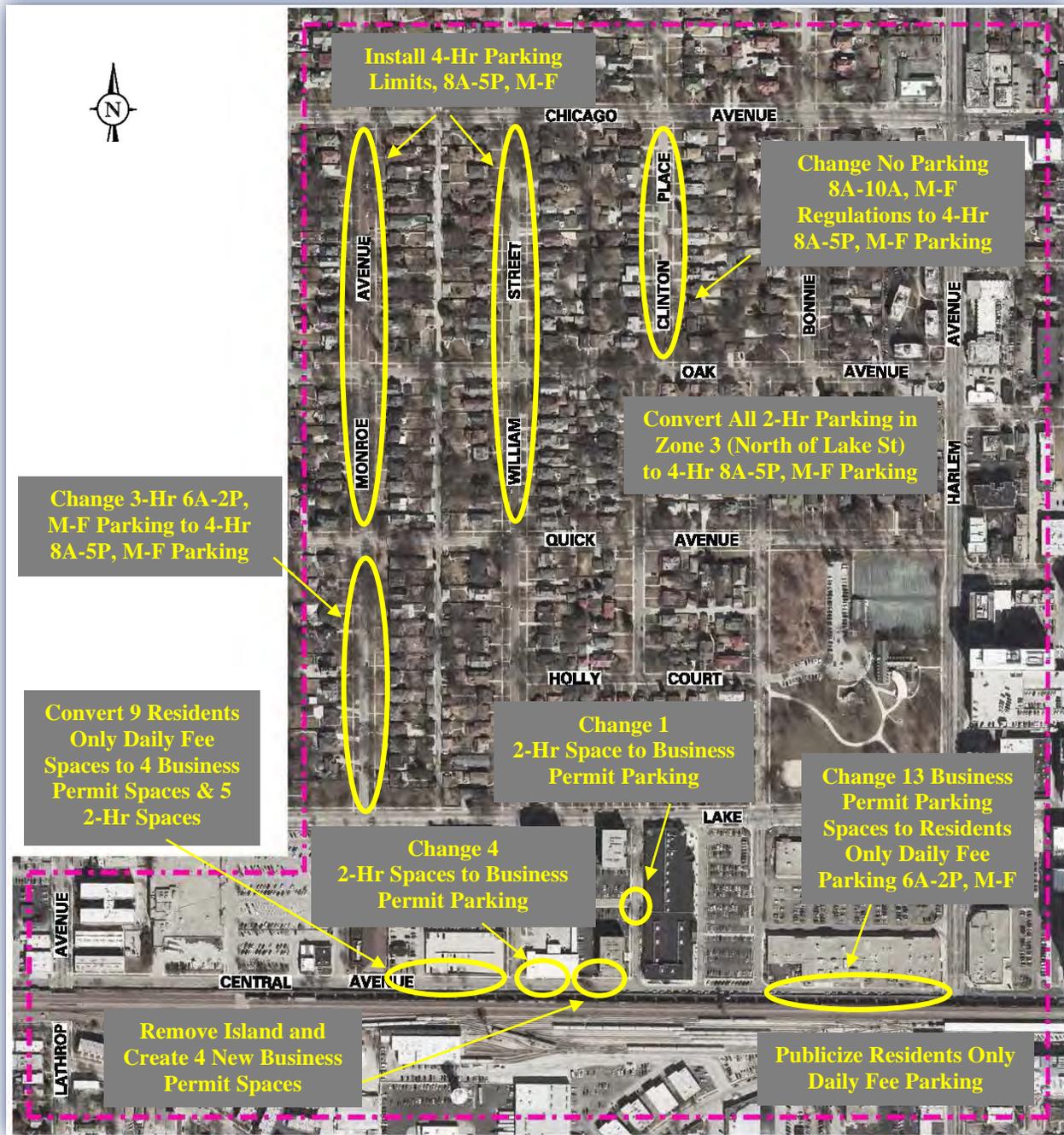


Figure 17

Zone 3 Parking Recommendations

Neighborhood Area North of Lake Street

The primary goal of the parking regulations in the neighborhood north of Lake Street is to effectively deter commuter parking impacts by Harlem/Lake CTA station users in a manner that does not inconvenience local residents while allowing for efficient enforcement efforts. While the 2-Hr time regulations have generally been effective at deterring commuter parking, the large number of vehicles parking in excess of two hours and likely not issued citations suggests that residents are being inconvenienced and enforcement requires more effort to confirm the registration residence of the vehicles. A longer parking time limit, restricted to the typical commuter workday, may achieve the same goal with less inconvenience and enforcement effort. This new regulation should be extended broadly across the zone for consistency, equity in impact reduction, and enforcement efficiency, as shown in **Figure 17**.

- Replace the 2-Hr time limit parking across Zone 3 with a 4-Hr 8A-5P, M-F time regulation. May reduce the number of vehicles parking in violation as much as 65% while maintaining the same deterrence to CTA station users.
 - Bonnie Brae Pl (Lake-Oak, East side)
 - Bonnie Brae Pl (Oak-Chicago, Both sides)
 - Clinton Pl (Holly-Oak, Both sides)
 - William St (Lake-Quick, Both sides)
 - Oak Ave (William-Harlem, South side)
 - Quick Ave (Monroe-William, Both sides)
 - Quick Ave (William-Harlem, South side)
 - Holly Ct (William-Bonnie Brae, South side)
 - Lake St (William-Clinton, North side)
- An alternate option, that was not preferred, was replacement of the 2-Hr time limit with a 6-Hr time regulation which may reduce the number of vehicles parking in violation as much as 85% but may offer opportunities for CTA station users that do not work full-day schedules
- Implement the same 4-Hr time limit regulation on the blocks within Zone 3 that are not regulated (600 & 700 blocks of Monroe and William) or are regulated by 3-Hr time limits (500 block of Monroe) or No Parking 8A-10A, M-F limits (700 block of Clinton)
- To ease traffic flow on streets with higher traffic volume or narrower street widths, maintain the existing No Parking Any Time or No Parking 9A-10P, M-SAT regulations
- For the ordinance to be effective, it must apply to all parkers. Village enforcement officers should issue citations to violators regardless of residency, which will make enforcement monitoring more efficient and create better compliance with the posted regulations.

Zone 4

The neighborhood streets in Zone 4 are susceptible to commuter parking impacts from the River Forest Metra Station, as previously noted.

Key Findings from Parking Utilization Survey

The findings from the parking utilization surveys indicate that the locations experiencing the highest levels of parking activity were the monthly permit and daily fee parking spaces along Central Avenue and Hawthorne Avenue and the spaces on Central Avenue reserved for the Village of River Forest employees. Locations experiencing moderate parking utilization included the 3-Hr parking zones along Lake Street and Keystone Avenue and the unregulated parking zone along Park Avenue adjacent to Lincoln Elementary School. No commuter parking impacts were detected on these blocks.

Commuter parking impacts on the neighborhood streets surrounding the River Forest Metra Station appear to have been effectively managed by the institution of a residential permit parking program although few actual permits were observed to be on display on the vehicles parked on these streets. A few of the blocks under the permit regulation experienced moderate utilization of the street parking throughout large parts of the day. Since most of the vehicles parked on these blocks did not have a permit on display, they could be experiencing commuter parking impacts and include the 300 block of Keystone Avenue, the 500 block of Thatcher Avenue, and the 400 and 500 blocks of Edgewood Place.

The 2-Hr parking regulations on the blocks south of the resident permit parking zone (200 blocks of Thatcher, Gale, Keystone, Forest) have been effective at deterring commuter parking and do not appear to be causing significant inconvenience to the adjoining residents based on the number of vehicles parked on the street and the time limits of the regulations (8A-5P, M-F). Here again it appears that the enforcement efforts may overlook the parking duration of the vehicles if the vehicles are determined to be registered to local residents.

Parking Questionnaire Feedback

Twelve comments were received from residents within Zone 4, or just outside of the boundaries of Zone 4, related to the need for parking regulations or the need for more effective parking regulations, as shown below. Two of the comments are from apartment residents on Lake Street and Thatcher Avenue regarding the limitations of the street parking regulations. Two of the comments are from residents on a block regulated by resident permit parking. One of the comments is from a resident of an unregulated block. Seven of the comments are from residents on blocks just outside of Zone 4, six of which are unregulated and one of which has 2-Hr limits.

PARKING QUESTIONNAIRE COMMENTS – ZONE 4

Block	Regulation	Issue
Comment: Current Regulations Not Effective		
8000 Lake (Thatcher-Edgewood)	3-Hr 6A-2P, M-F	Apts need overnight parking
300 Forest (Hawthorne-Linden)*	Resident Permit Parking 6A-10A, M-F	Not provided
600 Forest (Oak-Lake, N ½ of blk)	None	Not provided
100 Keystone (Washington-Vine)*	None	Not provided
400 Thatcher (Lake-Central)	No Parking	More parking needed for apts
700 Park (Chicago-Oak)	None	Not provided
Comment: Block Needs New Regulations		
300 Ashland (Hawthorne-Linden)	None	Narrow street; driving difficult with business parking both sides.
100 Forest (Washington-Vine)	West: 2-Hr 9A-10P East: No Parking	Not provided
700 Keystone (Chicago-Oak)*	None	Metra parkers. Maybe not RF residents.

*Two comments received

Residents on the 8000 block of Lake Street and the 400 block of Thatcher Avenue may be constrained by the limited amount of off-street parking for the adjoining apartments and the 3-Hr parking regulations along Lake Street that go in effect at 6:00 AM. While this is not a commuter parking impact, it could be addressed by making these residents eligible for a resident parking permit to park on Edgewood Place or Thatcher Avenue.

The 300 block of Forest Avenue has resident permit parking regulations in effect on weekdays. The parking utilization survey indicated that these blocks had three or fewer vehicles parked on each side of the street, many without permits on display. Since it is unknown whether these vehicles belonged to residents, this block could be experiencing a parking impact from the Metra Station.

The 600 block of Forest Avenue is unregulated and just north of the resident permit parking zone. The surveys indicated that there were up to three vehicles parked on each side of the block for much of the day suggesting that this block could be experiencing commuter parking impacts.

The 100 blocks of Keystone Avenue and Forest Avenue, and the 700 blocks of Park Avenue and Keystone Avenue, are outside of the Zone 4 study area. Since no parking data was collected on these blocks, it is inconclusive as to whether commuter parking impacts extend onto these blocks. Of note is that no comments were received from residents on the unregulated 600 blocks of Park Avenue and Keystone Avenue.

The 300 block of Ashland Avenue is also outside of the Zone 4 study area. The issue is more related to efficient traffic movements than parking impact as the width of the street (25 feet) makes traffic movement challenging when vehicles are parked along both sides. Restricting parking on one side of the street may eliminate this concern.

Recommendations

Two options were developed to reduce the commuter parking impacts around the River Forest Metra Station. One maintaining the current resident permit parking program with minor adjustments to the regulations on the surrounding streets and the other replacing the resident permit parking program with a blanket regulation that covers a broader area. Option 1 was selected as the preferred option.

1. Option 1 (*Preferred*) - Resident Permit Parking & Targeted Enforcement (see [Figure 18](#))

- Maintain existing resident permit parking program
- Extend resident permit parking opportunities to apartment residents on 8000 block of Lake St and 400 block of Thatcher Ave
- Replace 3-Hr 6A-2P, M-F parking on south side of 8000 block of Lake St (Thatcher-Edgewood) with resident permit parking 6A-10A, M-F
- Targeted enforcement of the permit parking regulations
 - 300 blocks of Keystone Ave and Forest Ave
 - 400 block of Edgewood Pl
 - 500 blocks of Edgewood Pl and Thatcher Ave
- Targeted enforcement of the 2-Hr parking regulations on the 100 block of Forest Ave
- Install No Parking 6A-2P, M-F regulation on one side of the 300 block of Ashland Ave
- Monitor parking conditions and vehicle registration residency on the 100 block of Keystone Ave, the 600 block of Forest Ave, and the 700 blocks of Park Ave and Keystone Ave to determine need for regulations
- Ensure that adequate commuter parking is provided at the Metra Station (see Chapter 6)

Since the resident permit parking program appears to be effective at minimizing commuter parking impacts and few comments were received from residents residing on the permit-regulated blocks, the objective of Option 1 is generally to maintain the status quo with improved access to street parking opportunities for apartment tenants and targeted supplemental measures.

2. Option 2- Blanket Parking Regulation Across Zone (see [Figure 19](#))

- Replace resident permit parking, 2-Hr and 3-Hr parking regulations with a 4-Hr 8A-5P, M-F blanket parking regulation across Zone 4
- Install No Parking 6A-2P, M-F regulation on one side of the 300 block of Ashland Ave
- Monitor parking conditions and vehicle registration residency on the 100 block of Keystone Ave and the 700 blocks of Park Ave and Keystone Ave to determine need for regulations
- For the ordinance to be effective, it must apply to all parkers. Village enforcement officers should issue citations to violators regardless of residency, which will make enforcement monitoring more efficient and create better compliance with the posted regulations.
- Ensure that adequate commuter parking is provided at the Metra Station (see Chapter 6)

The objective of Option 2 is to effectively deter commuter parking impacts by River Forest Metra Station users in a manner that does not inconvenience local residents while allowing for efficient enforcement efforts. While the resident permit parking regulations have generally been effective

at deterring commuter parking, there are a large number of residents parking on the street that do not have the permits on display. Further, while the 2-Hr and 3-Hr time limit parking zones that surround the permit parking area are also effective at deterring commuter parking, the time limits may be too short causing inconvenience to residents and their guests and contractors. Similar to Zone 3, enforcement requires more effort to confirm the registration residence of the vehicles and make exceptions for residents or their guests/contractors parking beyond the posted time limits. A single blanket time regulation across the entirety of Zone 4, that is longer than the current time limits and restricted to the typical commuter workday (8A-5P, M-F), would achieve the same objective with less inconvenience and more efficient enforcement efforts.

The advantages and disadvantages of the two Zone 4 parking options are summarized below.

Parking Option	Advantages	Disadvantages
Option 1: Resident Permit Parking & Targeted Enforcement	<ul style="list-style-type: none"> • Deters commuter impacts, including residents from other parts of the Village • Provides additional parking opportunities convenient to apartment residents along Lake St and Thatcher Ave • Improves traffic flow on Ashland Ave • Targets blocks experiencing commuter impacts • Low-risk option; close to maintaining status quo 	<ul style="list-style-type: none"> • Short time limits can inconvenience residents • Increases enforcement efforts
Option 2: Blanket Parking Regulation	<ul style="list-style-type: none"> • Deters commuter impacts • Enhances parking opportunities convenient to apartment residents along Lake St and Thatcher Ave • Improves convenience for residents and their guests and contractors • Allows for consistent enforcement across Zone 	<ul style="list-style-type: none"> • May open streets to commuters traveling for short trips, including residents from other parts of the Village



Figure 18

Zone 4 Parking Recommendations – Option 1 (PREFERRED)

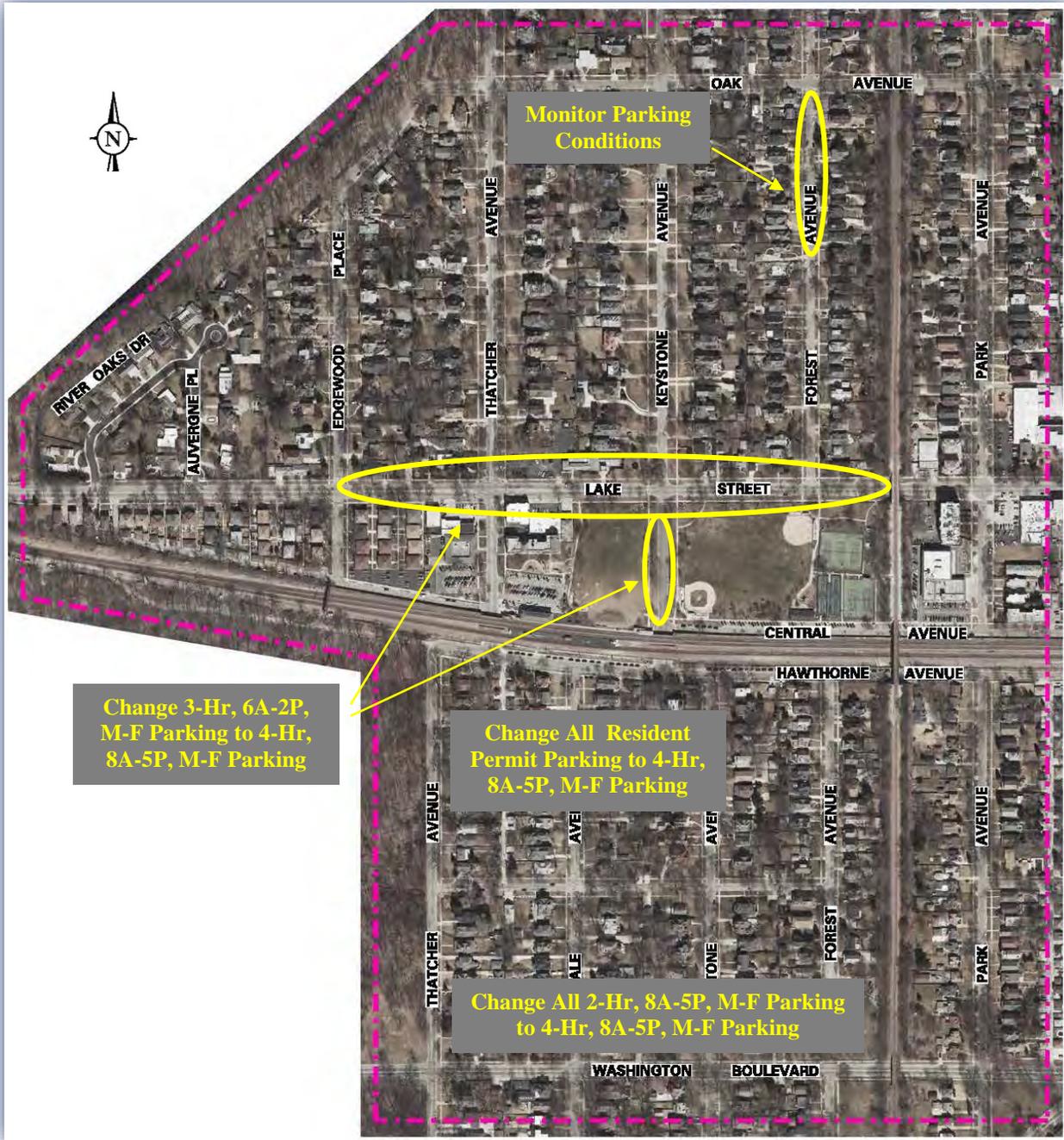


Figure 19

Zone 4 Parking Recommendations – Option 2

6. Existing & Projected Metra Parking Demand

To continue to manage commuter parking impacts within Zone 4, it is essential that an adequate supply of commuter parking is available around the River Forest Metra Station. It is equally essential that the commuter parking supply is both convenient and affordable.

Existing Metra Parking Supply & Demand

Table 3 summarizes the peak utilization of Village-owned parking supply at the River Forest Metra Station based on the KLOA parking utilization surveys. In total, there are 189 dedicated spaces for Metra station parking located within the two Thatcher Avenue parking lots and in the parking lanes along Central Avenue and Hawthorne Avenue. On the survey day, the use of these spaces peaked at 11:00 AM when 134 of the spaces were filled representing 71 percent of the total Metra parking capacity. A review of historic parking surveys performed by Metra³ between 2007 and 2016 indicates that the parking demand at the River Forest station has ranged from 147 spaces to 168 spaces.

Table 4 compares the utilization of the monthly permit spaces with the daily fee spaces from the KLOA parking utilization surveys. As shown, the monthly permit spaces were more heavily utilized (79%) than the daily fee spaces (64%).

Table 3
EXISTING RIVER FOREST METRA STATION PARKING UTILIZATION

No.	Lot / Street	Location	Regulations	Capacity	Peak Use ¹	%
1	River Forest Metra Station	E. Thatcher Ave Lot	Monthly Permit	31	31	100%
2	River Forest Metra Station	W. Thatcher Ave Lot	Monthly Permit	33	19	58%
3	Central Avenue (N side)	Edgewood-Thatcher	Monthly Permit	6	1	17%
4	Central Avenue (N side)	Keystone-CNRR	Daily Fee	47	40	85%
5	Hawthorne Avenue (N side)	Thatcher-Keystone	Monthly Permit	20	20	100%
6	Hawthorne Avenue (N side)	Keystone-E of Park	Daily Fee	52	23	44%
Total				189	134	71%

¹ Peak utilization of the Metra parking facilities occurred at 11:00 AM on the survey day.

Table 4
EXISTING METRA STATION PARKING UTILIZATION BY TYPE OF SPACE

	Monthly Permit Spaces	Daily Fee Spaces	Total
Parking Capacity	90	99	189
Peak Occupancy	71	63	134
Parking Surplus	19	36	55
Utilization %	79%	64%	71%

³ Metra Systemwide Parking Surveys: 2007, 2008, 2011, 2012, 2013, 2014, 2015, 2016.

Projected Metra Parking Supply & Demand

Ridership levels at the River Forest Metra Station have been increasing over the past 25 years and are currently at their highest levels based on boarding and alighting data published by Metra. While the Village's commuter parking supply dedicated to the Metra Station is sufficient to accommodate the current parking demand, demographic data provided by the U.S. Census Bureau and the Chicago Metropolitan Agency for Planning (CMAP) was reviewed to estimate the potential parking demand in the future. The Year 2050 is CMAP's planning horizon for the projections.

Table 5 shows the demographic data and journey-to-work by Metra data from the U.S. Census Bureau. As shown, the population and households in the Village are projected to increase by 10% and 33%, respectively, over the next 30 years potentially resulting in approximately 16 percent more residents using Metra for their commute to work.

Table 5
RIVER FOREST DEMOGRAPHICS AND METRA RIDERSHIP PROJECTIONS

Year	Population	Households	Employed Population Age 16 & Older	% Commuting by Metra	Employed Population Riding Metra
2000 Census ¹	11,635	4,092	5,680	9.3%	530
2010 Census ¹	11,172	3,961	4,986 ²	9.1%	455
2013-2017 Census Estimate ³	11,215	3,909	5,257	9.9%	532
2050 CMAP Projections⁴	12,319	5,227	6,236	9.9%⁵	617

¹ Source: U.S. Census Bureau
² Source: U.S. Census Bureau 2010-2014 American Community Survey 5-Year Estimates
³ Source: U.S. Census Bureau 2013-2017 American Community Survey 5-Year Estimates
⁴ Source: Chicago Metropolitan Agency for Planning (CMAP) demographic projections
⁵ Assumes 2013-2017 estimated commuting percentage remains consistent through 2050

Table 6 provides an estimate of the projected parking conditions at the River Forest Metra Station based on existing and historic parking counts and boardings at the station. The current data concludes that a commuter parking surplus exists at the station ranging from 21 spaces to 55 spaces. The projected parking demand data suggests that additional commuter parking capacity (up to 35 additional spaces).

Table 6
PROJECTED METRA PARKING DEMAND vs. SUPPLY

	Boardings	Parking Demand	Parking Supply	Surplus/(Deficit)
Existing Conditions	440 ¹	134-168 ²	189	+21 to +55 spaces
Projected Conditions	503 ³	183-224 ⁴	189	+6 to -35 spaces

¹ Represents average of daily Metra boarding counts from Metra Station Boarding/Alighting Counts 2014, 2016 & 2018
² Range based on KLOA surveys (2019) and Metra parking counts 2007-2016
³ Based on proportion of Metra boarding counts to Census journey-to-work-by-train data applied to 2050 CMAP projection of Metra riders (617 riders) from Table 5
⁴ Based on Metra parking counts in proportion with Metra boarding counts from 1997, 1999, 2014 & 2016 (36.4%-44.6%)

Recommendations

Maximizing use of the existing Metra parking supply at the River Forest Metra Station is the recommended first course of action. Such actions would address most of the concerns expressed by Village residents in the parking questionnaire. Should additional Metra parking then be needed at the station in the future to offset a potential Metra parking deficit and accommodate parking demand from population growth in the Village, several options are recommended for consideration as a 2nd course of action.

1st Course of Action

1. Maximize Use of Existing Metra Parking Supply

The limited number of monthly commuter parking permits issued by the Village, the wait times to obtain a permit, the disproportional daily fee rates paid by those desiring a permit, and the current utilization of the West Thatcher monthly-permit parking lot (58%) are four of the most concerning issues expressed in the parking questionnaire.

The Village has sold 103 monthly permits to park in the 90 dedicated permit spaces at the Metra station representing an oversell rate of 14%. The parking utilization surveys indicate that only 79% of the monthly permit spaces are utilized (or 69% of the permits sold). There are currently 39 residents on the monthly permit wait list and historically the wait list has been as high as 60 residents. The Village has established a monthly permit sales cap of 121 permits (34% oversell rate) meaning that almost half of the wait list could be eliminated by simply selling the remaining permits (18) below the cap. If all permits are sold to the 121-permit cap, the projected demand for monthly permit parking would be 83 spaces (or 92% of the permit parking capacity). If permits are sold to all residents currently on the wait list, the projected demand for monthly permit parking would be 98 (or 109% of the permit parking capacity).

Residents currently on the wait list have no recourse but to park in the daily fee spaces at a per-day cost (\$5) which is up to twice that of the average per-day cost of a monthly permit (\$50/month). If additional permits are sold, these commuters would maximize use of the monthly permit parking supply, and if monthly permit holders were aware that they could make use of the daily fee spaces, if necessary, without penalty of having to pay the daily fee, the permit sales cap could be lifted altogether so that any resident desiring a monthly permit could obtain one and park at the station at the monthly permit rate, regardless of the commuter space in which they parked. The dedicated monthly permit spaces would thus be available on a first-come, first-served basis and any permit holders not finding parking in these dedicated spaces would park in the daily fee spaces which are currently in surplus.

Recommendations include:

- Maintain the current commuter parking space allocation comprised on monthly permit parking west of Keystone Ave and daily fee parking east of Keystone Ave
- Eliminate the monthly permit wait list by lifting the permit sales cap and selling permits to all residents that desire them
- Continue operating the monthly permit parking spaces on a first-come, first-served basis

- Advertise that monthly permit holders are able to park in the daily fee spaces, if necessary, without penalty of paying twice
2. Research Installing Electric Vehicle Charging Station
 In line with the Village's sustainability efforts, and in response to the interest expressed by Village residents in the parking questionnaire, consideration should be given to installing at least one electric vehicle charging station in a parking space in the East Thatcher parking lot adjacent to the Metra Station. Use of the charging station would then be monitored to determine if additional stations should be considered.

2nd Course of Action

3. Plan for Potential Future Metra Parking Deficit

In the future, should demand for Metra parking (monthly permit and daily fee spaces combined) begin to approach the current 189-space parking capacity at the Metra Station, several options are recommended to accommodate the demand and minimize the potential for future commuter parking impacts in the adjoining neighborhood. A total potential parking increase of 49 spaces could be realized from implementation of these options.

- Extend center island in West Thatcher lot and remove curbing that separates the lot from the former rehabilitation institute parking aisle (see **Figure 20**). *Gain: 3 spaces.*
- Extend daily fee parking on north side of Hawthorne Ave east to Franklin Ave. (¼-mile walk to platform) (see **Figure 21**). *Gain: 10 spaces*
- Re-approach United Methodist Church on a lease or purchase of their west parking lot (450 ft from train platform) for commuter parking on weekdays (possibly 6A-6P). The east and west church lots provide a combined total of 57 spaces which were observed to be only 25% utilized on the survey day (see **Figure 21**). Review previous discussions with the Church and explore different options, potentially including revenue-sharing, lot improvements, and/or overflow church parking options (weekdays or weekends) on adjoining streets and nearby Village-owned lots. *Gain: 36 spaces*



Figure 20

Potential West Thatcher Lot Parking Expansion



Figure 21

Potential UMC and Hawthorne Ave Commuter Parking Options

7. Village Hall Parking Options

As noted in Chapter 2, the Village makes use of several locations to accommodate the parking needs of Village Hall employees, visitors and municipal vehicles, including the Village Hall lot, the Park and Lake lot, and the reserved spaces along Central Avenue. A combined total of 78 spaces are reserved for this use (excludes spaces reserved for Police vehicles on the west side of Village Hall). The Lake and Park lot is a temporary location that may one day be redeveloped for a different use. To ensure that the Village Hall parking needs do not infringe on the commuter parking supply in the future, or create commuter parking impacts of their own, two options were developed to compress the Village Hall parking demand closer to the building and accommodate additional parking for the Village Hall should the current parking supply be reduced. Consensus was not achieved on a preferred option. As a result, the Village will explore other options in the future, potentially including other properties owned by the Village.

Option 1: Expanded Parking on Central Avenue

Parking is currently permitted along the north side of Central Avenue between Park Avenue and Lathrop Avenue and there is space to park 27 vehicles over these three blocks. There are also multiple driveways on each of the blocks, which limits the parking opportunities and results in sight-line conflicts with the parking lane. Switching the parking lane from the north side of Central Avenue to the south side of the street, while maintaining 20-foot setbacks from the stop lines and pedestrian crossings, would increase the parking capacity on these three blocks to 43 spaces (59% parking increase or 16 space gain) while eliminating the sight-line conflicts at the driveway. This would not only increase street parking opportunities for the adjoining residents, it would provide an opportunity to reserve some of the spaces on the block between Park Avenue and Franklin Avenue for Village Hall employees (8A-5P, M-F) to supplement the Village Hall parking supply. These spaces would replace spaces currently regulated with 2-Hr time limits.

Concerns were expressed regarding use of Central Avenue by emergency service vehicles departing Village Hall and the potential conflicts that could result with parkers that would need to cross the street to reach their vehicles on the south side of Central.

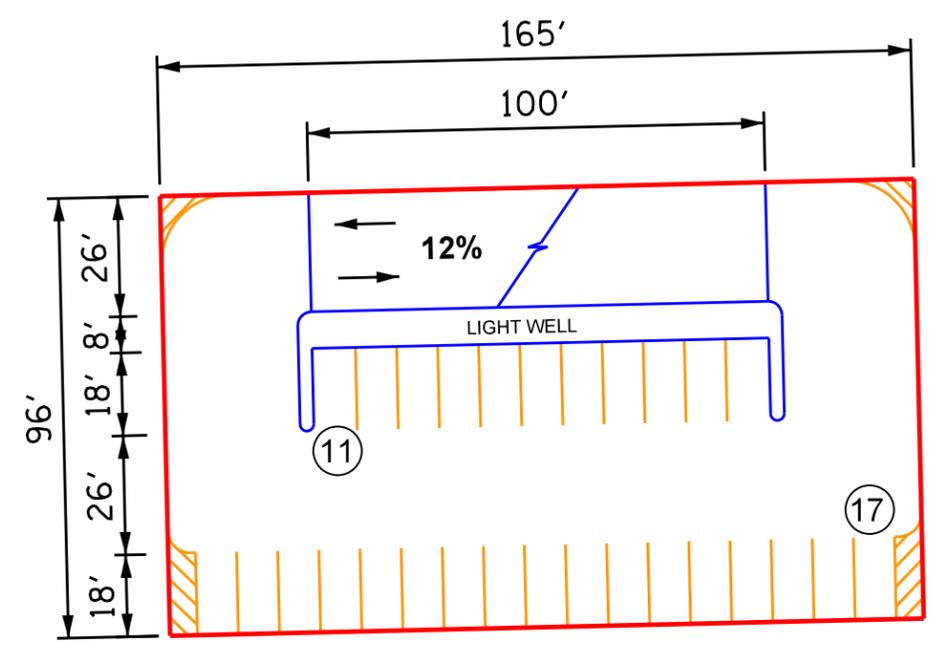
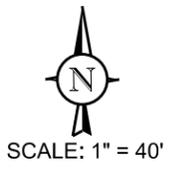
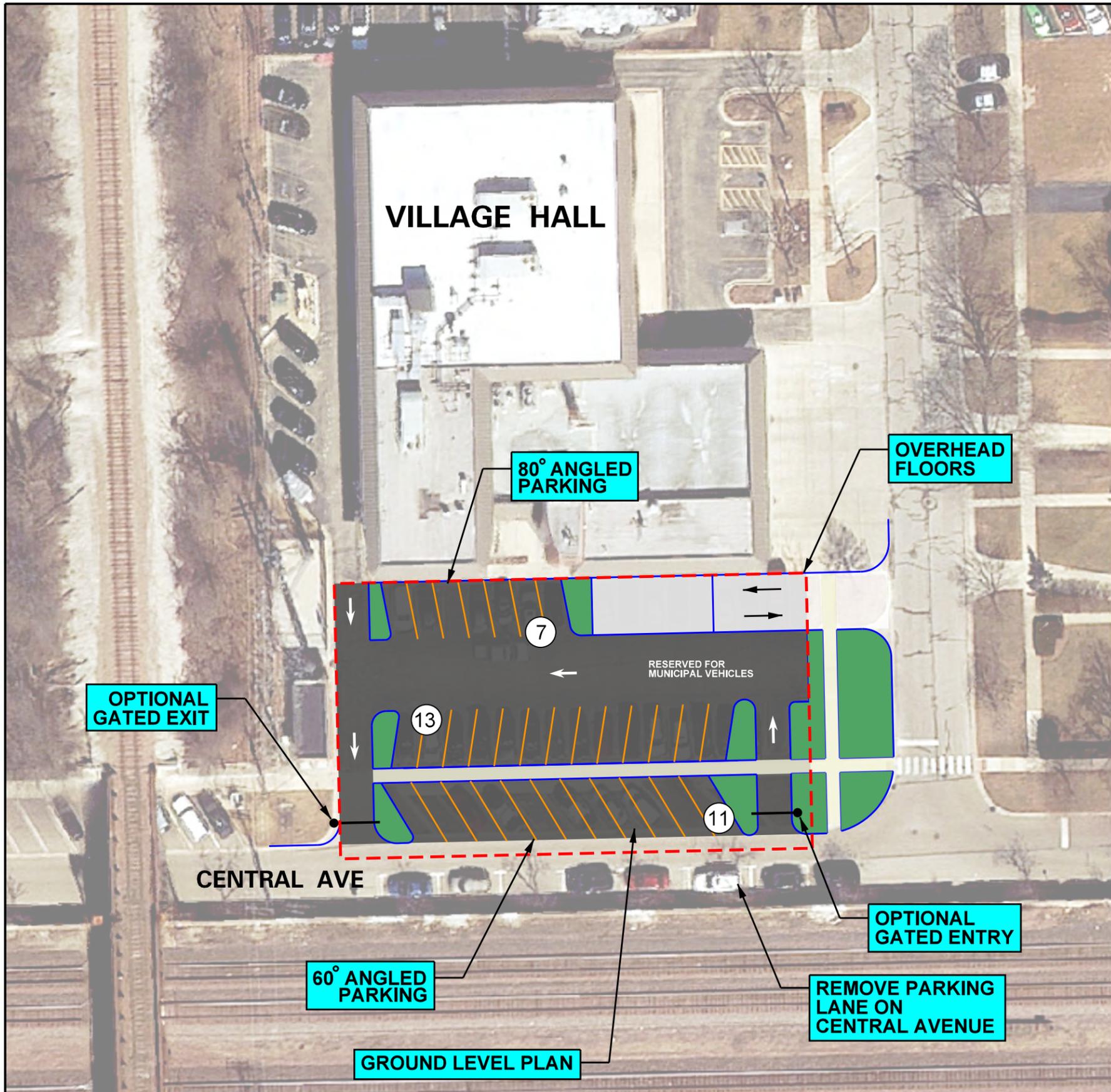


Option 2: Structured Parking on Village Hall Lot

The Village Hall lot has a current parking capacity of 32 spaces. The lot is approximately 70 feet wide by 160 feet long, which is too narrow to accommodate a parking deck with ramping and circulation aisles. To provide sufficient width for these operational elements, the deck would need a minimum width of 96 feet, which could only be accomplished by extending the deck over a portion of Central Avenue. Further, the length of the parking lot at approximately 165 feet is relatively short for a parking deck and would require a ramp grade of around 12 percent to provide a 12-foot clear span, which is too steep to accommodate parking. The conceptual design, depicted in **Figure 22**, is similar to a single-threaded helix circulation/ramping system with a single, flat-floor, two-sided parking bay.

The first floor of the structure would be at grade and could accommodate 31 spaces. Twenty of the spaces could be secured behind gated entry drives for some Village Hall employees and municipal vehicles. A one-way circulation system would include an ingress drive on Central Avenue approximately 50 feet west of Park Avenue and an egress drive at the current parking lot driveway location. The egress drive would also provide an exit from the Police parking area on the west side of Village Hall. Both driveways could be gated with card-key or key-fob access systems. An additional 11 spaces could be accessed directly from Central Avenue outside of the secured parking area, similar to the existing angled Village Hall employee spaces.

The upper levels of the structure could support around 28 spaces on the flat-floor plate of each level and could be available for Village Hall employees and visitors. The total capacity of the three-level parking structure is estimated at 87 spaces, just under three times more capacity than the existing surface parking lot and of sufficient size to accommodate all of the Village Hall's current employee parking need.



2ND AND 3RD FLOOR PLAN

8. Conclusions

The objective of the preceding Commuter Parking Study for the Village of River Forest was to identify strategies to minimize impacts on the Village's residential streets by the commuting population and to efficiently accommodate commuter parking needs at the River Forest Metra Station.

To achieve these objectives, the project team (1) obtained input from Village residents through the broad distribution of a parking questionnaire, (2) documented the current parking regulations within the four study area zones, (3) performed field surveys of street parking utilization within those zones and off-street parking utilization within selected facilities that serve commuters or have the potential to serve commuters within or in proximity to those zones, (4) researched demographic data on River Forest from the U.S. Census Bureau and the Chicago Metropolitan Agency for Planning, (5) obtained historic ridership levels and parking counts from Metra for the River Forest Metra Station, (6) evaluated the data collected to identify the most significant commuter parking issues to be addressed, (7) developed recommendations and options to modify the current street parking regulations within the zones to reduce commuter parking impacts, (8) developed recommendations to improve the efficiency of existing commuter parking conditions at the River Forest Metra Station and accommodate potential growth in commuter parking demand at the station, (9) developed options to compress the Village Hall parking demand closer to the building, and (10) vetted the recommendations and options through Village staff, the Village's Traffic and Safety Commission, and the Village Board of Trustees.

Key recommendations from the study follow.

Zone 1

Three options were considered to reduce commuter parking impacts around the main campus of Dominican University. Option 1 was selected as the preferred option.

- Option 1 – Maintain free street parking with targeted enforcement on impacted blocks. Remove 2-Hr time regulations on Park Ave along University frontage to compress parking impacts to the campus edges. Monitor conditions for alternate measures.
- Option 2 - Implement paid/metered parking on Division St and Park Ave along campus frontage as a user fee to be applied towards street maintenance costs (\$0.25/hr, 8A-8P, M-F). Restrict parking on Division St east of Park Ave. No other parking regulation changes. Broad enforcement on all surrounding blocks. Monitor conditions for alternate measures.
- Option 3 - Implement paid/metered parking on Division St and Park Ave along campus frontage. Convert resident parking zones to No Parking 8A-5P, M-F on 1100 blocks of Thatcher Ave, Keystone Ave and Forest Ave, consistent with existing regulations on 1100 block of Park and the 1400 blocks of Keystone and Forest. Broad enforcement on all surrounding blocks. Monitor conditions for alternate measures.

Zone 2

Three options were considered to reduce commuter parking impacts around the Concordia University campus. Option 1 was selected as the preferred option.

- Option 1 – Install resident parking zones (8A-8P, M-F) on Division St (Bonnie Brae-Harlem, south side) and Thomas St (Bonnie Brae-Harlem, north side) to compress parking impacts to campus edges and preserve parking for apartment tenants. Convert No Parking 9A-5P, M-F regulations to resident parking (8A-8P, M-F) on 900 blocks of Monroe Ave and Bonnie Brae Pl for regulation consistency and resident convenience. Targeted enforcement of current resident parking zones. Monitor conditions for alternate measures.
- Option 2 - Implement paid/metered parking on Division St and Bonnie Brae Pl along campus frontage as a user fee to be applied towards street maintenance costs (\$0.25/hr, 8A-8P, M-F). Install resident parking zones on Division St and Thomas St. Broad enforcement on all surrounding blocks. Monitor conditions for alternate measures.
- Option 3 - Implement paid/metered parking on Division St and Bonnie Brae Pl along campus frontage. Install resident parking zones on Division and Thomas. Expand No Parking 8A-5P, M-F regulations onto unregulated blocks and existing blocks with resident parking and 2-Hr parking limits. Broad enforcement on surrounding blocks. Monitor conditions for alternate measures.

Zone 3

Recommendations were approved to reduce commuter parking impacts in the residential area of Zone 3 north of Lake Street and the commercial areas of Zone 3 south of Lake Street.

Neighborhood Area North of Town Center

Replace the 2-Hr time limit parking across Zone 3 with a 4-Hr 8A-5P, M-F time regulation to continue deterrence of commuter parking impacts with less inconvenience to residents and more efficient enforcement efforts. Implement same 4-Hr regulation on unregulated blocks, blocks with 3-Hr time limits, and blocks with No Parking 8A-10A, M-F regulations.

Town Center Area South of Lake Street

Relocate 13 of the residents-only daily fee parking spaces on Central Ave (west of William St) to the business permit parking spaces on Central east of Bonnie Brae to move them closer to the Harlem/Lake Green Line Station. Allocate some of these spaces for monthly permit parking, as determined by Village staff, and publicize the proximity of these spaces to encourage greater use. Rebalance business permit and 2-Hr parking without reduction in capacity of either.

Zone 4

Two options were considered to reduce commuter parking impacts around the River Forest Metra Station. Option 1 was selected as the preferred option.

- Option 1 – Maintain resident permit parking program and extend permit opportunities to apartment tenants in need. Replace 3-Hr 6A-2P, M-F parking on south side of 8000 block of Lake St (Thatcher-Edgewood) with resident permit parking 6A-10A, M-F. Targeted enforcement on impacted blocks. Monitor conditions for alternate measures.

- Option 2 – Replace resident permit parking, 2-Hr and 3-Hr parking regulations with a 4-Hr, 8A-5P, M-F blanket parking regulation across Zone 4 for greater resident convenience, lower cost, and more efficient enforcement efforts. Monitor conditions for alternate measures.

Metra Station Parking

1st Course of Action – Maximize Use of Existing Metra Parking

The Village has dedicated 189 parking spaces to the Metra Station in two lots on Thacker Avenue and in parking lanes along Central Avenue and Hawthorne Avenue. While there is currently a parking surplus at the Metra Station ranging from 21 to 55 spaces, the limited number of monthly commuter parking permits issued by the Village, the wait times to obtain a permit, the disproportional daily fee rates paid by those desiring a permit, and the current utilization of the West Thatcher monthly-permit parking lot (58%) are four of the most concerning issues expressed in the parking questionnaire. Recommended measures to maximize use of the existing Metra parking supply include:

- Maintain the current commuter parking space allocation comprised on monthly permit parking west of Keystone Ave and daily fee parking east of Keystone Ave
- Eliminate the monthly permit wait list (currently 39 residents) by lifting the permit sales cap (121 permits) and selling permits to all residents that desire them
- Continue operating the monthly permit parking spaces on a first-come, first-served basis
- Advertise that monthly permit holders are able to park in the daily fee spaces, if necessary, without penalty of paying twice
- Research installing an electric vehicle charging station in the East Thatcher parking lot.

2nd Course of Action – Plan for Potential Future Metra Parking Deficit

Should future population growth in the Village necessitate increased parking capacity at the Metra Station, the following options are recommended:

- Extend center island in West Thatcher lot and remove curbing separating the lot from the former rehabilitation institute parking aisle. *Gain: 3 spaces.*
- Extend daily fee parking on Hawthorne Ave east to Franklin Ave. *Gain: 10 spaces*
- Re-approach United Methodist Church on lease or purchase of their west parking lot (450 ft from train platform) for commuter parking on weekdays. *Gain: 36 spaces*

Village Hall Parking Options

The Village makes use of several lots and street parking locations to accommodate the parking needs of Village Hall employees, visitors and municipal vehicles. A total of 78 spaces are reserved for this use (excluding spaces for Police vehicles on the west side of Village Hall). The Lake and Park lot is a temporary location that may one day be redeveloped for a different use. Two options were considered to ensure that the Village Hall parking needs do not create commuter parking impacts in the future should the current parking supply be reduced. Consensus was not achieved

on a preferred option. Other options will be explored in the future, potentially including other properties owned by the Village.

- Option 1 – Switch the parking lane on Central Ave (Park-Lathrop) from the north side of the street to the south. Increases street parking capacity by 59%, eliminates sight-line conflicts at driveways, and provides additional parking opportunities (8A-5P, M-F) for Village Hall employees and local residents. *Gain: 16 spaces*
- Option 2 – Construct parking deck on Village Hall lot. Constrained lot size would require deck to span over one-half of Central Ave. Portion of ground level could be secured behind gated entry and exit drives for some municipal vehicles and Village Hall employees. Upper levels could be available for Village Hall employees and visitors. Potential three-level deck could provide just under three times more capacity than the existing surface lot and accommodate all of the Village Hall’s current employee parking need. *Gain: 55 spaces*

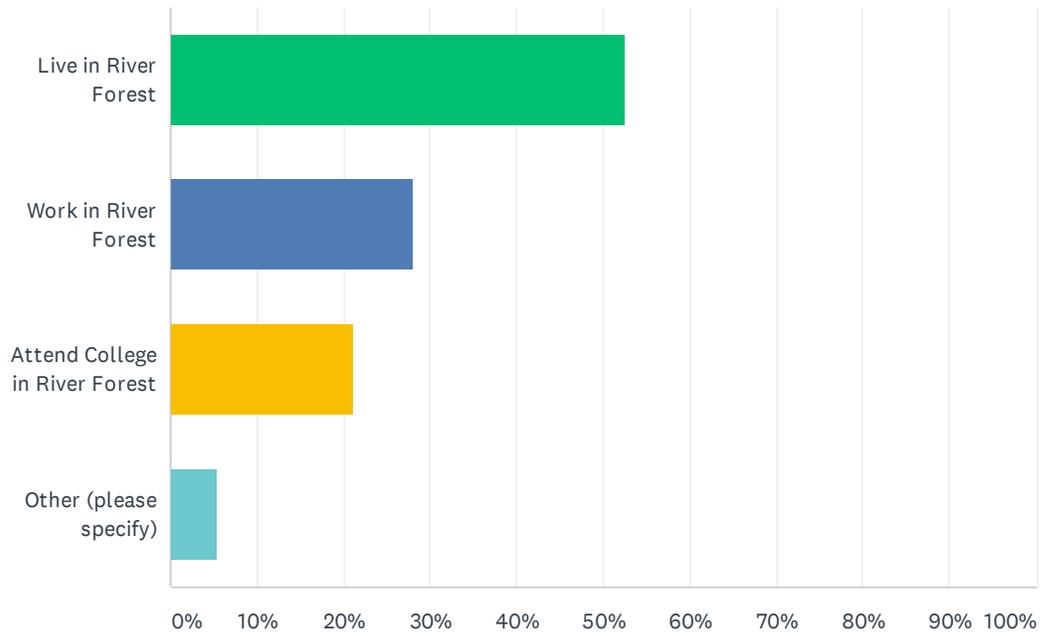
Appendix

Parking Questionnaire
Parking Inventory & Utilization Tables

Parking Questionnaire

Q1 Do you live, work or attend college in River Forest? (check all that apply)

Answered: 346 Skipped: 2



ANSWER CHOICES	RESPONSES	
Live in River Forest	52.60%	182
Work in River Forest	28.03%	97
Attend College in River Forest	21.10%	73
Other (please specify)	5.49%	19
Total Respondents: 346		

River Forest Commuter Parking Questionnaire

#	OTHER (PLEASE SPECIFY)	DATE
1	park for the metra	12/26/2019 8:35 PM
2	Use metra in river forest	12/20/2019 7:48 AM
3	Take Metra from River Forest	12/19/2019 7:29 AM
4	Both Concorda University and Dominican University	12/18/2019 9:46 PM
5	train the train	12/18/2019 3:53 PM
6	Work at college	12/17/2019 2:09 PM
7	Work at a college in RF	12/17/2019 1:46 PM
8	Take daughter to school at Trinity.	12/17/2019 1:38 PM
9	Stay with a close friend when working a group of days in a nearby community.	12/16/2019 1:10 PM
10	Commute	12/16/2019 8:16 AM
11	Live nearby	12/15/2019 11:03 AM
12	I frequent the village's businesses and play on its bocce courts.	12/14/2019 1:31 AM
13	Children attend private school in River Forest	12/13/2019 9:23 PM
14	No I park here for transit	12/13/2019 7:17 PM
15	Live in Forest Park	12/12/2019 9:50 PM
16	Commuter	12/12/2019 5:50 PM
17	I LIVED in River Forest and moved out of the Village in October.	12/12/2019 4:43 PM
18	Commuter	12/12/2019 2:27 PM
19	None	12/12/2019 2:13 PM

Q2 If you live in River Forest, what is your block of residence? (e.g. 400 block of Park Avenue) Feel free to also add your name and/or address here if desired.

Answered: 178 Skipped: 170

ANSWER CHOICES	RESPONSES	
Block of residence	98.31%	175
Name	32.58%	58
Address	31.46%	56

River Forest Commuter Parking Questionnaire

#	BLOCK OF RESIDENCE	DATE
1	8000 block of Lake St	1/7/2020 11:25 AM
2	400 thatcher	1/6/2020 11:12 AM
3	1500 block of Monroe	12/31/2019 10:03 AM
4	800 William	12/30/2019 10:19 AM
5	1400 block of Jackson	12/25/2019 1:13 PM
6	300 Forest Avenue	12/23/2019 9:02 PM
7	1100 Monroe Ave.	12/22/2019 9:16 AM
8	700 block of Franklin	12/21/2019 12:26 PM
9	1500 block of Park Avenue	12/20/2019 9:32 PM
10	1500 Franklin Avenue and Lemoyne	12/19/2019 10:40 AM
11	N/A	12/19/2019 7:37 AM
12	600 block of Park	12/19/2019 6:38 AM
13	Forest Ave , north of lake , south of oak	12/19/2019 6:22 AM
14	1200	12/18/2019 11:18 PM
15	500 block of Jackson	12/18/2019 11:09 PM
16	1100 block of Forest	12/18/2019 10:32 PM
17	600 block of Bonnie Brae	12/18/2019 10:20 PM
18	200 block of Ashland	12/18/2019 8:23 PM
19	1000 Bonnie Brae	12/18/2019 8:01 PM
20	800 Clinton	12/18/2019 5:07 PM
21	800 Block of Keystone	12/18/2019 4:45 PM
22	300 block of Ashland	12/18/2019 12:09 PM
23	600 block of Forest	12/18/2019 11:59 AM
24	500 Keystone	12/18/2019 11:48 AM
25	700 block of keystone	12/18/2019 10:48 AM
26	1100 block of Forest	12/18/2019 10:21 AM
27	7400 block of Augusta	12/18/2019 9:19 AM
28	1100 Park	12/18/2019 9:07 AM
29	100 Block of Keystone Ave	12/18/2019 8:46 AM
30	1100 N Harlem Ave	12/18/2019 8:24 AM
31	7400 block of Augusta Street	12/18/2019 8:07 AM
32	900 Clinton Pl	12/17/2019 7:18 PM
33	7400 Augusta	12/17/2019 4:38 PM
34	1000 Block	12/17/2019 4:27 PM
35	700 Lathrop	12/17/2019 3:22 PM
36	7400 Augusta	12/17/2019 3:05 PM
37	7400	12/17/2019 2:10 PM

River Forest Commuter Parking Questionnaire

38	Bonnie Brae	12/17/2019 1:45 PM
39	NA	12/17/2019 1:40 PM
40	600 block of Lathrop Ave	12/17/2019 1:32 PM
41	Concordia University Chicago	12/17/2019 1:31 PM
42	1400 Bonnie Brae	12/17/2019 12:49 PM
43	1400 block of forest	12/17/2019 8:39 AM
44	900 Jackson	12/16/2019 8:52 PM
45	600 Monroe	12/16/2019 1:51 PM
46	100 block of Gale	12/16/2019 7:55 AM
47	1200 Lathrop	12/16/2019 7:33 AM
48	700 block of Forest	12/15/2019 9:41 PM
49	800 Park	12/15/2019 11:13 AM
50	7600 Vine	12/15/2019 9:48 AM
51	Park Ave 1100+	12/15/2019 9:28 AM
52	8100 Lake	12/14/2019 8:28 PM
53	427 Edgewood pl	12/14/2019 7:26 PM
54	100 block of Ashland	12/14/2019 9:52 AM
55	1400 of keystone	12/14/2019 9:45 AM
56	800 ashland	12/14/2019 8:59 AM
57	1000 Block Jackson	12/14/2019 7:47 AM
58	1100 block of Thatcher Road	12/13/2019 9:41 PM
59	800 block Franklin	12/13/2019 8:33 PM
60	900 block of Jackson	12/13/2019 6:51 PM
61	Forest	12/13/2019 6:00 PM
62	1500 block of William	12/13/2019 4:15 PM
63	400 Thatcher	12/13/2019 3:09 PM
64	1400 Clinton Pl	12/13/2019 1:57 PM
65	200 block of park avenue	12/13/2019 1:51 PM
66	600 block of Monroe	12/13/2019 12:43 PM
67	700 Keystone Avenue	12/13/2019 12:38 PM
68	1448 Keystone	12/13/2019 12:07 PM
69	600 block of Monroe	12/13/2019 11:15 AM
70	1100 block of Keystone Avenue	12/13/2019 10:12 AM
71	1400 block of Keystone	12/13/2019 8:33 AM
72	1200 Block of Monroe	12/13/2019 8:17 AM
73	700 Jackson	12/13/2019 7:34 AM
74	8000 Central Ave	12/13/2019 1:44 AM
75	1400 block of William	12/12/2019 10:08 PM

River Forest Commuter Parking Questionnaire

76	100 block of Gale	12/12/2019 10:08 PM
77	800 block of Park	12/12/2019 10:04 PM
78	1100 block of Monroe Ave.	12/12/2019 9:39 PM
79	1000 thatcher	12/12/2019 8:50 PM
80	500 block of Monroe	12/12/2019 8:44 PM
81	200	12/12/2019 8:22 PM
82	1100	12/12/2019 8:02 PM
83	8000 lake st	12/12/2019 7:51 PM
84	1500 Block of William	12/12/2019 7:43 PM
85	1000 block of Bonnie Brae	12/12/2019 5:36 PM
86	100 block of Forest Avenue	12/12/2019 5:21 PM
87	500 William	12/12/2019 5:02 PM
88	1400 block of Park Avenue	12/12/2019 5:01 PM
89	1300 Block of Park Ave	12/12/2019 4:51 PM
90	400 Thatcher Ave	12/12/2019 4:43 PM
91	900 Monroe	12/12/2019 4:39 PM
92	Keystone	12/12/2019 4:38 PM
93	1300 block of Lathrop Avenue	12/12/2019 4:31 PM
94	400 Block of Lathrop	12/12/2019 4:26 PM
95	1000 block Monroe	12/12/2019 3:58 PM
96	7221 division	12/12/2019 3:53 PM
97	400 block of thatcher ave	12/12/2019 3:41 PM
98	800 Monroe	12/12/2019 3:26 PM
99	1028 Monroe	12/12/2019 3:16 PM
100	900 block of William St	12/12/2019 3:06 PM
101	1000 Block of Bonnie Brae	12/12/2019 3:01 PM
102	1500 Franklin	12/12/2019 3:00 PM
103	1100 forest	12/12/2019 2:57 PM
104	400 block of thatcher	12/12/2019 2:43 PM
105	1200 block of william	12/12/2019 2:34 PM
106	700	12/12/2019 2:31 PM
107	1200 Ashland	12/12/2019 2:31 PM
108	1500 Forest	12/12/2019 2:23 PM
109	1300 block of Lathrop	12/12/2019 2:23 PM
110	Lathrop	12/12/2019 2:14 PM
111	0 Lathrop	12/12/2019 2:13 PM
112	200 block of Franklin	12/12/2019 2:09 PM
113	1500 block of ashland ave	12/12/2019 2:07 PM

River Forest Commuter Parking Questionnaire

114	1200 block of William	12/12/2019 2:05 PM
115	1200 block of Monroe	12/12/2019 2:05 PM
116	1200 block of Ashland Avenue	12/12/2019 2:03 PM
117	500 Block Franklin	12/12/2019 1:58 PM
118	300 Thatcher Ave.	12/12/2019 1:58 PM
119	8000 of Lake	12/12/2019 1:58 PM
120	700 Forest	12/12/2019 1:55 PM
121	700 block of Le Moyne	12/12/2019 1:55 PM
122	1000 Bonnie Brae	12/12/2019 1:52 PM
123	800 block of Forest	12/12/2019 1:51 PM
124	900 Jackson	12/11/2019 11:30 PM
125	100 block franklin	12/11/2019 11:09 PM
126	300 Forest	12/11/2019 11:08 PM
127	1100 Keystone	12/11/2019 10:40 PM
128	100 block of Franklin Avenue	12/11/2019 10:36 PM
129	200 block of Keystone	12/11/2019 9:22 PM
130	7700 Lake St	12/11/2019 9:08 PM
131	900 block of Park	12/11/2019 8:15 PM
132	1112 N Harlem Ave	12/11/2019 7:49 PM
133	1400 block of Park Ave.	12/11/2019 7:22 PM
134	300 block of Thatcher Ave	12/11/2019 7:10 PM
135	700 block of Park Avenue	12/11/2019 6:55 PM
136	1000 Monroe	12/11/2019 6:34 PM
137	900 block of thatcher	12/11/2019 5:59 PM
138	800	12/11/2019 5:30 PM
139	1400	12/11/2019 5:07 PM
140	100 Block of Ketstone	12/11/2019 4:59 PM
141	600 block of Thatcher	12/11/2019 4:50 PM
142	7200 LeMoyne	12/11/2019 4:39 PM
143	500 block of Thatcher	12/11/2019 4:30 PM
144	500 block of Bonnie Brae	12/11/2019 4:29 PM
145	100 block of Forest Avenue	12/11/2019 4:10 PM
146	500 Bonnie Brae	12/11/2019 4:07 PM
147	700	12/11/2019 4:02 PM
148	1100 Keystone	12/11/2019 3:58 PM
149	1400 block Jackson	12/10/2019 7:19 PM
150	1400 block of Keystone Avenue	12/9/2019 7:57 PM
151	1503 Forest	12/9/2019 12:12 PM

River Forest Commuter Parking Questionnaire

152	1400 blk of William	12/9/2019 9:19 AM
153	800 block of Park Avenue	12/9/2019 8:52 AM
154	7000 Greenfield Street	12/8/2019 2:21 PM
155	1100 keystone	12/8/2019 12:25 PM
156	0s block gale (gale and Vine)	12/8/2019 2:44 AM
157	1200 Monroe	12/7/2019 8:51 PM
158	700 BLOCK OF PARK AVE	12/7/2019 1:02 PM
159	7500 Lake St.	12/7/2019 12:13 PM
160	300 Block of Gale	12/7/2019 4:59 AM
161	800 Bonnie BRAE	12/7/2019 2:43 AM
162	600 block of Monroe Ave	12/6/2019 10:47 PM
163	1000 Keystone	12/6/2019 10:27 PM
164	100 Block of Gale	12/6/2019 8:05 PM
165	1000 keystone	12/6/2019 8:04 PM
166	1500 Franklin	12/6/2019 6:16 PM
167	900 block of Ashland	12/6/2019 5:57 PM
168	900 Block of Forest	12/6/2019 4:49 PM
169	900 William	12/6/2019 4:34 PM
170	1400 block of Franklin	12/6/2019 4:34 PM
171	1400 block of Franklin Ave	12/6/2019 4:31 PM
172	0-99 Thatcher	12/6/2019 4:26 PM
173	8100 block of Lake	12/6/2019 4:15 PM
174	200 Ashland	12/6/2019 4:09 PM
175	600 William	12/6/2019 4:08 PM

River Forest Commuter Parking Questionnaire

#	NAME	DATE
1	Anita Lang	1/6/2020 11:12 AM
2	Krystal Allen	12/31/2019 10:03 AM
3	Thomas Quinn	12/22/2019 9:16 AM
4	Tom Pearson and Melanie Ross	12/19/2019 10:40 AM
5	Joanna Wang	12/18/2019 11:18 PM
6	Peter Kennedy	12/18/2019 8:01 PM
7	John Leibundguth	12/18/2019 11:59 AM
8	Alora Schoenhofen	12/18/2019 9:19 AM
9	Greg Kuhl	12/17/2019 7:18 PM
10	Paige Craig	12/17/2019 1:32 PM
11	Paul J Kardosh	12/16/2019 8:52 PM
12	Osborne	12/16/2019 7:33 AM
13	Megan Keskitalo	12/14/2019 8:28 PM
14	Donna DeFrancesco	12/14/2019 7:26 PM
15	Daniel McGee	12/14/2019 9:52 AM
16	Tony	12/14/2019 8:59 AM
17	Bob Slobig	12/13/2019 9:41 PM
18	Cristian Roa	12/13/2019 3:09 PM
19	Maryanne Fishman	12/13/2019 12:38 PM
20	Michael OConnell	12/13/2019 12:07 PM
21	John Daleo,RN	12/13/2019 1:44 AM
22	Eileen Furey	12/12/2019 9:39 PM
23	Marty Bozarth	12/12/2019 8:44 PM
24	Debra Klassman	12/12/2019 4:38 PM
25	Ross Roloff	12/12/2019 4:21 PM
26	doug mcgoldrick	12/12/2019 3:53 PM
27	Martire	12/12/2019 3:16 PM
28	Elena Nekrasov	12/12/2019 3:06 PM
29	Mina Amir-Mokri	12/12/2019 3:01 PM
30	Jason Bushman	12/12/2019 2:57 PM
31	A. Lang	12/12/2019 2:43 PM
32	justin steinberg	12/12/2019 2:34 PM
33	Joe Cortese	12/12/2019 2:23 PM
34	Alicia Simmons	12/12/2019 2:14 PM
35	Peter Mavrogenes	12/12/2019 2:07 PM
36	Diana Ferguson	12/12/2019 2:05 PM
37	Ellen Bichsel	12/12/2019 2:03 PM

River Forest Commuter Parking Questionnaire

38	Joseph O'Connor	12/12/2019 1:58 PM
39	kimberly louis	12/11/2019 10:40 PM
40	Margaret Horstman	12/11/2019 9:08 PM
41	Lender	12/11/2019 8:15 PM
42	Sakthivel Periyasamy	12/11/2019 7:49 PM
43	Scott Hall	12/11/2019 6:34 PM
44	Frederick	12/11/2019 5:30 PM
45	Kevin Brown	12/11/2019 5:07 PM
46	Grant brown	12/11/2019 4:02 PM
47	James Mizgala	12/9/2019 12:12 PM
48	Jamie Babin	12/8/2019 2:21 PM
49	Matt Patterson	12/7/2019 12:13 PM
50	Nancy	12/7/2019 4:59 AM
51	Chase	12/7/2019 2:43 AM
52	Mary Alice Povolny	12/6/2019 10:47 PM
53	Bob	12/6/2019 10:27 PM
54	Christina Tragos	12/6/2019 5:57 PM
55	William Piper	12/6/2019 4:49 PM
56	Cheryl Cargie	12/6/2019 4:34 PM
57	Chris Hillcoat	12/6/2019 4:31 PM
58	Scott Kieser	12/6/2019 4:26 PM

River Forest Commuter Parking Questionnaire

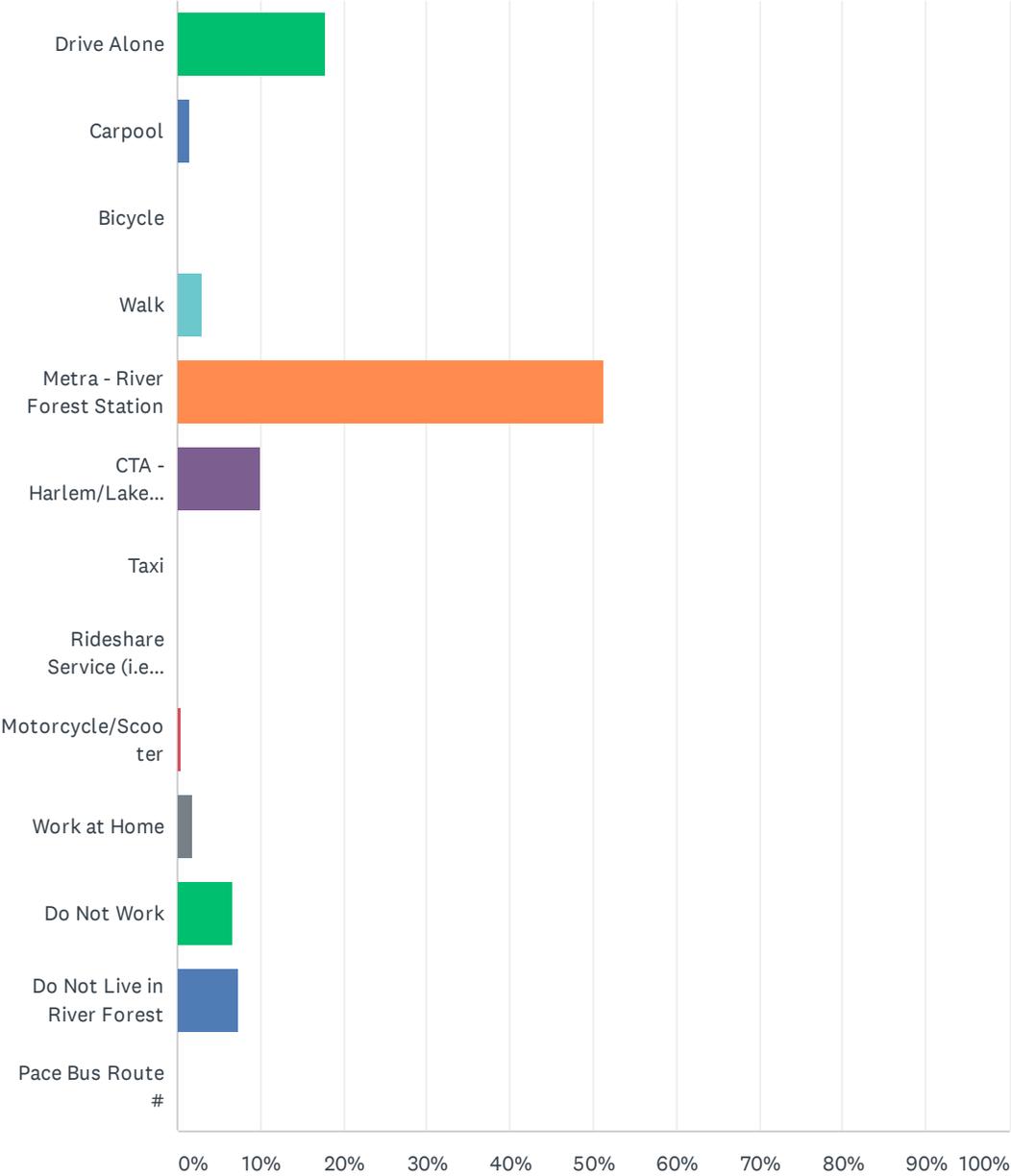
#	ADDRESS	DATE
1	417 Thatcher	1/6/2020 11:12 AM
2	1539 Monroe	12/31/2019 10:03 AM
3	1122 Monroe Ave.	12/22/2019 9:16 AM
4	1500 Franklin Avenue	12/19/2019 10:40 AM
5	1252 Franklin	12/18/2019 11:18 PM
6	1005 Bonnie Brae	12/18/2019 8:01 PM
7	607 Forest Ave	12/18/2019 11:59 AM
8	7400 Augusta Street	12/18/2019 9:19 AM
9	900 Clinton Pl	12/17/2019 7:18 PM
10	7400 Augusta St	12/17/2019 5:09 PM
11	7400 Augusta Street	12/17/2019 2:10 PM
12	600 Lathrop Ave	12/17/2019 1:32 PM
13	906 Jackson Avenue	12/16/2019 8:52 PM
14	megankesitalo@gmail.com	12/14/2019 8:28 PM
15	427 Edgewood pl #1	12/14/2019 7:26 PM
16	7703 Washington Blvd	12/14/2019 9:52 AM
17	815 Ashland	12/14/2019 8:59 AM
18	1123 Thatcher	12/13/2019 9:41 PM
19	419 Thatcher Ave Apt GA	12/13/2019 3:09 PM
20	706 Keystone Avenue	12/13/2019 12:38 PM
21	1530 Bonnie Brae	12/13/2019 9:17 AM
22	8025 Lake Street	12/13/2019 1:44 AM
23	1122 Monroe Ave.	12/12/2019 9:39 PM
24	515 Monroe Ave	12/12/2019 8:44 PM
25	419 Thatcher Ave, River Forest IL 60302	12/12/2019 4:43 PM
26	1440 Keystone Avenue	12/12/2019 4:38 PM
27	1034 Forest Avenue	12/12/2019 4:21 PM
28	7221 division	12/12/2019 3:53 PM
29	922 William St, River Forest	12/12/2019 3:06 PM
30	1005 Bonnie Brae 3F & 3G	12/12/2019 3:01 PM
31	1106 Forest Ave	12/12/2019 2:57 PM
32	417 Thatcher Ave.	12/12/2019 2:43 PM
33	1216 william	12/12/2019 2:34 PM
34	1302 Lathrop Ave	12/12/2019 2:23 PM
35	1330	12/12/2019 2:14 PM
36	1500 Ashland Ave	12/12/2019 2:07 PM
37	1255 William Street	12/12/2019 2:05 PM

River Forest Commuter Parking Questionnaire

38	1215 Ashland Avenue	12/12/2019 2:03 PM
39	351 Thatcher Ave	12/12/2019 1:58 PM
40	1125 Keystone	12/11/2019 10:40 PM
41	7726 Lake St	12/11/2019 9:08 PM
42	909	12/11/2019 8:15 PM
43	1112 N Harlem Ave, River Forest, IL 60305	12/11/2019 7:49 PM
44	Forest	12/11/2019 5:30 PM
45	1443 Franklin Ave	12/11/2019 5:07 PM
46	702 park ave	12/11/2019 4:02 PM
47	7841 Greenfield Street	12/8/2019 2:21 PM
48	7575 Lake St. 2D	12/7/2019 12:13 PM
49	Jorgensen	12/7/2019 4:59 AM
50	633 Monroe Ave, River Forest	12/6/2019 10:47 PM
51	OConnell	12/6/2019 10:27 PM
52	935 Ashland ave	12/6/2019 5:57 PM
53	910 Forest	12/6/2019 4:49 PM
54	938 William st	12/6/2019 4:34 PM
55	1428 Franklin Ave.	12/6/2019 4:31 PM
56	35 Thatcher	12/6/2019 4:26 PM

Q3 If you live in River Forest, what is your primary mode of travel to work?

Answered: 207 Skipped: 141



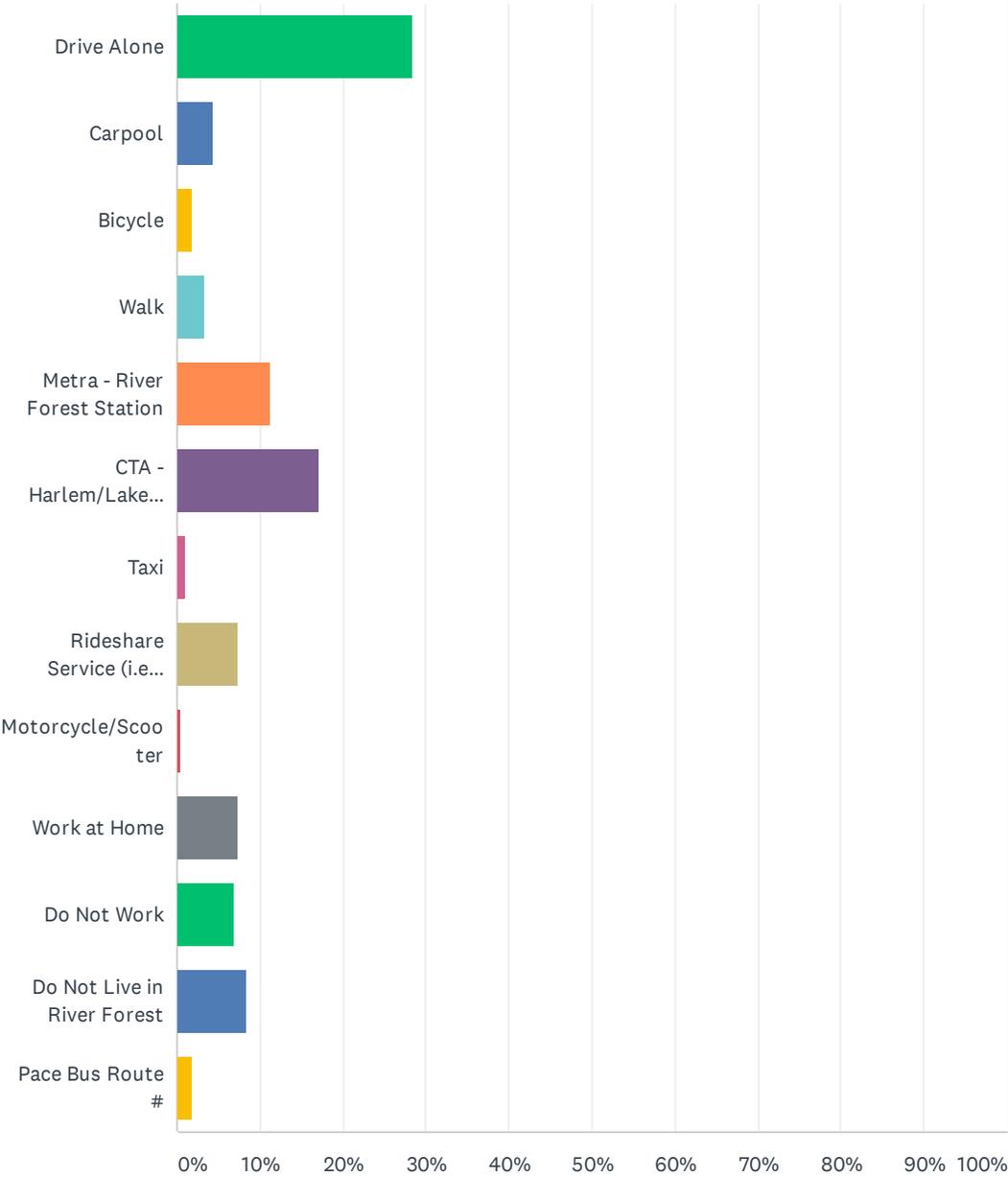
River Forest Commuter Parking Questionnaire

ANSWER CHOICES	RESPONSES	
Drive Alone	17.87%	37
Carpool	1.45%	3
Bicycle	0.00%	0
Walk	2.90%	6
Metra - River Forest Station	51.21%	106
CTA - Harlem/Lake Green Line Station	10.14%	21
Taxi	0.00%	0
Rideshare Service (i.e., Uber, Lyft)	0.00%	0
Motorcycle/Scooter	0.48%	1
Work at Home	1.93%	4
Do Not Work	6.76%	14
Do Not Live in River Forest	7.25%	15
Pace Bus Route #	0.00%	0
TOTAL		207

#	PACE BUS ROUTE #	DATE
	There are no responses.	

Q4 If you live in River Forest, what is your secondary mode of travel to work?

Answered: 204 Skipped: 144



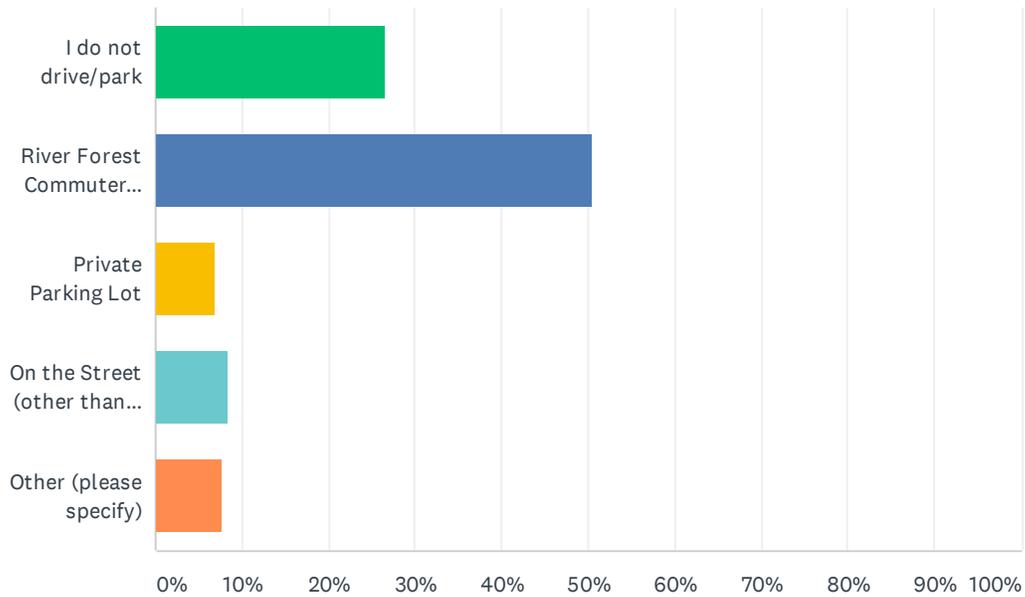
River Forest Commuter Parking Questionnaire

ANSWER CHOICES	RESPONSES	
Drive Alone	28.43%	58
Carpool	4.41%	9
Bicycle	1.96%	4
Walk	3.43%	7
Metra - River Forest Station	11.27%	23
CTA - Harlem/Lake Green Line Station	17.16%	35
Taxi	0.98%	2
Rideshare Service (i.e., Uber, Lyft)	7.35%	15
Motorcycle/Scooter	0.49%	1
Work at Home	7.35%	15
Do Not Work	6.86%	14
Do Not Live in River Forest	8.33%	17
Pace Bus Route #	1.96%	4
TOTAL		204

#	PACE BUS ROUTE #	DATE
1	Airplane	12/18/2019 11:48 AM
2	CTA- Forest Park Blue line station	12/18/2019 8:46 AM
3	CTA Blue Line	12/13/2019 12:07 PM
4	None other than primary	12/13/2019 1:44 AM

Q5 If your primary travel mode to work is by public transportation (Metra, CTA, or Pace), where do you park?

Answered: 204 Skipped: 144



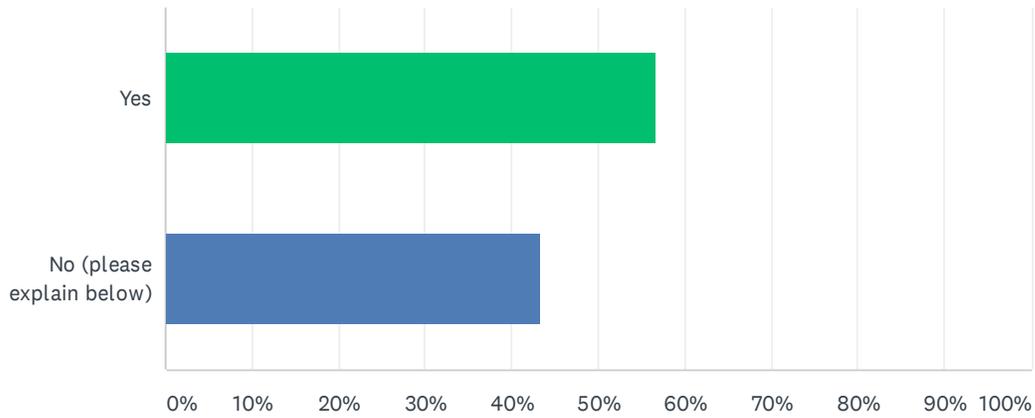
ANSWER CHOICES	RESPONSES	
I do not drive/park	26.47%	54
River Forest Commuter Parking Lot or Daily Fee Spaces	50.49%	103
Private Parking Lot	6.86%	14
On the Street (other than Daily Fee Spaces)	8.33%	17
Other (please specify)	7.84%	16
TOTAL		204

River Forest Commuter Parking Questionnaire

#	OTHER (PLEASE SPECIFY)	DATE
1	n/a	1/7/2020 11:25 AM
2	N/A	12/19/2019 7:37 AM
3	Walk to station/stop	12/18/2019 11:09 PM
4	I typically bike to the station or walk.	12/18/2019 4:45 PM
5	Retired	12/17/2019 8:39 AM
6	Overnight parking	12/14/2019 7:26 PM
7	Do not use public transportation as primary travel mode	12/13/2019 1:44 AM
8	Being dropped off	12/13/2019 12:15 AM
9	River Forest monthly parking on the street	12/12/2019 8:44 PM
10	Holly Court Garage in Oak Park	12/12/2019 4:39 PM
11	Spouse drives me to train	12/11/2019 10:36 PM
12	Village of Oak Park parking Holley Court garage	12/10/2019 7:19 PM
13	Take my bike to the CTA	12/6/2019 5:57 PM
14	Forest Park	12/6/2019 4:40 PM
15	Forest Park Lot across from Circle Bowl	12/6/2019 4:34 PM
16	I do not work but frequently use Metra to travel to downtown Chicago	12/6/2019 4:34 PM

Q6 Do you feel there is an adequate amount of commuter parking available near the River Forest Metra Station?

Answered: 150 Skipped: 198



ANSWER CHOICES	RESPONSES	
Yes	56.67%	85
No (please explain below)	43.33%	65
TOTAL		150

River Forest Commuter Parking Questionnaire

#	NO (PLEASE EXPLAIN BELOW)	DATE
1	We were out on a waitlist for a few months in order to park in a 24 hr spot. More 24 hr spots may be helpful!	1/6/2020 11:12 AM
2	Too few spots	12/25/2019 3:04 PM
3	Commuter parking in general - yes. Monthly parking spots - no.	12/21/2019 5:01 PM
4	Please give the OverNight row back to commuter. A lot of traffic in AM and PM. Very dangerous to go across street	12/18/2019 11:18 PM
5	Very difficult to park	12/18/2019 8:01 PM
6	The spaces are usually occupied by residents not using the cta/metra station	12/17/2019 5:09 PM
7	It is insufficient and expensive	12/17/2019 4:27 PM
8	Street parking charges and there's a potential for ticketing in the parking lot by Boston Market	12/17/2019 4:02 PM
9	Never enough spaces because student who live on campus take spots and faculty.	12/17/2019 2:14 PM
10	Not enough commuter parking on Concordia Chicago	12/17/2019 2:10 PM
11	There is not enough between commuters and people shopping at the stores.	12/17/2019 2:06 PM
12	there's not	12/17/2019 1:45 PM
13	NA	12/17/2019 1:40 PM
14	It fills up too fast	12/17/2019 1:31 PM
15	Have tried to take it downtown, but never can find parking and end up going to the Oak Park station	12/17/2019 9:45 AM
16	There should be more monthly spaces for residents	12/16/2019 8:52 PM
17	Most spaces are full by early morning M-F	12/16/2019 1:51 PM
18	On waitlist	12/15/2019 9:41 PM
19	Lot fills early	12/15/2019 11:13 AM
20	Very limited monthly parking, the village restricted parking nearby AND jacked up the daily fee to (\$5.00).	12/15/2019 9:48 AM
21	The daily parking spots on Hawthorne are quite far from the station	12/14/2019 9:52 AM
22	Lots/street are full	12/14/2019 9:45 AM
23	I was on the wait list for a year or two.	12/13/2019 6:00 PM
24	Sometimes there are not available spots. During maintenance the village could have let commuters park on the paid spots for free.	12/13/2019 1:57 PM
25	Needs more parking/bigger lot	12/13/2019 12:43 PM
26	Metra riders park in front of my house and some Mets riders park in church lot on Lake and Thatcher	12/13/2019 12:38 PM
27	More monthly spaces needed	12/13/2019 8:33 AM
28	I can always park but I understand there is a long wait list to get a spot.	12/13/2019 8:17 AM
29	Most part yes, but if I take a late train no	12/13/2019 7:34 AM
30	Not applicable	12/13/2019 1:44 AM
31	Wait list is for a year	12/13/2019 12:15 AM
32	Fills up too quickly and it's too expensive	12/12/2019 10:08 PM
33	Hard for me to judge as I have a monthly permit but I get the sense that there is a waiting list problem which means there aren't enough spaces.	12/12/2019 10:08 PM

River Forest Commuter Parking Questionnaire

34	The parking lot on Thatcher is most convenient and never full.	12/12/2019 5:50 PM
35	Not enough space for permit parking	12/12/2019 5:21 PM
36	would prefer a parking spot in one of the lots. Most of the daily street spots fill up by late morning	12/12/2019 5:01 PM
37	Because I am on a waiting list for a parking permit.	12/12/2019 4:39 PM
38	Parking is limited unless you get on a train before 8:00 am.	12/12/2019 4:38 PM
39	I have been on the waiting list for a monthly parking pass for over a year. Yes, I could pay \$5/day to park, but that is cost prohibitive.	12/12/2019 4:26 PM
40	Parking even for the 8:16 am train can be challenging.	12/12/2019 4:21 PM
41	If I elect to take a later train, there is some doubt whether there will be a spot.	12/12/2019 3:26 PM
42	not enough spaces	12/12/2019 3:06 PM
43	I signed up for space to park and was told I am 45th on the list. This was a while ago.	12/12/2019 3:01 PM
44	I wish there were more monthly permits avail	12/12/2019 2:34 PM
45	I'm fortunate to have a permit for the Metra lot but there have been times when a spot is not available	12/12/2019 2:23 PM
46	On a regular basis, despite the lines, people park over the lines many times making it impossible for every spot to be occupied by a vehicle for fear that your doors will be dented or scratched. Also, the pay per day spots are full by the 7:50 AM train often leaving no parking options available thus forcing people to park in Oak Park Parking Garages.	12/12/2019 2:14 PM
47	Should be more monthly spaces available. Daily parking fills up and it's a long walk to the depot.	12/12/2019 2:13 PM
48	The village recently removed parking from the north side of the commuter lot thereby making it more difficult to find convenient parking pace.	12/12/2019 2:07 PM
49	I feel that not all permit holders use the commuter parking	12/12/2019 1:55 PM
50	It is getting more and more limited. New rules poorly thought out and poorly implemented.	12/12/2019 1:51 PM
51	Limited space for daily Parking	12/11/2019 11:09 PM
52	There is, but not for daily commuters	12/11/2019 5:59 PM
53	For occasional metra trips there is NO parking available	12/11/2019 5:30 PM
54	Hard to find sometimes	12/11/2019 5:07 PM
55	Existing spots are filled very early, and as a resident near the metro station I see the consequences (traffic jams, illegal parking etc)	12/11/2019 4:59 PM
56	I don't know. I don't take Metra	12/11/2019 3:58 PM
57	Not for those of us waiting for a monthly permit despite a myriad of empty spaces, particularly in the lot on the west side of Thatcher, on a daily basis	12/9/2019 12:12 PM
58	Zone 339 is full with mostly non-residents by 7:30am. Consider making it for residents only. Alternatively, issue more monthly permits and zone it as such.	12/9/2019 9:19 AM
59	There is a long wait list for monthly parking so there is not enough parking	12/8/2019 12:25 PM
60	More spots need to be added closer to the station	12/8/2019 2:44 AM
61	Commuters are now parking on the NW corner of Gale and Washington since the parking spaces were added. Parked SUVs block vision (10+ hours on M-F) for Southbound cars trying to crossing Washington safely.	12/7/2019 4:59 AM
62	Not enough free parking	12/6/2019 6:16 PM
63	There is inadequate parking for daily (non-monthly) parkers. The lot on the west side of Thacher that was recently converted to monthly-only parkers is rarely more than 25% full. Also,	12/6/2019 4:34 PM

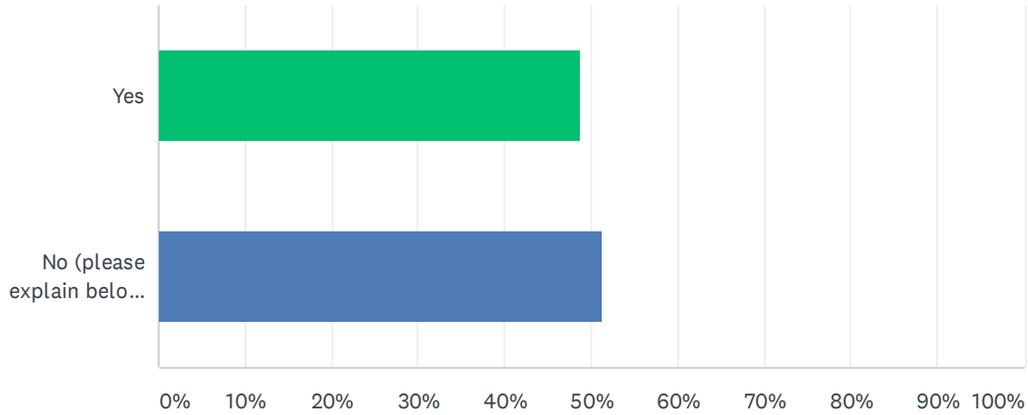
River Forest Commuter Parking Questionnaire

while the daily fee doubled from \$2.50 to \$5.00/day, the formerly free parking areas have been virtually eliminated.

64	Daily fee availability has been reduced significantly by the conversion of the lot west of the Thatcher station to monthly. This lot is seldom even half full.	12/6/2019 4:31 PM
65	More commuter lots	12/6/2019 4:08 PM

Q7 Do you feel that the cost associated with the \$50 monthly (day only) parking permit fee and/or the \$5 daily fee at the River Forest Metra Station is acceptable?

Answered: 154 Skipped: 194



ANSWER CHOICES	RESPONSES	
Yes	48.70%	75
No (please explain below -- e.g. too expensive/inexpensive, proximity to station, etc.)	51.30%	79
TOTAL		154

River Forest Commuter Parking Questionnaire

#	NO (PLEASE EXPLAIN BELOW -- E.G. TOO EXPENSIVE/INEXPENSIVE, PROXIMITY TO STATION, ETC.)	DATE
1	too expensive, price increased 100% with no warning. Other suburbs still pay less than \$3	12/31/2019 10:03 AM
2	too expensive	12/26/2019 8:35 PM
3	Expensive	12/25/2019 3:04 PM
4	toooooo much. Too much litter	12/23/2019 9:02 PM
5	The decision to DOUBLE the parking fee seemingly overnight was clownish, asinine, and just downright ridiculous. Would love to have a chat with the individual(s) that came up with that bright idea. Are the town coffers that bare?..Or maybe RF is just like every other leftist town in IL that's rife with fiscal mismanagement while incessantly feeling the need to constantly nickel and dime its constituency? Either way, pathetic. Bad enough we have to fork out a solid amount for subpar Metra service every month, but you guys had to foolishly compound the chicanery.	12/21/2019 5:01 PM
6	too expensive	12/21/2019 12:26 PM
7	\$5 per day seems a bit high	12/20/2019 9:32 PM
8	The cost doubled which is not right. I could understand a fifty cent increase but double is a lot	12/20/2019 7:48 AM
9	Price doubled (\$35→\$50), but need to park further	12/18/2019 11:18 PM
10	\$5 daily fee is too expensive	12/18/2019 10:32 PM
11	too expensive	12/18/2019 3:53 PM
12	wish there were more monthly passes available and think \$5 is expensive for those without passes that have to use the daily fee everyday	12/18/2019 10:21 AM
13	I think that \$50 for a month is expensive. I think the daily rate of \$5 is a little much, too.	12/18/2019 9:19 AM
14	Has risen from \$20 in the last few years; does not seem to be a severe shortage of space	12/18/2019 9:07 AM
15	When sufficient space is available for all who want a monthly pass THEN increase it - as it is it's high enough.	12/17/2019 7:50 PM
16	\$5 daily parking is too expensive in conjunction with metra tickets ahead are almost \$10 for a round trip	12/17/2019 7:18 PM
17	Most college students have cars to get around town and use the CTA or Metra to get further and have very low budgets	12/17/2019 4:02 PM
18	I don't think any student who needs to park for school shouldn't pay. Barely can afford college	12/17/2019 2:14 PM
19	Too much	12/17/2019 2:10 PM
20	Too expensive	12/17/2019 1:58 PM
21	expensive	12/17/2019 1:45 PM
22	NA	12/17/2019 1:40 PM
23	The daily fee is out of line with other burbs. If I had monthly pass I wouldn't complain.	12/16/2019 8:52 PM
24	The increase from \$35 to \$50 was huge and too much. I don't like the new system or cost.	12/15/2019 11:13 AM
25	Too expensive for the daily parking and I know of some commuters that take a different route because of this.	12/15/2019 11:03 AM
26	Ridiculously expensive compared to other commuter lots and if you pay daily and take a later train you have to walk a LONG way to the station. Even longer if the train is on another track.	12/15/2019 9:48 AM
27	I pay \$60 a month to park overnight and there are maybe 6 cars tops. Many people street park every night	12/14/2019 7:26 PM
28	\$5/day makes no sense when people parking much closer are only paying \$50/month, the same as 2 weeks of daily parking.	12/14/2019 9:52 AM
29	For how hard it is to find a spot, \$50 is a lot	12/14/2019 9:45 AM

River Forest Commuter Parking Questionnaire

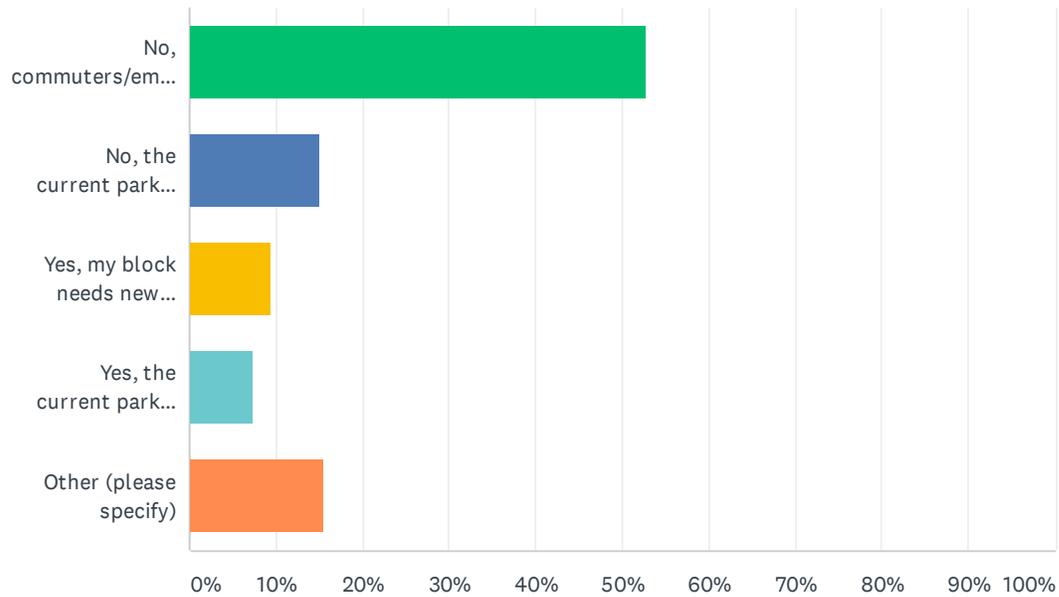
30	Too high	12/14/2019 8:59 AM
31	I think the fee is a little heavy.	12/13/2019 9:41 PM
32	I demand open borders and open parking. No car is EVER illegally parked	12/13/2019 7:17 PM
33	Not good how it was so quickly raised to \$50 last year	12/13/2019 6:51 PM
34	Other metra stations charge less...	12/13/2019 1:57 PM
35	The cost to park has gone up pretty substantially in recent years. It would be nice to have some communication/guarantee around stability of the rates.	12/13/2019 10:12 AM
36	Daily too expensive and monthly too cheap. You should incentivize people who only commute 50% of the time to give up monthly spaces.	12/13/2019 8:33 AM
37	Too expensive and rate of increase s too high	12/13/2019 7:34 AM
38	Not applicable	12/13/2019 1:44 AM
39	Since you leave here and pay taxes or rent you should be able to park in order to get to work	12/13/2019 12:15 AM
40	Too expensive!	12/12/2019 10:08 PM
41	Personally, I would like the fee to be lower as a way to encourage more people to take the train. \$50 is a lot to pay every month. I am a working mom and I can afford it and I do it because it works for taking my daughter to and from school and still catching the train instead of dropping the car at home. But I wonder if the village really needs those funds. \$5 a day is even more onerous if you are going downtown most days of the week. I would definitely lower that fee. Again, what are these fees for and do we want to encourage everyone to take the train rather than drive.	12/12/2019 10:08 PM
42	I think the increase to \$50 was a big jump from the previous fee	12/12/2019 10:04 PM
43	Too expensive	12/12/2019 9:50 PM
44	Too expensive	12/12/2019 8:50 PM
45	No, way too expensive. It hurts two working parent families. Someone has to get children to school and to train. We don't have a stay at home person to drop	12/12/2019 8:22 PM
46	It was Pretty unbelievable that the parking fee went from \$35 to \$50/month in the blink of an eye last year. And the rezoning of who can park where is a head-scratcher. Apartment renters are now allowed to park in the Thatcher lot (east side) 24 hours/day, and how many spots were taken away from RF tax payers who are train commuters? Clearly the Village is only interested in generating revenue now, anyway it can think of. That or the owner or management company of the apartment building (Planeks) just north of this parking lot has great connections in village hall. And now the lot is a total mess after it snows because with 24 hour parking, it can never be completely plowed - leaving lots of cars getting stuck in certain spots last winter. But it's only a problem for those paying the hefty parking permit fees, not those collecting the fees.	12/12/2019 7:43 PM
47	Has gone up too much In the last couple years	12/12/2019 6:31 PM
48	To expensive to park further away.	12/12/2019 5:50 PM
49	I was pretty shocked how the fee increased from \$25 to \$35 to \$50 a month in a very short amount of time. And then a large portion of the "premium" lot at the train station was changed to 24 hour parking for the renters of the apartment building right there. I understand that the village is making A LOT more money this way, but I do think it's unfair to the train commuters who are now paying \$50/month and sometimes get shut out of this lot depending on what time they get there in the morning. Crossing Thatcher during rush hours is treacherous. I don't understand why there isn't the flashing light, stop for pedestrian sign there. When 1st Avenue is under construction, it is really hard to get across the street. There is one of those signs at Oak & Thatcher, and then along Lake Street near Keystone park. I understand that's more for children's safety, but why not for train commuters, too? Also, the parking lot on the west side of Thatcher doesn't fill up every day --- I'm sure people find it easier and safer to park on Central than to deal with crossing Thatcher. However, when non-RF residents were allowed to park there, the lot was almost always full.	12/12/2019 5:36 PM
50	too expensive to park on street considering the walk	12/12/2019 5:01 PM

River Forest Commuter Parking Questionnaire

51	Too expensive. Should be less or free for village residents	12/12/2019 4:51 PM
52	\$50 is okay but any higher amount is too much.	12/12/2019 4:38 PM
53	The daily fee is too expensive if I parked every day. The \$50 is twice what I was paying when I had permit parking several years ago.	12/12/2019 4:26 PM
54	Too expensive	12/12/2019 4:25 PM
55	The daily seems steep.	12/12/2019 4:21 PM
56	\$5/day is expensive. But \$50/mon is ok	12/12/2019 3:58 PM
57	Too expensive.	12/12/2019 3:26 PM
58	Too expensive	12/12/2019 2:43 PM
59	\$50 per month is expensive just for monthly parking.	12/12/2019 2:31 PM
60	Too expensive. \$3.00 is acceptable.	12/12/2019 2:27 PM
61	Seems expensive.	12/12/2019 2:23 PM
62	Daily fee increase was a huge price increase from the previous fee. Wallet option is helpful. Monthly price is adequate	12/12/2019 2:13 PM
63	The \$50 monthly fee is a little high; we also pay vehicle sticker fees; the \$5 daily fee is EXORBITANT	12/12/2019 1:55 PM
64	too expensive	12/12/2019 1:52 PM
65	I wish it was less given it is another \$600 per year in the family budget. It would be nice if it was less	12/11/2019 10:40 PM
66	Too expensive	12/11/2019 7:49 PM
67	I think \$50 is ok for a resident and what we used to charge was too low. BUT any higher would be unreasonable. It's gone up 100pct over 4-5 years.	12/11/2019 6:34 PM
68	I'd estimate 80% of the daily spots you could sell are not sold now that the lot west of Thatcher is a monthly lot. The deal cut to give spaces to the apt building north of the train depot seems to have only helped those residents, not RF residents. I walk to the train much more now that the daily spots are so far away from the depot.	12/11/2019 5:59 PM
69	too expensive	12/11/2019 4:16 PM
70	I don't know.	12/11/2019 3:58 PM
71	As a resident, I would be happy to pay \$50/month. \$5//day ends up being twice as much.	12/9/2019 12:12 PM
72	Yes for residents. Consider doubling the daily fee for anyone without a RF sticker. We pay taxes in the village and should have an advantage wrt the parking spaces.	12/9/2019 9:19 AM
73	I pay \$100 a month using daily parking since there is a wait list for residents.	12/8/2019 12:25 PM
74	Too expensive given Vehicle tag cost	12/6/2019 8:04 PM
75	Should be free for RF residents like most other Metra stations	12/6/2019 6:16 PM
76	I find it a little too high and noticed fewer people parking in the monthly lot. \$40 is acceptable	12/6/2019 4:49 PM
77	Too expensive	12/6/2019 4:40 PM
78	As mentioned above, while the cost of daily parking doubled to \$5.00, the formerly free parking areas have been virtually eliminated. The doubling of the daily fee is egregious and untenable to those who use the non-monthly parking on a regular basis.	12/6/2019 4:34 PM
79	Come on! Like taxes aren't high enough that residents have to subsidize a parking company, Passport.	12/6/2019 4:31 PM

Q8 If you live in River Forest, do you feel that your residential block is adversely impacted by commuter or employee parking?

Answered: 180 Skipped: 168



ANSWER CHOICES	RESPONSES	
No, commuters/employees do not park on my block	52.78%	95
No, the current parking regulations prevent commuter/employee parking	15.00%	27
Yes, my block needs new parking regulations	9.44%	17
Yes, the current parking regulations are not effective	7.22%	13
Other (please specify)	15.56%	28
TOTAL		180

River Forest Commuter Parking Questionnaire

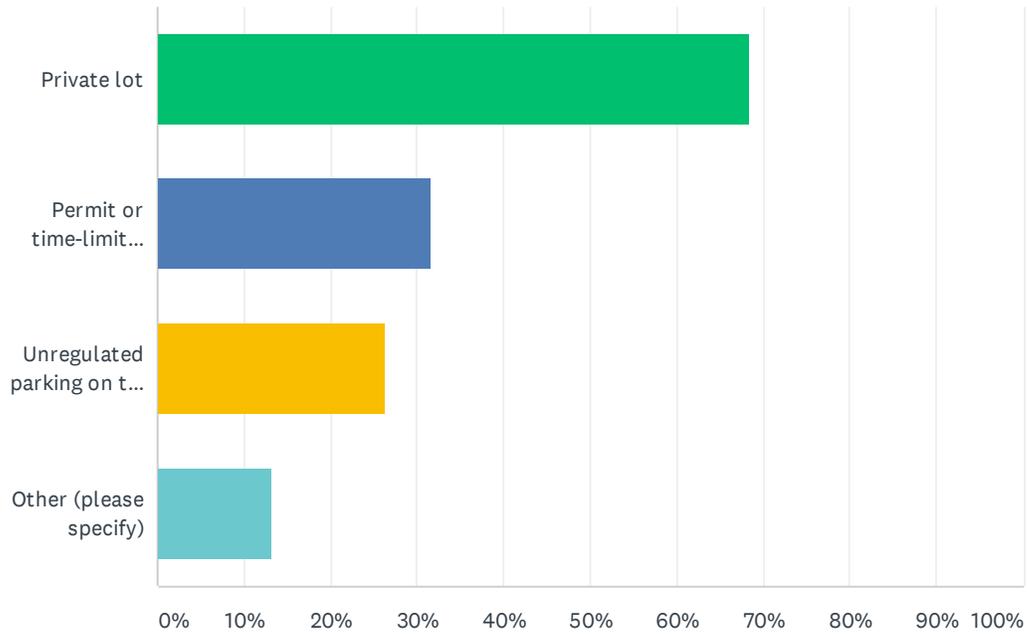
#	OTHER (PLEASE SPECIFY)	DATE
1	I've noticed that as the 500-700 blocks have instituted time limits people are beginning to park on the 800 block	12/30/2019 10:19 AM
2	I live right off of North Ave. While commuters park on my block during the day, this is usually not a problem at night or on weekends.	12/21/2019 5:01 PM
3	Park in my drive way	12/18/2019 11:18 PM
4	Dominican University parking on our block is a problem, mainly because they park poorly during large events.	12/18/2019 10:32 PM
5	We have a few Concordia students/teachers that park on our block, but it's okay with me. It's only one or two cars. Not a problem.	12/18/2019 5:07 PM
6	I live & work on Concordia Chicago's Campus, so I park in the parking structure, so the issues I have are related to the university, not River Forest	12/18/2019 9:19 AM
7	Dominican students have turned Division into the front straight of a race track	12/18/2019 9:07 AM
8	no they're fine to park where they want to	12/17/2019 1:45 PM
9	No, I believe the amount of regulations on my block is correct.	12/17/2019 1:32 PM
10	I'm nearly a mile from the train station, so no parking impact for me.	12/15/2019 9:48 AM
11	Current parking for townhomes seems adequate but could be adversely impacted by changes to rules, additional needs by Union Pacific or changes in parking regulations along Lake, Central and Edgewood. Edgewood residents do not have permanent off street parking for each residence due to the recently constructed access road and rely on Edgewood for residential parking.	12/14/2019 8:28 PM
12	I should be allowed to park on private lawns	12/13/2019 7:17 PM
13	No, commuter/Employees rarely park on my residential block since adequate commuter parking is available resulting from increased commuter parking fees have resulted in a decrease use of commuters parking in commuter lot on the west side of Thatcher Ave. commuters don't want to pay the increased price to park there	12/13/2019 1:44 AM
14	Employees and Hair salon clients, Legere Ballet families park on my block, but it really isn't a problem because every home owner has a driveway and garage. No complaints.	12/12/2019 7:43 PM
15	Please make parking signage more clear on my block. I've had several discussions with Concordia students who believe they can park in the areas marked for residents only. They are rude and will not stop parking there. They say they can park there because they live in the dorms. Or else please police the area more & ticket the students' cars. Frequently my visitors are shut out of the spots they are allowed to park in because of Concordia students/teachers/guests parking there.	12/12/2019 5:36 PM
16	Student parking is a problem	12/12/2019 4:51 PM
17	the parking, drop offs, and pick ups at Trinity make our area very congested at certain times	12/12/2019 4:31 PM
18	Street parking rules in place are not being enforced.	12/12/2019 4:25 PM
19	mostly parking in my area is fine, sometimes concordia students and grace luthern church take most of the street parking but, all residents park off street so not an issue.	12/12/2019 3:53 PM
20	No, parking on my block is not impacted by commuters however, it is impacted by landscapers, work trucks, etc. all day long. Parking should be allowed on one side or the other on Lathrop as it makes it very difficult to get in/out of driveways.	12/12/2019 2:14 PM
21	Increased overall traffic. Parking is restricted to one side of street anyway. side only	12/11/2019 8:15 PM
22	Our street parking is heavy from the Cook County Forest Preserve.	12/11/2019 4:29 PM
23	Dominican staff/students park around the area.	12/8/2019 12:25 PM
24	No...there might be a few commuters but I am happy to share my street!	12/6/2019 10:47 PM
25	Impacted from Dominican	12/6/2019 10:27 PM

River Forest Commuter Parking Questionnaire

26	Missing an option "no, commuters park there and it's not an issue for me"	12/6/2019 6:16 PM
27	Our block has been recently adversely impacted by multiple construction/home rehab projects and construction vehicles that did not follow village parking rule for parking on one side of the street. I witnessed trash collecting trucks and emergency vehicles not able to get through the street because of these construction vehicles.	12/6/2019 4:34 PM
28	It was impacted greatly about six months ago but we now have adequate parking regulations.	12/6/2019 4:08 PM

Q9 Where do your employees park? (check all that apply)

Answered: 38 Skipped: 310

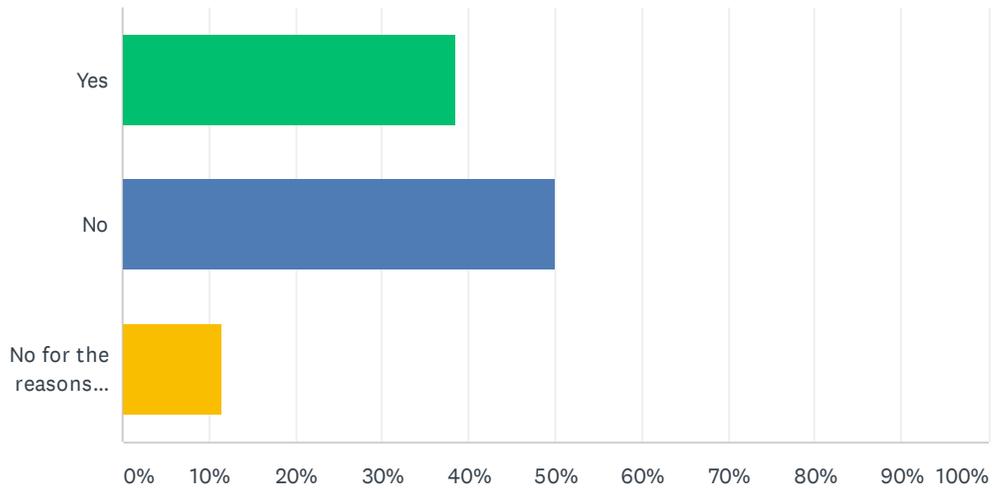


ANSWER CHOICES	RESPONSES
Private lot	68.42% 26
Permit or time-limit parking on the street	31.58% 12
Unregulated parking on the street	26.32% 10
Other (please specify)	13.16% 5
Total Respondents: 38	

#	OTHER (PLEASE SPECIFY)	DATE
1	Not applicable.	12/24/2019 6:03 PM
2	NA	12/12/2019 3:58 PM
3	owners park on the street, letting their employees to park in their parking lots	12/12/2019 3:06 PM
4	N/A	12/12/2019 2:23 PM
5	Na. I don't have employees in rf	12/11/2019 3:58 PM

Q10 Do you have visitors or customers that travel by Metra to the River Forest Station to visit you?

Answered: 52 Skipped: 296

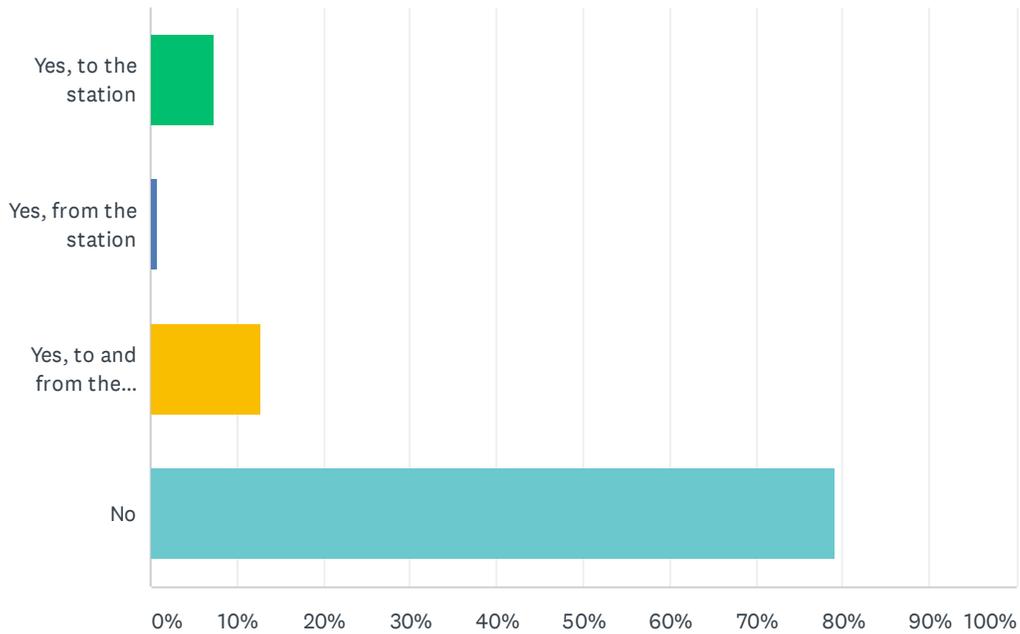


ANSWER CHOICES	RESPONSES	
Yes	38.46%	20
No	50.00%	26
No for the reasons explained below	11.54%	6
TOTAL		52

#	NO FOR THE REASONS EXPLAINED BELOW	DATE
1	Not applicable	12/24/2019 6:03 PM
2	Sometimes they might, but most do not regularly. I think most of the time they use the green line.	12/18/2019 9:19 AM
3	Unknown. Why is CTA excluded?	12/17/2019 12:14 PM
4	Skip	12/12/2019 3:58 PM
5	Seldom	12/11/2019 8:15 PM
6	Not suitable for them	12/11/2019 7:49 PM

Q11 Do you ever use a rideshare company (e.g. Uber, Lyft) to travel to or from the River Forest Metra Station?

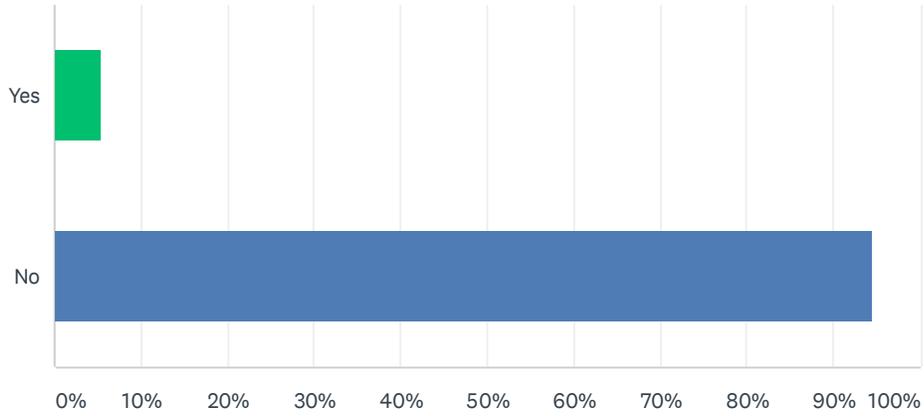
Answered: 220 Skipped: 128



ANSWER CHOICES	RESPONSES
Yes, to the station	7.27% 16
Yes, from the station	0.91% 2
Yes, to and from the station	12.73% 28
No	79.09% 174
TOTAL	220

Q12 Do you own an electric vehicle?

Answered: 238 Skipped: 110



ANSWER CHOICES	RESPONSES	
Yes	5.46%	13
No	94.54%	225
TOTAL		238

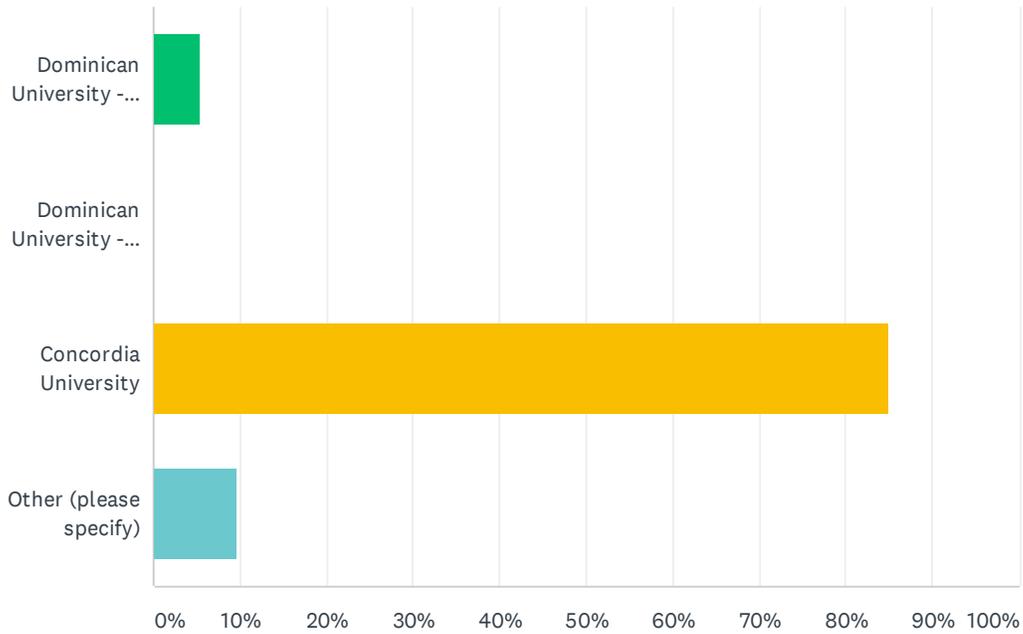
Q13 If you own an electric vehicle, which location(s) in River Forest would you like to see a charging station installed?

Answered: 25 Skipped: 323

#	RESPONSES	DATE
1	near metra station	12/30/2019 10:19 AM
2	Not applicable	12/24/2019 6:03 PM
3	We plan to buy an EV in the not too distant future and would like to see a charging station(s) installed in the commuter lot.	12/22/2019 9:16 AM
4	On my street or was within walking distance a parks	12/19/2019 6:22 AM
5	I charge at home. Do not need a charger this close to home.	12/18/2019 12:09 PM
6	N/A	12/18/2019 9:19 AM
7	Daily pay lot river Forest metra	12/17/2019 7:18 PM
8	CUC campus	12/17/2019 1:50 PM
9	River Forest Metra Station	12/16/2019 7:33 AM
10	yes	12/13/2019 1:57 PM
11	Not applicable	12/13/2019 7:34 AM
12	Not applicable	12/13/2019 1:44 AM
13	N/a	12/12/2019 10:08 PM
14	None if the install and maintenance cost will increase my taxes	12/12/2019 4:51 PM
15	Na	12/12/2019 3:58 PM
16	yes	12/12/2019 3:53 PM
17	Metra	12/12/2019 2:57 PM
18	Amywhere	12/12/2019 2:34 PM
19	N/A	12/12/2019 2:23 PM
20	River Forest Metra lot	12/12/2019 2:05 PM
21	NA	12/11/2019 7:49 PM
22	Whole Foods	12/11/2019 4:02 PM
23	commuter lots, shopping centers, parks, public library, village hall	12/9/2019 8:52 AM
24	For the future, we should.	12/8/2019 12:25 PM
25	Central under train tracks/Community Center/Hawthorne Metra spaces.	12/7/2019 4:59 AM

Q14 Which school/campus do you attend?

Answered: 73 Skipped: 275

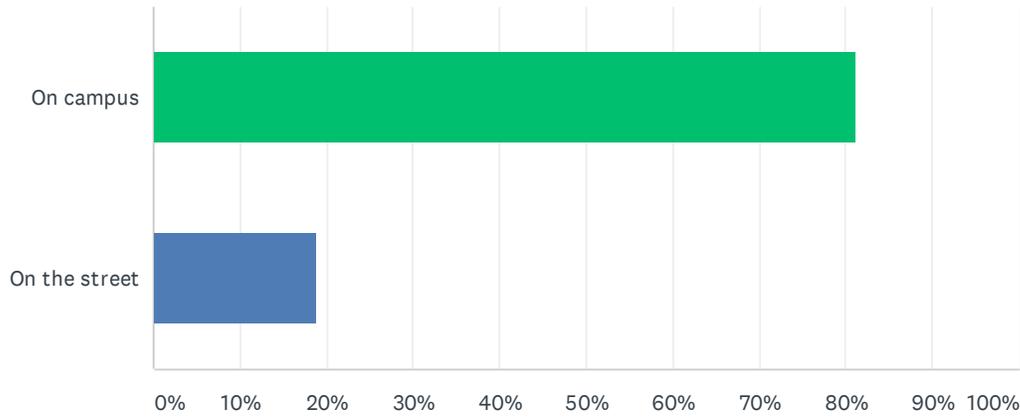


ANSWER CHOICES	RESPONSES
Dominican University - Main Campus	5.48% 4
Dominican University - Priory Campus	0.00% 0
Concordia University	84.93% 62
Other (please specify)	9.59% 7
TOTAL	73

#	OTHER (PLEASE SPECIFY)	DATE
1	No	12/18/2019 11:24 PM
2	N/A	12/18/2019 10:22 PM
3	I'm a Dominican Alum '17 & I work at Concordia	12/18/2019 10:39 AM
4	Not in school	12/12/2019 8:25 PM
5	N/A	12/12/2019 2:24 PM
6	NA	12/11/2019 7:51 PM
7	N/a	12/11/2019 4:04 PM

Q15 If you drive to campus, where do you park?

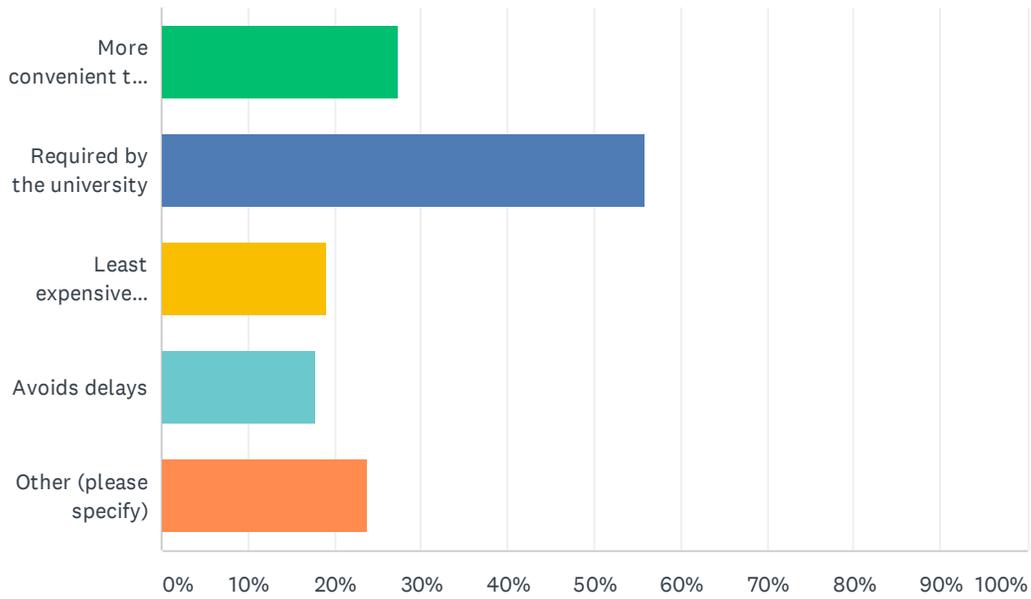
Answered: 74 Skipped: 274



ANSWER CHOICES	RESPONSES
On campus	81.08% 60
On the street	18.92% 14
TOTAL	74

Q16 If you drive to campus, why do you choose to park where you do? (check all that apply)

Answered: 84 Skipped: 264



ANSWER CHOICES	RESPONSES	
More convenient to my classes	27.38%	23
Required by the university	55.95%	47
Least expensive option	19.05%	16
Avoids delays	17.86%	15
Other (please specify)	23.81%	20
Total Respondents: 84		

River Forest Commuter Parking Questionnaire

#	OTHER (PLEASE SPECIFY)	DATE
1	No snow under parking garage	1/2/2020 1:09 PM
2	usually has space	12/22/2019 5:02 PM
3	Avoid parking tickets	12/21/2019 11:06 AM
4	Closest to my office	12/19/2019 3:11 PM
5	avoid tickets	12/19/2019 2:28 PM
6	Safer	12/18/2019 9:52 PM
7	It's free	12/18/2019 2:00 PM
8	It is free	12/18/2019 11:54 AM
9	The parking rates at Concordia is \$600 for the year- ridiculous	12/18/2019 10:13 AM
10	Unsure if I can park on street.	12/18/2019 9:58 AM
11	I park on campus because River Forest does not allow street parking. I am not sure why it is not allowed around the perimeters of the campus at least. There is animosity from RF residents toward the campus but I always see RF residents walking their dogs all over it.	12/18/2019 2:18 AM
12	To avoid parking tickets since I don't have a River Forest Parking Sticker	12/18/2019 12:07 AM
13	I paid for a parking pass in the garage	12/17/2019 4:01 PM
14	The University staff refuses to acknowledge the congestion problems within their parking system, it is overpriced, unfair, and it's not working to my advantage to justify the price.	12/17/2019 3:42 PM
15	I only come into campus as needed and normally park on the campus itself.	12/17/2019 3:41 PM
16	can't park on any side streets during workday	12/17/2019 2:23 PM
17	anywhere i'm allowed without tickets	12/17/2019 2:20 PM
18	I only park on the street when campus parking is filled.	12/17/2019 1:51 PM
19	River Forest has very strict parking rules for the street and the people who live in the neighborhood are very closed minded and judgemental.	12/17/2019 1:42 PM
20	Only parking structure for students	12/17/2019 1:31 PM

Q17 How many days per week do you park near the River Forest Metra Station?

Answered: 150 Skipped: 198

River Forest Commuter Parking Questionnaire

#	RESPONSES	DATE
1	5	1/7/2020 11:26 AM
2	7	1/6/2020 11:14 AM
3	0	1/2/2020 1:09 PM
4	5	12/31/2019 10:38 PM
5	2 or 3	12/30/2019 10:24 AM
6	5	12/26/2019 8:36 PM
7	Four days	12/25/2019 1:16 PM
8	4	12/24/2019 6:06 PM
9	0	12/23/2019 9:05 PM
10	5	12/22/2019 9:19 AM
11	5	12/21/2019 5:23 PM
12	4-5 in winter; fewer in summer	12/21/2019 12:27 PM
13	5	12/21/2019 11:06 AM
14	5	12/20/2019 9:34 PM
15	5	12/20/2019 7:50 AM
16	5	12/19/2019 10:48 AM
17	5	12/19/2019 10:00 AM
18	5	12/19/2019 7:37 AM
19	0	12/19/2019 6:39 AM
20	5	12/18/2019 11:24 PM
21	3-5	12/18/2019 10:34 PM
22	0	12/18/2019 10:22 PM
23	0	12/18/2019 9:52 PM
24	None	12/18/2019 9:51 PM
25	2	12/18/2019 8:41 PM
26	5	12/18/2019 8:03 PM
27	0	12/18/2019 12:00 PM
28	0	12/18/2019 10:49 AM
29	0	12/18/2019 10:39 AM
30	5	12/18/2019 10:23 AM
31	0	12/18/2019 9:56 AM
32	5	12/18/2019 9:15 AM
33	0	12/17/2019 10:38 PM
34	0	12/17/2019 7:49 PM
35	4	12/17/2019 7:19 PM
36	0	12/17/2019 6:12 PM
37	1	12/17/2019 4:40 PM

River Forest Commuter Parking Questionnaire

38	0	12/17/2019 4:38 PM
39	0	12/17/2019 3:42 PM
40	0	12/17/2019 3:16 PM
41	4	12/17/2019 2:20 PM
42	0	12/17/2019 2:12 PM
43	0	12/17/2019 1:51 PM
44	0	12/17/2019 1:42 PM
45	0	12/17/2019 1:33 PM
46	1	12/17/2019 1:32 PM
47	5	12/17/2019 1:32 PM
48	0	12/17/2019 12:18 PM
49	1	12/17/2019 8:42 AM
50	4	12/16/2019 8:55 PM
51	5	12/16/2019 1:56 PM
52	0	12/16/2019 1:54 PM
53	5	12/16/2019 8:23 AM
54	2	12/16/2019 7:57 AM
55	3	12/15/2019 9:42 PM
56	5	12/15/2019 11:17 AM
57	5	12/15/2019 11:04 AM
58	7	12/14/2019 8:33 PM
59	7 NIGHTS a week	12/14/2019 7:30 PM
60	2-4	12/14/2019 11:26 AM
61	1	12/14/2019 10:01 AM
62	5	12/14/2019 9:49 AM
63	6	12/14/2019 9:00 AM
64	5	12/14/2019 7:49 AM
65	5	12/13/2019 9:53 PM
66	5	12/13/2019 9:24 PM
67	5	12/13/2019 8:35 PM
68	5	12/13/2019 7:02 PM
69	5	12/13/2019 6:02 PM
70	5	12/13/2019 4:16 PM
71	7	12/13/2019 3:10 PM
72	5	12/13/2019 2:02 PM
73	0	12/13/2019 12:45 PM
74	5-6	12/13/2019 12:17 PM
75	3-4	12/13/2019 10:14 AM

River Forest Commuter Parking Questionnaire

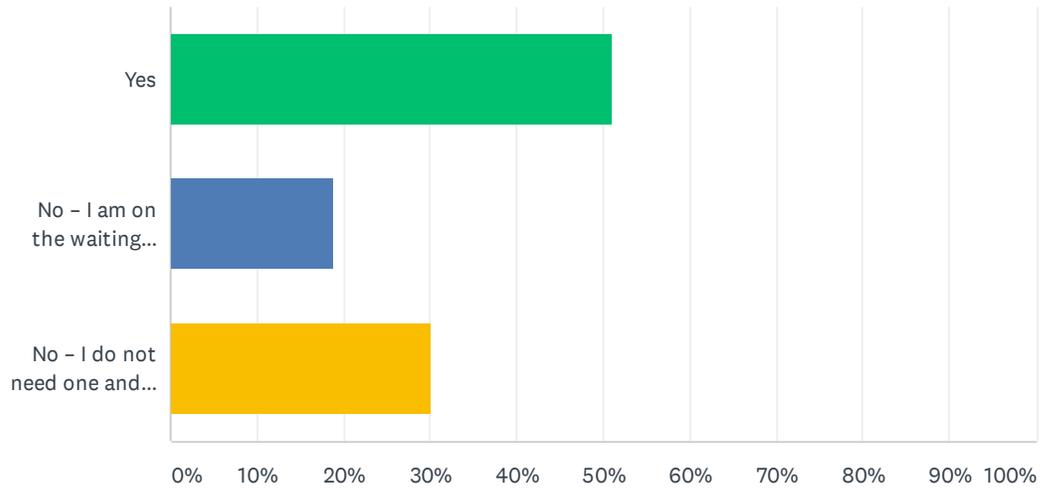
76	5	12/13/2019 9:19 AM
77	5	12/13/2019 8:37 AM
78	5	12/13/2019 8:20 AM
79	7	12/13/2019 1:51 AM
80	1	12/13/2019 12:20 AM
81	four	12/12/2019 10:11 PM
82	3	12/12/2019 10:10 PM
83	4	12/12/2019 10:06 PM
84	4-5 days	12/12/2019 9:52 PM
85	5	12/12/2019 9:48 PM
86	5	12/12/2019 8:59 PM
87	4	12/12/2019 8:47 PM
88	3-4	12/12/2019 8:25 PM
89	5	12/12/2019 8:24 PM
90	5-6	12/12/2019 8:14 PM
91	5	12/12/2019 8:07 PM
92	4	12/12/2019 6:33 PM
93	5	12/12/2019 6:31 PM
94	5	12/12/2019 5:52 PM
95	3	12/12/2019 5:25 PM
96	5	12/12/2019 5:03 PM
97	5	12/12/2019 4:58 PM
98	7	12/12/2019 4:50 PM
99	Four to five days per week.	12/12/2019 4:40 PM
100	5	12/12/2019 4:37 PM
101	1	12/12/2019 4:28 PM
102	4-5	12/12/2019 4:25 PM
103	5	12/12/2019 4:01 PM
104	7	12/12/2019 3:42 PM
105	5	12/12/2019 3:28 PM
106	4-5	12/12/2019 3:19 PM
107	5	12/12/2019 3:07 PM
108	5	12/12/2019 3:02 PM
109	7	12/12/2019 2:47 PM
110	5	12/12/2019 2:36 PM
111	5	12/12/2019 2:35 PM
112	5	12/12/2019 2:32 PM
113	5	12/12/2019 2:29 PM

River Forest Commuter Parking Questionnaire

114	5	12/12/2019 2:26 PM
115	5	12/12/2019 2:24 PM
116	5	12/12/2019 2:21 PM
117	5	12/12/2019 2:20 PM
118	5	12/12/2019 2:11 PM
119	5	12/12/2019 2:10 PM
120	5	12/12/2019 2:10 PM
121	3	12/12/2019 2:09 PM
122	4	12/12/2019 2:06 PM
123	5	12/12/2019 2:05 PM
124	5	12/12/2019 2:00 PM
125	7	12/12/2019 2:00 PM
126	4	12/12/2019 1:57 PM
127	3	12/12/2019 1:56 PM
128	4	12/12/2019 1:55 PM
129	5	12/12/2019 1:53 PM
130	0	12/11/2019 11:10 PM
131	5	12/11/2019 10:41 PM
132	0	12/11/2019 7:23 PM
133	5	12/11/2019 6:43 PM
134	1	12/11/2019 6:02 PM
135	3	12/11/2019 5:08 PM
136	0	12/11/2019 4:41 PM
137	5	12/11/2019 4:30 PM
138	2	12/11/2019 4:11 PM
139	0	12/11/2019 4:04 PM
140	5	12/9/2019 8:01 PM
141	3-5	12/9/2019 12:46 PM
142	5	12/9/2019 9:24 AM
143	5	12/9/2019 9:00 AM
144	5	12/8/2019 12:31 PM
145	5	12/6/2019 6:19 PM
146	0	12/6/2019 5:58 PM
147	5	12/6/2019 4:52 PM
148	2	12/6/2019 4:33 PM
149	0	12/6/2019 4:16 PM
150	5	12/6/2019 4:10 PM

Q18 Do you currently have a monthly parking permit?

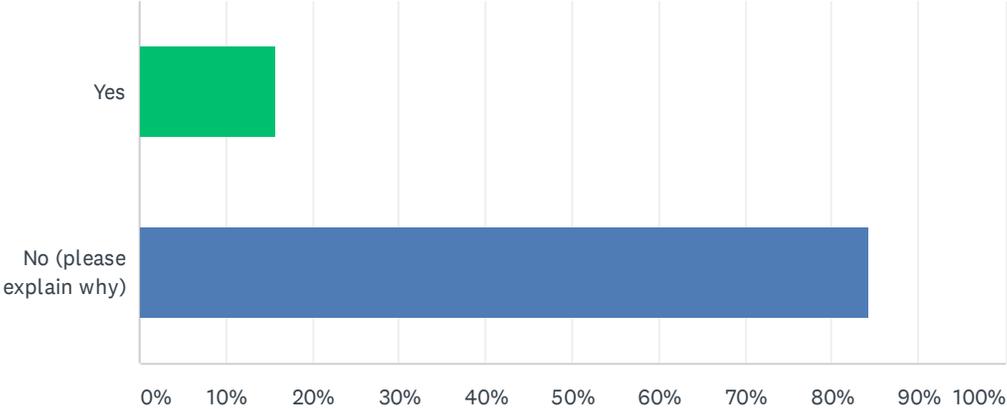
Answered: 149 Skipped: 199



ANSWER CHOICES	RESPONSES	
Yes	51.01%	76
No - I am on the waiting list	18.79%	28
No - I do not need one and would continue to use the \$5/day option	30.20%	45
TOTAL		149

Q19 If you currently have a monthly permit, would you be willing to pay \$100/month for a “premium permit” which would guarantee a space adjacent to the Metra Station?

Answered: 115 Skipped: 233



ANSWER CHOICES	RESPONSES	
Yes	15.65%	18
No (please explain why)	84.35%	97
TOTAL		115

River Forest Commuter Parking Questionnaire

#	NO (PLEASE EXPLAIN WHY)	DATE
1	I only need it for overnight parking. I have a condo that comes with one parking space. It is very frustrating that there is no where else to park although I am grateful for the overnight parking pass at the METRA station. In bad weather or when I don't feel good however, it is still a bit of a walk.	1/7/2020 11:26 AM
2	I already pay 110 for my spot	1/6/2020 11:14 AM
3	Too expensive!!!	12/31/2019 10:38 PM
4	Too expensive	12/25/2019 3:07 PM
5	I'm paying high local real estate taxes to live in RF and \$50 is plenty to pay for parking	12/25/2019 1:16 PM
6	Too expensive.	12/24/2019 6:06 PM
7	tooooo expensive. don't be so expensive and greedy.	12/23/2019 9:05 PM
8	No preference either way.	12/21/2019 5:23 PM
9	Too expensive I only work part time	12/21/2019 11:06 AM
10	I believe as a resident of river forest a premium permit is unwarranted. I am happy with current situation	12/19/2019 10:48 AM
11	Too expensive	12/18/2019 11:24 PM
12	Too expensive and inflexible.	12/18/2019 10:34 PM
13	Too much cost	12/18/2019 9:52 PM
14	It's not that far of a walk	12/18/2019 8:41 PM
15	Doubling the price?	12/18/2019 8:03 PM
16	That's too much!	12/18/2019 10:39 AM
17	Is this a joke? My existing fee would no longer guarantee a spot, or at best one 2 blocks away?	12/18/2019 9:15 AM
18	can't afford it	12/17/2019 2:20 PM
19	Too expensive no college student can afford that.	12/17/2019 2:20 PM
20	I do not park long enough on the street to warrant a "premium permit".	12/17/2019 1:51 PM
21	NA	12/17/2019 1:42 PM
22	Too expensive	12/17/2019 1:32 PM
23	I don't mind permit parking and walking a few feet.	12/17/2019 8:42 AM
24	I don't currently have a monthly permit. I'm on the waiting list	12/16/2019 8:55 PM
25	I don't have a problem finding parking	12/16/2019 1:56 PM
26	We have found walking from our house is easier than driving	12/16/2019 1:54 PM
27	too much to park 2 days / week	12/16/2019 7:57 AM
28	\$100 is way too much. I waited for almost two years to go on the monthly list to be able to park. This doesn't seem right at all.	12/15/2019 11:17 AM
29	I park over night and am out by 5:30 am. \$60 a month is outrages. It was \$20 when I started.	12/14/2019 7:30 PM
30	Too expensive	12/14/2019 11:26 AM
31	You're now charging double for something that ppl have always had	12/14/2019 9:49 AM
32	Way to high. That is ridiculous. Our taxes are way too high as it is	12/14/2019 9:00 AM
33	Too expensive	12/14/2019 7:49 AM
34	That's too much -- it's gouging.	12/13/2019 9:53 PM

River Forest Commuter Parking Questionnaire

35	Don't need to	12/13/2019 8:35 PM
36	Are you kidding? A premium permit for who....the 1%-ers of River Forest? Kicking out all who waited their turn on the waiting list to get into that lot. You should rethink this - Very bad optics.	12/13/2019 7:02 PM
37	I see no reason to double the cost.	12/13/2019 6:02 PM
38	I have no problem finding a place in the lot west of Thatcher.	12/13/2019 4:16 PM
39	I already find \$50 expensive in addition to the yearly sticker	12/13/2019 2:02 PM
40	Please limit those Metra lots to RF residents. There is more than sufficient spaces for residents, and allow street parking for daily payers, who are 99.9% not RF residents.	12/13/2019 12:17 PM
41	No matter which train I take, there is always parking available. Paying double to guarantee a spot doesn't make any sense.	12/13/2019 10:14 AM
42	To expensive	12/13/2019 9:19 AM
43	That's an insane amount of money for parking. Plus, it creates two classes of people who park. Not the way I think of our Village!	12/13/2019 8:20 AM
44	I pay \$110 dollars a month for 24 hour parking in the east thatcher parking lot already	12/13/2019 1:51 AM
45	That would be a segregation for those who can and those who can't afford it . We all need to get to work.	12/13/2019 12:20 AM
46	I think that is absolutely outrageous. So you are basically servicing the wealthy? I really, really needed this option when my daughter was in grade school as the spacing of the trains meant in order to get to my job downtown I had about 10 minutes to drop her off in the window allowed at Lincoln and get to the station and park to get the train that would get me downtown by 9:00 (God forbid we were running late). I don't have to take her every day now and would give up my spot for another parent who needed it. But to give it up because someone can pay more for it sounds awful. What are these funds going to be used for?	12/12/2019 10:11 PM
47	Too \$\$	12/12/2019 10:10 PM
48	I don't feel \$100/myth is worth it.	12/12/2019 10:06 PM
49	That is too expensive. I would pay \$50	12/12/2019 9:52 PM
50	My husband and I leave early and come home relatively late, so we rarely have problems finding parking adjacent to the station.	12/12/2019 9:48 PM
51	It is too expensive and all of the neighboring villages charge less than \$50. Thus, the village should compete with these rates.	12/12/2019 8:59 PM
52	I have that now for \$50, so no.	12/12/2019 8:47 PM
53	I use the parking only 4 days a week	12/12/2019 8:25 PM
54	I'm sure you'll somehow find enough people to say yes to this idea. And the people who refuse to pay that much (or cannot afford it) and stick with the \$50 permit will be shunted over to the lot on the other side of the street that no one likes parking in. Hey Rich Friends, look across the street where all the suckers have to park now. Nice idea RF.	12/12/2019 8:14 PM
55	Too expensive. That is nearly the same as the monthly train ticket.	12/12/2019 8:07 PM
56	Only night parking for me	12/12/2019 7:52 PM
57	It's too much already	12/12/2019 6:33 PM
58	That is completely outrageous. I cannot even believe you would consider this. And then while you're at it why not raise it to \$200 next year, and then \$400 the year after that. Are you raising all other village fees in the same manner? OUTRAGEOUS	12/12/2019 5:52 PM
59	You have to be kidding us. This is just another reason to take advantage of village resident. Enough is enough	12/12/2019 4:58 PM
60	For \$110 you can get a 24 hour permit and there is adequate parking available	12/12/2019 4:50 PM
61	Too much money.	12/12/2019 4:40 PM

River Forest Commuter Parking Questionnaire

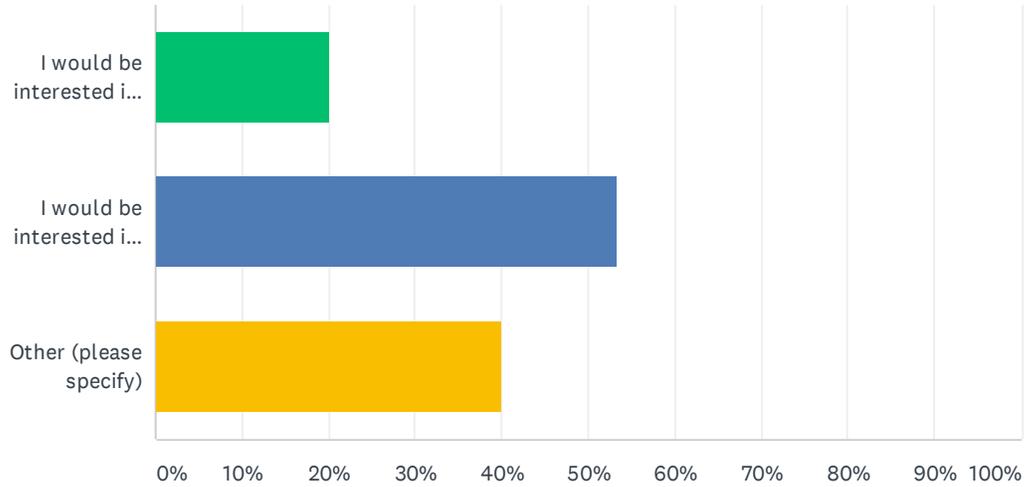
62	The \$50/month is already getting expensive.	12/12/2019 4:37 PM
63	This doesn't fix the problem and only increases what the village is collecting.	12/12/2019 4:25 PM
64	Maybe - but that is really steep. I don't see the justification.	12/12/2019 4:01 PM
65	Maybe but the price is too high already.	12/12/2019 3:28 PM
66	Because I have that now; I don't want to double my commuting expense to continue to have the same privileges.	12/12/2019 3:19 PM
67	that's outrageous!	12/12/2019 3:02 PM
68	I have a 24/7 pass and this is what I currently pay. Premium permits will displace us.	12/12/2019 2:47 PM
69	It should be first come first serve. I'm against a tiered system where the wealthy get to reserve the good spaces. If I'm paying \$50 a month, I should not be prohibited from spots near the station.	12/12/2019 2:36 PM
70	I take an early train so usually have no issues with finding a spot	12/12/2019 2:32 PM
71	That price is ridiculous	12/12/2019 2:26 PM
72	That's twice the price I pay now. I would pay the \$50 and choose to walk further.	12/12/2019 2:20 PM
73	Keep the program as is!	12/12/2019 2:11 PM
74	because i can walk across the street. If I have to walk farther than that, I will walk from home and pay nothing.	12/12/2019 2:10 PM
75	I think the current system works well and the \$50 fee feels fair. I do not think there should be an unlimited amount of monthly parking passes, as it feels like there are just enough spots as it is today.	12/12/2019 2:09 PM
76	Never an issue getting a spot	12/12/2019 2:06 PM
77	A 50% increase is outrageous and unfair	12/12/2019 2:05 PM
78	Too expensive - keep lot \$50. First come first serve	12/12/2019 2:00 PM
79	Only use the parking lot for overnight parking	12/12/2019 2:00 PM
80	That is also exorbitant, and I think the current fee is fine.	12/12/2019 1:57 PM
81	because that is crazy expensive - please don't do this - I have had my permit/spot for many years and rely on having a parking spot.	12/12/2019 1:55 PM
82	Why? I've been paying for parking and commuting for 20+ years and would not want to be displace or forced farther away because somebody paid more.	12/12/2019 1:53 PM
83	50 is appropriate	12/11/2019 11:10 PM
84	It is already a high price, you cannot raise it higher, that is ridiculous	12/11/2019 10:41 PM
85	Absolutely not. Too expensive. I support a first come first serve idea across all available areas with preference to residents. The premier lot is a dumb idea. It's a pure revenue grab and doesn't do anything to help with a "fixed" volume of spaces.	12/11/2019 6:43 PM
86	Low value add vs parking west of thatcher	12/11/2019 6:02 PM
87	Too expensive	12/11/2019 5:08 PM
88	N/A	12/11/2019 5:01 PM
89	I walk to train, why do you not list that as an option	12/11/2019 4:11 PM
90	That's 2x the amount I currently pay and considering it was \$30 a month when I first started parking, that fee has already almost doubled. Plus, the fact that I would pay anything and not be guaranteed a spot seems like it's just a revenue generator for the Village and not an actual benefit to residents.	12/9/2019 8:01 PM
91	I can walk across the street.	12/9/2019 12:46 PM
92	Not worth an extra \$600/yr just to avoid crossing Keystone or Thatcher	12/9/2019 9:00 AM

River Forest Commuter Parking Questionnaire

93	Not worth the extra money to me	12/8/2019 12:31 PM
94	Should be free for RF residents	12/6/2019 6:19 PM
95	Premium parking is for seniors and handicapped and they should not be charged more.	12/6/2019 4:52 PM
96	No. I already pay enough to the Village.	12/6/2019 4:33 PM
97	Not worth it	12/6/2019 4:10 PM

Q20 If you are currently on the monthly permit waiting list:

Answered: 45 Skipped: 303



ANSWER CHOICES	RESPONSES	
I would be interested in the "premium permit" which would guarantee a space adjacent to the Metra Station	20.00%	9
I would be interested in the \$50/month permit	53.33%	24
Other (please specify)	40.00%	18
Total Respondents: 45		

River Forest Commuter Parking Questionnaire

#	OTHER (PLEASE SPECIFY)	DATE
1	I would be interested in a monthly non-resident option.	12/24/2019 6:06 PM
2	I use daily parking.	12/21/2019 5:23 PM
3	N/a	12/21/2019 11:06 AM
4	I will not spend more money	12/18/2019 9:52 PM
5	N/A	12/18/2019 10:39 AM
6	If the Village is this desperate for funding, its time to leave	12/18/2019 9:15 AM
7	N/A	12/14/2019 7:30 PM
8	n/a	12/13/2019 9:53 PM
9	Here's an idea: Keep everything as is. Or better yet: make apartment dwellers in building just north of the East Thatcher Lot park in West Lot, and give back those spots in East lot to tax-paying train commuters. Reinstate ban on overnight parking in a East lot - at least during winter months, so the lot can be completely plowed after it snows - and tax-paying train commuters will then stop getting stuck in unplowed snow and ice.	12/13/2019 7:02 PM
10	I have a guaranteed 24 hour parking spot in the east thatcher parking lot for\$110 per month	12/13/2019 1:51 AM
11	Same as above	12/13/2019 12:20 AM
12	Everyone who currently has a monthly permit was once on that waiting list, for a lengthy time. Everything was fine with this system until the Village took away all those parking spots from train commuters in the East Lot and gave them to the apartment renters. It'll be interesting to see who "wins" this issue: current permit holders who want to stay with the status quo or angry people on the waiting list & angry people who don't get to the East Lot until later in the morning when all spots are taken..	12/12/2019 8:14 PM
13	I was on the waiting list for 4 years before I got to park in the east Thatcher lot. I cannot believe you are considering letting people who have more expendable income take over the east Thatcher lot than those who waited fair and square. I will gladly start parking in one of Oak Park's garages and pay even more than this ripoff \$100/month fee than go along with this scheme. How greedy is our village getting? When did wealthier people become more important than those not as wealthy? Silly me, the answer clearly is they are always more important.	12/12/2019 5:52 PM
14	DO NOT MAKE THIS CHANGE	12/12/2019 4:58 PM
15	I do not live in River Forest or need to park there anymore. The 24 hour parking pass was needed so I could have a car in my unit at 419 Thatcher Ave thanks to the lack of information I had prior to signing my lease with Oak Park Apartments.	12/12/2019 4:50 PM
16	Do not need it.	12/11/2019 4:30 PM
17	I have been waiting.....	12/8/2019 12:31 PM
18	Should be free for RF residents, but if I must pay, \$50 is the most	12/6/2019 6:19 PM

**Q21 Approximately how many weeks have you been on the waiting list?
(Please write N/A if not on the waiting list.)**

Answered: 54 Skipped: 294

River Forest Commuter Parking Questionnaire

#	RESPONSES	DATE
1	N/A	12/31/2019 10:38 PM
2	over 1 year	12/31/2019 10:04 AM
3	A long time.	12/21/2019 5:23 PM
4	1	12/20/2019 9:34 PM
5	0	12/18/2019 10:39 AM
6	months	12/18/2019 10:23 AM
7	N/A	12/18/2019 9:15 AM
8	N/a	12/17/2019 7:49 PM
9	52	12/16/2019 8:55 PM
10	1 year	12/16/2019 1:54 PM
11	N/A	12/16/2019 8:23 AM
12	15 weeks	12/15/2019 9:42 PM
13	N/A	12/14/2019 7:30 PM
14	52	12/14/2019 10:01 AM
15	1+ years	12/14/2019 9:49 AM
16	n/a	12/13/2019 9:53 PM
17	N/A	12/13/2019 7:02 PM
18	N/A	12/13/2019 9:19 AM
19	30	12/13/2019 8:37 AM
20	N/A	12/13/2019 1:51 AM
21	52	12/13/2019 12:20 AM
22	N/A	12/12/2019 9:52 PM
23	Ns	12/12/2019 8:25 PM
24	n/a	12/12/2019 8:14 PM
25	N/A	12/12/2019 8:07 PM
26	N/A	12/12/2019 5:52 PM
27	20	12/12/2019 5:25 PM
28	50	12/12/2019 5:03 PM
29	When I was on the waiting list to go from 24 hours at Park (the Village Hall lot) to the Thatcher lot, I waited approximately 12 months.	12/12/2019 4:50 PM
30	56	12/12/2019 4:28 PM
31	NA	12/12/2019 4:25 PM
32	N/A	12/12/2019 4:01 PM
33	N/A	12/12/2019 3:19 PM
34	48	12/12/2019 3:07 PM
35	At least one year	12/12/2019 3:03 PM
36	NA	12/12/2019 3:02 PM
37	N/a	12/12/2019 2:47 PM

River Forest Commuter Parking Questionnaire

38	12	12/12/2019 2:35 PM
39	44 weeks, 6 days	12/12/2019 2:21 PM
40	N/A	12/12/2019 2:09 PM
41	N/A	12/12/2019 2:06 PM
42	N/a	12/12/2019 2:00 PM
43	I WAS on the waiting list for 17 months before I got my permit	12/12/2019 1:57 PM
44	cannot even remember it's been so long	12/12/2019 1:56 PM
45	N/a	12/11/2019 11:10 PM
46	N/a	12/11/2019 6:02 PM
47	104	12/11/2019 5:08 PM
48	N/A	12/11/2019 4:11 PM
49	N/a	12/11/2019 4:04 PM
50	N/A	12/9/2019 8:01 PM
51	30 plus	12/9/2019 12:46 PM
52	Over 1 yr.	12/9/2019 9:24 AM
53	n/A	12/9/2019 9:00 AM
54	35	12/6/2019 6:19 PM

Q22 Please feel free to provide any additional comments and/or feedback below regarding commuter parking within the Village.

Answered: 110 Skipped: 238

River Forest Commuter Parking Questionnaire

#	RESPONSES	DATE
1	I've been paying taxes to the village for nearly 30 years. I find the increase in parking fees unconscionable! Most other Metra parking isn't this expensive and those with RF permits pay less, show up later (if at all) while those of us get ticketed if we fail to pay the daily fee or get ticketed for some other minor infraction. This represents a village more interested in generating fees from its citizens than providing good service. At least this survey is a halfway decent start	12/31/2019 10:38 PM
2	it was great when daily parking was \$2.50...\$5 is a bit much...any more will make me re-think parking there. Seems like the priority should be to provide RF residents (taxpayers) cheap and convenient parking..I would oppose any effort to further monetize this service	12/30/2019 10:24 AM
3	I get to school at around 9 am daily, and leave around 5 pm. At those times, the parking doesn't seem to be an issue, however it does get congested at around 3:15 pm when the school kids are released from the school adjacent to Concordia.	12/25/2019 8:34 PM
4	F[REDACTED] river Forest	12/25/2019 3:07 PM
5	Metra parking is very convenient. I live in Oak Park but prefer the convenience of parking in River Forest. I would be interested in a non-resident monthly permit.	12/24/2019 6:06 PM
6	too many cars, have more people walk or use bikes	12/23/2019 9:05 PM
7	space is very limited for the universities in the area and restrictions apply all day	12/22/2019 5:02 PM
8	Again, the decision of the village to double the daily parking fee was garbage. Not only that, but no upgrades were made to the station anyway. Rather than just slapping a ticket on the windshield, how about finding a way to send a reminder notice via text to a daily parker (within a reasonable amount of time) that may have been in a hurry to catch the train and forgot to pay. Or perhaps issue a warning to first offenders as most people that park there do pay their fee on a daily basis. Have a chat with Metra about not picking up patrons on the center island platform for inbound morning trains so said patrons don't have to play a guessing game and have to sprint back underground to the other side. Cut down or trim some of the trees that are on the north side of Hawthorne Ave so birds don't sit in them and poop on the cars all day. Perhaps add a sidewalk on the north end of Hawthorne as cars get pretty close to those walking to and from the train. Build stairs or a platform that will enable commuters to walk across the tracks without having to go back all the way under the viaduct.	12/21/2019 5:23 PM
9	If you take more spaced away from the daily parking that's completely unfair	12/20/2019 7:50 AM
10	It is frustrating that employees/students are ticketed that have to park on Thomas street. Generally the lots are full as well as parking on Division. It becomes taxing to remember if you have been parked on the street for 2 hours and have to run to your car before you are ticketed. It would be nice to have street parking without time limits for employees with Concordia parking stickers.	12/19/2019 3:11 PM
11	I believe at 50 per month the commuter parking lot at 400 Thatcher should stay for residents only..... it should be a resident benefit.... 100 per month for a resident as a premium benefit is approaching unusable	12/19/2019 10:48 AM
12	If I arrive late to campus or leave the campus, I can't find a place to park since there is such a restriction on the streets.	12/19/2019 8:58 AM
13	I park in River Forest daily to commute to work. I have had issues with the passport app working properly. It's very frustrating because you call them and they can't help you. They say call the village. You call the village and they say they can't help you call Passport. It would be helpful if Passport makes sure their app works properly and if there is someone at the Village with a direct contact to Passport that can help resolve issues. I would also be nice if River Forest offered a monthly option to non-residents. Even if the non-resident has to park in the daily spot. It's really frustrating if you forget to pay 1 day and get hit with a \$30 ticket. I mean I park here EVERYDAY. If I could just have a monthly permit that I had to display it would be helpful.	12/19/2019 7:37 AM
14	Currently there is no signage indicating there is an overnight street parking ban. New residents only find out when they are first ticketed	12/19/2019 6:24 AM
15	Keep current programs. Just relocate overnight parking somewhere else	12/18/2019 11:24 PM

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16	While Concordia has parking, students who attend night classes do not want to have to walk through the dark campus after 8pm and 10pm because it is not safe. When the lots run out of space, or they restrict parking in some lots, students like parking on the side streets near the Christopher Center. When they use the library, they want to park on the side street to the east of the campus. It is a safety issue, not that they want to park all over the Village.	12/18/2019 9:52 PM
17	The restriction for us not to be able to park on Bonne Brae is a huge inconvenience and unsafe during night class to walk such a distance. The 2 hour parking limit was great and allowed easy access to school grounds.	12/18/2019 9:51 PM
18	Doubling the price will be a mistake and will lead to a campaign to vote out all current River Forest elected officials. Let them eat cake.	12/18/2019 8:03 PM
19	It need to be a lot for Concordia Students not just Dominican. I feel the lot should be free just firat come firat served.	12/18/2019 2:00 PM
20	Block 300 Ashland has day parking due to two private businesses. Both are great businesses to have locally but day parking on both sides of the street makes driving difficult. Could parking during 9-5 be restricted to one side of the street?	12/18/2019 12:12 PM
21	The new parking restrictions on the 500 block of Keystone make it difficult for people with household help. I now have to dress my baby in her winter outerwear every morning so I can pull out of the driveway to let our nanny pull in. It would have been nice if residents had been notified. But I'm glad there's a survey now to find out if commuters are actually causing a problem parking on residential streets (prior to the signage only person who ever parked in front of my house was the nanny, street parking was usually wide open)	12/18/2019 11:54 AM
22	I feel like there should be more street parking available to students	12/18/2019 11:22 AM
23	Shameful money grab, as a long time resident, I am embarrassed on your behalf.	12/18/2019 9:15 AM
24	RF residents do not like non-resident cars parked around the perimeters of the campus. Comments expressed have been that the campus is a tax-free entity that doesn't bring in any money to the village. This is an ignorant statement. All of the students and faculty visit RF restaurants, RF gas stations, RF department stores, etc. and pay RF taxes. It's also frustrating to get a rude note on one's car by a homeowner saying you are parked too close to their driveway or are unwelcome on their street, but then see that same homeowner walking their dogs on the campus. Nice.	12/18/2019 2:18 AM
25	The commuter parking should have more available parking spots like the residents on campus. For the past 2 years i have been parking in the same lot the one next to Grace Luther and when it's cold or bad weather conditions sometimes it's not clean or hard to stay warm walking to my classes.	12/17/2019 10:27 PM
26	Confusing survey. Did you want to know about non-student, non-metra commuters? I might have missed something but I think I was not an intended subject of the survey. I am a professor at a university.	12/17/2019 10:04 PM
27	Unfair to students who pay a fee for parking to have limited space to park. The reason being, that there is free visitor parking when events are held. If students have to pay there should be free parking elsewhere.	12/17/2019 7:10 PM
28	All I desire from this survey is for the town of River Forest to work with CUC to make it so that days were CUC anticipates a higher traffic flow of non-student commuters to park freely in the garage (i. e. for events with many parents come to campus), students are thus exempt from ticket fines due to parking in the street areas were it is only two hour parking or residential only.	12/17/2019 3:42 PM
29	I can very much appreciate the difficulty that the Village finds itself in as it tries to balance convenience and availability when it comes to allowing parking around campuses and school venues. What I have a hard time understanding is the disparity in the way it is handled. Some locations around schools and school facilities within the Village are unrestricted and it is impossible to drive through when there is an event. Yet around another venue there are restrictions placed all around and there is no parking allowed at all. There just appears to be too many differences and not enough consistency.	12/17/2019 3:41 PM
30	There is insufficient parking made available to faculty and staff at Concordia University Chicago and extremely limited options available by River Forest.	12/17/2019 3:16 PM
31	Parking closer to campus is a necessity. We carry heavy bags and walk in all types of weather	12/17/2019 3:12 PM

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conditions. Bring able to park on the street for a a few hours makes a tremendous difference, especially since there are many streets to choose from (if more parking was aloud).

32	I work at the university and no being able to park on the street is not acceptable.	12/17/2019 2:23 PM
33	You're parking regulations are bogus and are not friendly to those that visit your community	12/17/2019 1:51 PM
34	Please keep Division Street free for parking- Broke college student	12/17/2019 1:49 PM
35	The time limits around the Concordia campus are not helpful for those using the campus.	12/17/2019 1:47 PM
36	Consider increasing 3 hr parking meters around campus on village streets	12/17/2019 1:45 PM
37	The parking restrictions that surround the Concordia University campus are unreasonable. Residents are not using the public streets to park throughout business hours (like 8:00 am to 10 pm.) and however, they do not like having Concordia employees parking in their neighborhood. It seems rather selfish and inconsiderate, given that it is a public street that residents do not utilize. It does nothing for neighborly relations.	12/17/2019 1:42 PM
38	The streets around Concordia are mostly resident parking so on days where the lots fill up its can be nearly impossible to find parking that is longer than 2 hours.	12/17/2019 1:36 PM
39	If there were more parking around the university that we could use that would be really useful. We barely have enough parking on campus and community parking would help our student body a lot.	12/17/2019 1:33 PM
40	We pay for parking at the garage, however we let other people park for free. I don't think that is fair. If other people can park for free why can't we ?	12/17/2019 1:32 PM
41	Let CUC build the parking garage higher	12/17/2019 1:32 PM
42	I have parked at the commuter lot since 1991. The number of available spots now is ideal. I can always find a spot. Please don't do anything to screw up that balance.	12/17/2019 8:42 AM
43	Definitely expand the monthly permit option for residents	12/16/2019 8:55 PM
44	There are many commuters (most not from River Forest) that park on our street and walk to the train. This limits city services (street and snow cleaning) as well as parking for guests. It's also dangerous bc there are so many kids walking near Roosevelt and the cars park very close to the stop signs. Someone is going to get hurt.	12/16/2019 1:54 PM
45	I work at night and street park during allowed hours in front of the home of my friend, where I stay when in town.	12/16/2019 1:14 PM
46	Please consider changing the start time to 5:30 am because the first train at the River Forest station is at 5:47 am. Thank you.	12/16/2019 8:23 AM
47	Need more parking	12/15/2019 9:42 PM
48	I don't understand why RF would Be making this change. \$100 is a lot to commuters, but the incremental revenue to RF is negligible. Property Taxes are already so high, why would you do this to the commuters who are residents in RF. Charge a premium to all of those out of town commuters who come to RF and fill up the parking.	12/15/2019 11:17 AM
49	Please be mindful of the resident density to the west of the station south of Lake. The area is dense and parking is already difficult, with fewer off street spaces in garages, lots and alley than there are cars. This has been a concern voiced to me as a neighborhood representative for over a year. Please feel free to contact me if necessary for further information or to connect with Lake and Edgewood townhome neighbors. Megan Keskitalo megankeskitalo@gmail.com.	12/14/2019 8:33 PM
50	On my Block there are several cars that every night park overnight on the street and are not ticketed. There are three or four of us that pay for overnight parking. The price is much to high	12/14/2019 7:30 PM
51	I am concerned that daily parkers that are not RF residents would fill the parking spaces and not leave spaces for residents Also how do you assure the monthly parkers will have a parking space?	12/14/2019 11:26 AM
52	It is very unclear whether I would get a ticket on the weekends for using the commuter parking, if I was going into the city for a few hours. This should be more clearly called out on the signage in lots and street parking on Hawthorne. It is also unclear how late my car can be in the daily use spots, or if there is a time after which you can park for free. The ordinance (9-3-23) says 2	12/14/2019 10:01 AM

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PM, Passport parking tells me my reservation is until 2 AM, and I think I've seen 6 PM somewhere as well. Very confusing.

53	I need to have the flexibility to meet people after work, on days of the week I can't predict, at the shops on Lake and Harlem and sometimes elsewhere on the eastern side of the village. My options other than paying more than I can afford to park in Oak Park each day are nonexistent. I park on a variety of streets, never in front of the same houses, quite some distance away.	12/14/2019 1:34 AM
54	The object should be to make parking smooth and easy for RF residents, and accessible to others too.	12/13/2019 9:53 PM
55	It is unclear why the commuter parking spaces increased from \$2.50/day to \$5.00/day.	12/13/2019 9:24 PM
56	I believe by non-differentiating the monthly parking (\$50/month) from the daily parking (\$5) spots - will force commuters to leave earlier than normal to catch the train since we might not find a parking space and have to drive around the block. Particularly I don't like this option.	12/13/2019 2:02 PM
57	My employees have received tickets on the 400 block of Ashland for parking there when it was snowing. There aren't signs explaining you cannot park there when it snows (and frankly it's confusing as to what standards of snow, sometimes we have snow for weeks) and there is nowhere else they can park... this needs to be addressed.	12/13/2019 1:54 PM
58	Need bigger lots	12/13/2019 12:45 PM
59	I was an original permit holder. A communication error left me off the permit list onto a waiting list. I waited almost 3 years until the west metra lot was made a permit lot. That lot often has at least 10 spots that are not filled. Why is there still a waiting list? There should not be a waiting list for any resident. For the \$50 permit fee they should be allowed to park in ANY river forest operated parking area - Metra lots, Hawthorne, or Central. please consider giving equal treatment and priority to our residents. Thus, consider raising the non-resident daily parking rate to \$5-7/day. All residents to pay property taxes should be allowed equal access to the monthly permits and be allowed to park first come first served in any numbered or permitted spot. Thank you.	12/13/2019 12:17 PM
60	There are always spots available in the west Thatcher lot. I'm not sure why people feel there aren't enough spots available.	12/13/2019 10:14 AM
61	Aside from # of spaces, there should absolutely be a sidewalk with better lighting along the Hawthorn daily parallel spots. Very unsafe, particularly at dusk.	12/13/2019 8:37 AM
62	Some of these questions were difficult to answer without any knowledge of the details related to supply and demand. The Village needs to make responsible fiscal decisions related to the fees.	12/13/2019 8:20 AM
63	None at this time	12/13/2019 1:51 AM
64	I think whoever came up with the idea of all spaces being open on first come first serve basis probably doesn't take the train or is an early commuter. Please consider the parents who have a small window to drop their kids off at the beginning of the window allowed at Lincoln or Roosevelt and get to the train by 8:16 to get downtown for a job. Hunting for a spot literally wouldn't work. The next train doesn't come until 9:06 so these minutes really matter. Can you take over the lot at RIC? Overall though, I think all spots being open is better than selling them to people who can pay more. The best option would be to open up more parking.	12/12/2019 10:11 PM
65	We would not support doubling the cost of parking adjacent to the tracks so that those with the means to pay could gain preferential treatment. This would make the morning commute feel a little like boarding lines at the airport. Those without status would trudge through rain and snow while others hopped into or out of their cars. If you want to raise revenue, just increase the monthly price for all.	12/12/2019 9:48 PM
66	The parking fees for non-residents should be increase, while resident fees should remain the same.	12/12/2019 8:59 PM
67	People park haphazardly in the monthly spaces on Hawthorne, way to much space between cars, etc. Always room for 4 more cars than are actually there.	12/12/2019 8:47 PM
68	When the Village doubled parking rates, they did so without community input.	12/12/2019 8:25 PM
69	Why would you let a one-day parker take a spot in the best lot and then force the monthly permit holder who could've (and should've) taken that spot, park in a less desirable location.	12/12/2019 8:14 PM

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What consultants came up with these ideas? Hopefully the \$100 premium permit fees will generate enough revenue to pay the consultant fees.

70	If parking is an issue, the village could consider a commuter bus route through town to bring people to the train station each morning and each evening. Perhaps it could be a service combined with Dominican or Concordia.	12/12/2019 8:07 PM
71	I feel like night parking should not be more expensive than a daily commuter. Since both are half the day	12/12/2019 7:52 PM
72	I am very disheartened by this survey. These new commuter parking lot ideas are terrible and unfair to those already receiving parking permits. Shame on you.	12/12/2019 5:52 PM
73	I am in shock that this Village is once again looking for was to grab more money from its residents	12/12/2019 4:58 PM
74	I don't live in the Village anymore - so you may chose to throw out my answers. For 2 years I lived at 419 Thatcher and needed Village parking to park my car overnight. There is no street parking available on Thatcher and restricted parking on Lake and, of course, no overnight parking Village-wide. I needed a 24 hour parking permit. I thought the price jump from 2018 to 2019 was very high, but I do know repaving projects and lighting projects are expensive. I would recommend phased increases rather than 40% increases to the fee next time. But, again, I don't live in River Forest anymore, so you may not wish to consider this input. Good luck with your survey.	12/12/2019 4:50 PM
75	River Forest needs a drop-off area near the Metra train station. In the mornings, cars stopping to drop off commuters on Keystone just north of the train tracks create three to four lanes of traffic in the same area as a crosswalk. It's a dangerous situation.	12/12/2019 4:37 PM
76	There are always extra lot spaces. PLEASE add lights along the Metra tracks at ground level where people exit the train. It is dark and slippery in winter — ridiculous that there is not lighting there! Someone is going to get hurt.	12/12/2019 4:01 PM
77	I'd love to see a 24 hour parking permit for river forest residents, many people have more cars than spots, with teen drivers, it would be great if they could over night park on streets with a permit like in the city	12/12/2019 3:55 PM
78	Your electronic system vendor has a hard to use system. It transferred over an old expired debit card number (I did not use that number to register for my permit) and has twice kicked me out of the system, cancelling my permit.	12/12/2019 3:19 PM
79	Please keep the 24 hour permits at the metra lot. We need access to overnight parking for residents, and the convenience is why we chose to settle down in River Forest. If this is changed, we will move out of River Forest.	12/12/2019 2:47 PM
80	Premium parking at \$100 monthly is a bad policy. Focus on expanding parking for everyone, instead of catering to a small group of wealthy residents. A policy like this would motivate me to vote out the current elected official in River Forest.	12/12/2019 2:36 PM
81	I appreciate you doing a study. It shows you care. Thx so much !	12/12/2019 2:35 PM
82	Go back to the previous setup that allowed non-permit parking in the lot next to the physical therapy building.	12/12/2019 2:29 PM
83	The Village should contact residents re: monthly permits. I held a monthly pass however, when the switch to Passport was made, I updated my credit card in the app, and by doing so it removed my auto-pay for the monthly renewal and I wasn't aware that updating my credit card would do that. I also was not aware to keep an eye out for emails from Passport, which had gone into my junk mail. I wasn't contacted by anyone at the Village until I caught the mistake and when I contacted them, they said that I had received emails. Back on the waiting list I am and it was been since Feb. 1st (despite more parking having been added).	12/12/2019 2:21 PM
84	The third option is not fair. Doubling the cost for people who already pay monthly to park in the lot or on Hawthorne is not a compromise fair to residents. There should also be a limited amount of daily spots available to nonresidents of RF and they should not be allowed a monthly option.	12/12/2019 2:20 PM
85	Leave the parking program alone! It works extremely well and it has for a very long time!	12/12/2019 2:11 PM
86	I think the current process in place for monthly commuter parking works well and I would not	12/12/2019 2:09 PM

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like to see changes to it. I waited for over a year on the waitlist and now am able to find a spot every day. If there were unlimited number of spots, it would certainly be harder to find a spot - if I arrive after rush hour now, it is hard to find a place to park. I would not be willing to pay twice as much to guarantee a spot - the prices have already increased 50% since I have had my permit.

87	More parking is needed for commuters as well as more overnight parking for residents who live in the apartments next to the Metra station and the condos next to the old RCI building	12/12/2019 2:00 PM
88	I think there is plenty of commuter parking; even when I didn't have a permit. I do not think daily fee parking should be allowed in the lot, and I think the wait list should be maintained to keep the lots from getting overcrowded.	12/12/2019 1:57 PM
89	I live on the corner of Forest and Hawthorne for 35 years. When we moved here there was no commuter parking in Hawthorne. Since parking was initiated, the traffic along Hawthorne has increased and the road has narrowed. Car going in both ways go way over 25 mi and don't yield when both cars can't fit in the narrowed road space. It is an unsafe situation.	12/11/2019 11:18 PM
90	The reason my spouse drives me to the train is that the commuter parking is limited and costly in addition to the monthly Metra fee and my employer's shuttle fee (to transport from Ogilvie to my work location).	12/11/2019 10:38 PM
91	Desperately need more parking by the green line station in Harlem.	12/11/2019 7:23 PM
92	\$50 a month is enough/max. Open up all spaces to residents as permit with first come status. Premium lot is a bad idea, you'll end up with empty spaces. That's just a money grab as those spots aren't really premium they just fill up first and it doesn't solve congestion. We owe nothing to non-residents whom should pay more anyway and be subject to "last availability". Also be clear this survey is integrating two issues: Metra lot availability and college congestion. College related is a totally different deal with different causes and solutions. We live near Concordia and appropriate permitting etc solves that. OR if we're looking to increase revenue give the option of a school zone permit - they will take it! - and I have no problem with a car across the street for night classes 3x a week.	12/11/2019 6:43 PM
93	Two primary issues: 1) you seem to have identified this one - that the monthly lots are now empty due to the changes last year; 2) commuters should be given the ability to pay for the spot via the parking app for more than an hour or two - sometimes one forgets until later in the morning only to pay, then return to the car that evening and find a ticket on top of their windshield.	12/11/2019 6:02 PM
94	All good here. I noticed some people would park near harlem and take the bus to the train station. But, it was never an issue as only one or two cars would be parked on our street as this was not very common.	12/11/2019 4:41 PM
95	I travel by Metra, but from the Oak Park station, not River Forest.	12/11/2019 4:30 PM
96	Why did you not list the CTA Blue line station in forest park? Poorly written survey overall	12/11/2019 4:11 PM
97	A lot of the condos around 500 Bonnie Brae have limited parking. It would be great if you offered a permit for overnight street parking. The parking garages are usually about \$65 a month imagine if the city charged \$40 a month that would be extra revenue.	12/11/2019 4:09 PM
98	Again, the fact that a resident would pay anything and not be guaranteed a commuter parking spot seems like it's just a revenue generator for the Village and not an actual benefit to residents.	12/9/2019 8:01 PM
99	As suggested before, double daily parking rates for vehicles without a RF sticker. We subsidize cheap parking for others and in turn create scarcity for residents.	12/9/2019 9:24 AM
100	I was on the wait list only for about a year before I got a monthly permit. That's not bad at all. Is this a solution in search of a problem?	12/9/2019 9:00 AM
101	Encourage walking, biking and ride share services	12/7/2019 8:54 PM
102	Limit parking on Washington Blvd to 3 hours per day. Start parking 1/2 block west of Gale so that vision isn't blocked. Stop all day free parking on Washington. Vision is severely restricted for southbound cars on Gale who are trying to cross Washington Blvd. Vision for East bound vehicles on Washington is severely limited, especially when traffic is going faster than 25 mph. A white SUV (license: I SLAY) and a dark blue SUV constantly park in the first two spaces west	12/7/2019 5:14 AM

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of Gale on Weekdays from 7:30 am to past 6:00 pm. Another option if parking can't be limited; put in a 4-way stop signs like Keystone and Washington. One or more of these options must be implemented to prevent future accidents.

103	Was it able to type in answers to survey. Just so you know.	12/7/2019 2:43 AM
104	It is FINE! Not sure why people are upset about it!	12/6/2019 10:49 PM
105	There are very few questions related to parking near the Green line	12/6/2019 10:29 PM
106	River Forest needs bike lanes so we can more safely get to the CTA or Metra	12/6/2019 5:58 PM
107	Parking in RF is superior to that of Oak Park. The one area I am confused about where to park is near Village Hall when a larger crowd is expected.	12/6/2019 4:52 PM
108	The \$100 permit is another example of special privilege being offered to only those who are able to afford it. Given the taxes currently paid by residents, a \$100 "privileged fee" is another example of Village greed. I find it appalling.	12/6/2019 4:43 PM
109	The resident parking provided to CTA commuters near Jewel is too far from Harlem station. I can park around the corner in Forest Park for same rate as Central/William spaces provided. I think given the taxes I pay as a RF resident parking should given to residents on Central Avenue by Town Center and those workers could walk from William/Central. I'm amazed at 5:45 how many of those spots are filled with only 2 stores open, Panera and Starbucks. Whole Foods bakers could park in lot in front if they are there before opening hours. I'm also disappyythe survey basically asked residents about need for part at Metra Station and not CTA green line needs.	12/6/2019 4:42 PM
110	It seems likely that more parking near the Metra Station is needed. How about using the Methodist church lot? We could pay them a rental fee for weekday use? This idea may already be in place, I'm not sure. Thank you.	12/6/2019 4:31 PM

Parking Inventory & Utilization Tables

Table A1 On-Street Parking Occupancy Counts - ZONE 1 Tuesday, November 19, 2019

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied														
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM		
Thatcher Ave (Augusta-Railroad)	E	19	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	W	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal				0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Thatcher Ave (Railroad-Division)	E	9	Resident Parking 8A-8P, M-F	0	1	2	2	3	3	2	2	1	0	0	0	0	0	
	W	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal				0	1	2	2	3	3	2	2	1	0	0	0	0	0	
Thatcher Ave (Greenfield-North)	E	8	No Parking	0	0	0	1	2	2	3	0	2	2	0	0	1	1	
	W	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal				0	0	0	1	2	2	3	0	2	2	0	1	1	1	
Keystone Ave (Augusta-Thomas)	E	11	No Parking	0	0	0	2	1	2	2	0	3	4	3	3	2	1	
	W	9		1	0	0	0	0	0	0	0	0	1	1	0	1	0	
Subtotal				1	0	0	2	1	2	2	0	3	5	4	3	3	1	
Keystone Ave (Thomas-Division)	E	13	Resident Parking 8A-8P, M-F	2	4	2	2	3	3	2	2	2	2	2	1	2	2	
	W	13		0	1	1	1	1	1	1	0	1	1	1	1	1	0	
Subtotal				2	5	3	3	4	4	3	3	3	3	3	3	3	2	
Keystone Ave (Greenfield-Cul de sac)	E	29	No Parking 8A-5P, M-F	0	0	0	1	2	2	1	0	2	0	2	0	0	1	
	W	25		0	0	0	0	1	1	0	0	2	0	1	1	0	1	
Subtotal				0	0	0	1	3	3	1	0	4	0	3	1	0	2	
Forest Ave (Augusta-Thomas)	E	18	No Parking	0	1	2	2	2	1	2	0	1	2	2	3	2	0	
	W	10		0	2	1	1	1	1	1	0	0	0	0	0	0	3	
Subtotal				0	3	3	3	3	2	3	1	2	2	3	2	3	3	
Forest Ave (Thomas-Division)	E	13	Resident Parking 8A-8P, M-F	0	2	0	0	2	0	2	0	1	1	1	1	1	0	
	W	11		0	0	0	1	0	0	0	0	0	1	2	2	2	2	
Subtotal				0	2	0	1	2	2	2	0	1	1	2	3	3	2	
Forest Ave (1300 blk N of Greenfield)	E	7	No Parking 8A-5P, M-F	0	0	0	0	0	0	1	0	0	0	1	0	1	1	
	W	5		0	0	0	0	0	0	0	0	0	1	2	1	1	2	
Subtotal				0	0	0	0	0	0	1	0	0	1	3	1	2	3	
Forest Ave (1400 blk N of Greenfield)	E	12	No Parking	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
	W	11		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal				0	0	0	1	0	1	0	0	0	0	0	0	0	0	
Forest Ave (1500 blk N of Greenfield)	E	12	2-Hr, 8A-6P, M-F	7	5	4	7	9	9	8	0	5	3	2	5	4	4	
	W	12		3	2	2	4	4	4	2	2	0	4	4	2	2	3	3
Subtotal				10	7	6	11	13	13	10	0	9	7	4	7	8	7	
Park Ave (Augusta-Thomas)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	W	13		0	0	0	2	3	3	3	0	2	3	1	2	2	3	3
Subtotal				0	0	0	2	3	3	3	0	2	3	1	2	2	3	
Park Ave (Thomas-Division)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	W	13		0	0	0	1	2	2	0	1	1	1	1	1	1	2	2
Subtotal				0	0	0	1	2	2	0	1	1	1	1	1	1	2	
Park Ave (Division-Dominican dr)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	W	40		0	0	5	7	12	11	0	8	7	9	7	3	2	2	2
Subtotal				0	0	5	7	12	11	0	8	7	9	7	3	2	2	
Park Ave (Dominican dr-Greenfield)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	W	7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS)
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS)
 ☐ No counts performed during this hour

Table A1 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 1

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied														
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM		
Park Ave (Greenfield W-Greenfield E)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	3	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Park Ave (Greenfield E-LeMoyne)	E	13		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	10		3	2	1	2	1	2	3	0	3	2	2	2	1	2	1
	Subtotal	23		3	2	1	2	2	2	5	0	5	5	6	5	5	3	3
Park Ave (LeMoyne-North)	E	12		1	3	1	1	3	2	0	0	1	3	2	3	2	3	4
	W	9		1	2	1	1	1	1	0	3	2	0	1	0	0	0	0
	Subtotal	21		4	3	2	4	3	3	3	3	3	3	3	3	3	3	4
Franklin Ave (Augusta-Thomas)	E	14		0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
	W	17		0	0	0	2	3	3	2	0	2	2	2	2	3	3	1
	Subtotal	31		0	1	1	3	3	3	2	0	2	2	2	4	4	3	1
Franklin Ave (Thomas-Division)	E	15		0	2	1	1	0	0	0	0	0	0	0	0	0	0	0
	W	17		0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
	Subtotal	32		0	2	1	1	0	0	1	1	0	0	0	0	0	0	0
Franklin Ave (Division-Greenfield E)	E	36		1	0	1	2	4	3	0	0	0	0	0	0	0	0	0
	W	12	Student Loading Zone 8A-11A; 1P-4P	0	7	12	12	12	12	10	0	12	10	3	2	2	2	1
	Subtotal	28		1	7	13	14	14	14	10	0	12	10	3	2	2	1	1
Franklin Ave (Greenfield E-LeMoyne)	E	14		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	18		0	2	1	2	1	1	1	0	2	1	1	1	1	2	1
	Subtotal	76		0	2	1	2	1	1	1	0	2	1	1	1	2	2	1
Franklin Ave (LeMoyne-North)	E	13		4	2	4	3	2	2	0	2	0	0	0	0	0	0	0
	W	13		1	1	2	2	2	1	0	0	2	1	1	1	0	0	0
	Subtotal	26		5	3	6	5	4	3	0	2	2	1	1	1	0	0	0
Ashland Ave (Augusta-Thomas)	E	14		0	4	2	1	4	2	0	0	0	0	0	0	0	0	0
	W	17		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	31		1	4	2	1	4	2	0	0	0	0	0	0	0	0	0
Ashland Ave (Thomas-Division)	E	18		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	18		0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	36		0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
Ashland Ave (Division-Greenfield E)	E	32	2-Hr, 7A-4P School Days	1	2	3	11	23	19	0	8	6	2	3	1	0	0	0
	W	27		0	0	0	2	14	10	0	0	0	0	0	0	0	0	0
	Subtotal	12	Student Loading Zone 8A-11A; 1P-4P	1	2	3	15	37	29	0	8	6	2	3	1	0	0	0
Ashland Ave (Greenfield E-LeMoyne)	E	13		1	3	5	25	49	41	0	18	16	11	7	2	3	3	3
	W	13		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	26		1	3	5	25	49	41	0	18	16	11	7	2	3	3	3
Ashland Ave (LeMoyne-North)	E	8	Resident Parking 8A-8P	0	1	2	1	2	2	0	1	1	0	0	0	0	0	0
	W	11	Resident Parking 8A-8P	0	1	2	1	1	1	0	2	2	1	2	1	2	1	2
	Subtotal	19		0	2	4	2	3	3	0	3	3	1	3	1	2	1	2
North Ave (Park-Franklin)	N	11	not in village	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	11		1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
	Subtotal	22		1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
North Ave (Franklin-Ashland)	N	0	not in village	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	11		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	11		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LeMoyne St (Park-Franklin)	N	11		0	2	1	2	0	0	0	0	0	0	0	0	0	0	0
	S	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	23		0	2	1	2	0	0	0	0	0	0	0	0	0	0	0
LeMoyne St (Franklin-Ashland)	N	13		0	3	4	3	2	3	0	0	2	1	0	0	0	0	0
	S	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	25		0	3	4	3	2	3	0	2	2	1	0	0	0	0	0

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS)
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS)
 No counts performed during this hour

Table A2 On-Street Parking Occupancy Counts - ZONE 1 Tuesday, November 19, 2019

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Thatcher Ave (Augusta-Railroad)	E	19	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	19		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Thatcher Ave (Railroad-Division)	E	9	Resident Parking 8A-8P, M-F	0%	11%	22%	22%	33%	22%	0%	0%	0%	0%	0%	0%	0%	0%
	W	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	9		0%	11%	22%	22%	33%	22%	0%	0%	0%	0%	0%	0%	0%	0%
Thatcher Ave (Greenfield-North)	E	8	No Parking	0%	0%	0%	13%	25%	38%	38%	25%	25%	13%	13%	13%	13%	13%
	W	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	8		0%	0%	0%	13%	25%	38%	38%	25%	25%	13%	13%	13%	13%	13%
Keystone Ave (Augusta-Thomas)	E	11		0%	0%	0%	18%	9%	18%	18%	0%	0%	27%	36%	27%	18%	9%
	W	9		11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	11%	0%
	Subtotal	20		5%	0%	0%	10%	5%	10%	10%	0%	0%	15%	25%	20%	15%	5%
Keystone Ave (Thomas-Division)	E	13	Resident Parking 8A-8P, M-F	15%	31%	15%	15%	23%	15%	15%	0%	0%	15%	15%	15%	8%	15%
	W	13	Resident Parking 8A-8P, M-F	0%	8%	8%	8%	8%	8%	8%	0%	0%	8%	8%	8%	8%	8%
	Subtotal	26		8%	19%	12%	12%	15%	12%	12%	0%	0%	12%	12%	12%	8%	8%
Keystone Ave (Greenfield-Cul de sac)	E	29	No Parking 8A-5P, M-F	0%	0%	0%	3%	7%	3%	3%	0%	0%	7%	7%	0%	0%	3%
	W	25	No Parking 8A-5P, M-F	0%	0%	0%	0%	4%	0%	0%	0%	0%	4%	4%	0%	0%	4%
	Subtotal	54		0%	0%	0%	2%	6%	2%	2%	0%	0%	7%	7%	2%	2%	4%
Forest Ave (Augusta-Thomas)	E	18		0%	6%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
	W	10		0%	20%	10%	10%	10%	10%	10%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	28		0%	11%	11%	11%	11%	11%	11%	0%	0%	4%	7%	7%	7%	11%
Forest Ave (Thomas-Division)	E	13	Resident Parking 8A-8P, M-F	0%	15%	15%	0%	15%	15%	15%	0%	0%	0%	8%	8%	8%	0%
	W	11	Resident Parking 8A-8P, M-F	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	24		0%	8%	8%	4%	8%	8%	8%	0%	0%	4%	4%	4%	4%	8%
Forest Ave (1300 blk N of Greenfield)	E	7	No Parking 8A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
	W	5	No Parking 8A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	20%
	Subtotal	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	8%
Forest Ave (1400 blk N of Greenfield)	E	12		0%	0%	0%	8%	8%	8%	8%	0%	0%	0%	0%	0%	0%	0%
	W	11		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	23		0%	0%	0%	4%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%
Forest Ave (1500 blk N of Greenfield)	E	12	2-Hr, 8A-6P, M-F	58%	42%	33%	58%	75%	67%	67%	0%	0%	42%	25%	17%	42%	33%
	W	12	2-Hr, 8A-6P, M-F	25%	17%	17%	33%	33%	17%	17%	0%	0%	33%	33%	17%	17%	25%
	Subtotal	24		42%	29%	25%	46%	54%	42%	42%	0%	0%	38%	29%	17%	29%	29%
Park Ave (Augusta-Thomas)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	13		0%	0%	0%	15%	23%	23%	23%	0%	0%	15%	23%	8%	15%	23%
	Subtotal	13		0%	0%	0%	15%	23%	23%	23%	0%	0%	15%	23%	8%	15%	23%
Park Ave (Thomas-Division)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	13	No Parking 8A-5P, M-F	0%	0%	0%	8%	15%	15%	15%	0%	0%	8%	8%	8%	8%	15%
	Subtotal	13		0%	0%	0%	8%	15%	15%	15%	0%	0%	8%	8%	8%	8%	15%
Park Ave (Division-Dominican dr)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	40	2-Hr, M-F	0%	0%	13%	18%	30%	28%	28%	0%	0%	20%	18%	23%	18%	5%
	Subtotal	40		0%	0%	13%	18%	30%	28%	28%	0%	0%	20%	18%	23%	18%	5%
Park Ave (Dominican dr-Greenfield)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	7	No Parking 8A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	7		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS) 0 2 2 1 1 1 1 1 1 1 1 0 0 1 1 2 2 1 0 0
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS) 2 2 1 1 1 1 1 1 1 1 1 0 0 1 1 2 2 1 1 0 0
 No counts performed during this hour

Table A2 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 1

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied														
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM		
Park Ave (Greenfield W-Greenfield E)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	3		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	3		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Park Ave (Greenfield E-LeMoine)	E	13		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	10		30%	20%	10%	20%	10%	30%	30%	20%	20%	31%	23%	20%	20%	20%	15%
	Subtotal	23		13%	9%	4%	9%	9%	20%	22%	22%	22%	26%	22%	22%	22%	22%	13%
Park Ave (LeMoine-North)	E	12		8%	25%	8%	8%	25%	8%	17%	8%	8%	25%	8%	8%	17%	25%	33%
	W	9		5%	11%	22%	11%	11%	11%	11%	11%	14%	14%	14%	14%	14%	14%	19%
	Subtotal	21		5%	19%	14%	10%	19%	14%	14%	14%	14%	14%	14%	14%	14%	14%	19%
Franklin Ave (Augusta-Thomas)	E	14		0%	7%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	17		0%	0%	0%	12%	18%	12%	12%	12%	12%	12%	12%	12%	12%	12%	14%
	Subtotal	31		0%	3%	3%	10%	10%	12%	12%	12%	12%	12%	12%	12%	12%	12%	10%
Franklin Ave (Thomas-Division)	E	15		0%	13%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	17		0%	0%	0%	0%	0%	6%	6%	6%	6%	6%	6%	6%	6%	6%	20%
	Subtotal	32		0%	6%	3%	0%	3%	6%	6%	6%	6%	6%	6%	6%	6%	6%	9%
Franklin Ave (Division-Greenfield E)	E	36		3%	0%	3%	6%	11%	6%	8%	0%	0%	0%	0%	0%	0%	0%	0%
	W	12	Student Loading Zone 8A-11A, 1P-4P	0%	58%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	Subtotal	48		3%	58%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Franklin Ave (Greenfield E-LeMoine)	E	14		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	18		0%	11%	6%	11%	7%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
	Subtotal	32		0%	6%	3%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Franklin Ave (LeMoine-North)	E	13		31%	15%	31%	23%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	31%
	W	13		8%	8%	15%	15%	15%	15%	12%	12%	12%	12%	12%	12%	12%	12%	15%
	Subtotal	26		19%	12%	23%	19%	15%	12%	12%	12%	12%	12%	12%	12%	12%	12%	19%
Ashland Ave (Augusta-Thomas)	E	14		0%	29%	14%	7%	29%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
	W	17		6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	31		3%	13%	6%	3%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Ashland Ave (Thomas-Division)	E	18		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	18		0%	11%	6%	6%	6%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
	Subtotal	36		0%	6%	3%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Ashland Ave (Division-Greenfield E)	E	32	2-Hr, 7A-4P School Days	3%	6%	9%	34%	72%	59%	59%	59%	59%	59%	59%	59%	59%	59%	6%
	W	27		0%	0%	0%	7%	52%	37%	37%	37%	37%	37%	37%	37%	37%	37%	0%
	Subtotal	59		3%	6%	9%	41%	62%	96%	96%	96%	96%	96%	96%	96%	96%	96%	6%
Ashland Ave (Greenfield E-LeMoine)	E	13		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	13		0%	8%	15%	8%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	23%
	Subtotal	26		0%	4%	8%	4%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Ashland Ave (LeMoine-North)	E	8	Resident Parking 8A-8P	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	11	Resident Parking 8A-8P	0%	9%	18%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
	Subtotal	19		0%	5%	11%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
North Ave (Park-Franklin)	N	0	Not in village	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	11		9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	11		9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
North Ave (Franklin-Ashland)	N	0	Not in village	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	11		9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	11		9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
LeMoine St (Park-Franklin)	N	11		0%	18%	9%	18%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	17%
	S	12		0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	23		0%	9%	4%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
LeMoine St (Franklin-Ashland)	N	13		0%	23%	31%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	0%
	S	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	25		0%	12%	16%	12%	8%	12%	12%	12%	12%	12%	12%	12%	12%	12%	0%

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS) 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 No counts performed during this hour

Table A3 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 2

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied														
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM		
Monroe Ave (Division-Berkshire)	E	15		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	12		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	27		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Monroe Ave (Berkshire-Greenfield)	E	10		3	2	2	3	2	2	2	1	0	0	0	0	1	1	1
	W	12		2	4	3	2	2	2	3	0	2	3	3	0	2	2	2
	Subtotal	22		5	6	5	5	4	4	5	0	4	4	3	0	3	3	3
Monroe Ave (Greenfield-LeMoine)	E	10		2	3	3	3	4	4	4	0	4	3	4	0	3	0	0
	W	12		3	2	3	4	5	4	4	0	4	3	3	0	0	0	0
	Subtotal	22		5	5	6	7	9	8	8	0	8	7	7	0	3	3	3
William St (Chicago-Iowa)	E	14		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	12		2	1	1	1	1	1	1	0	0	0	0	0	0	0	0
	Subtotal	26		2	1	1	1	1	1	1	0	0	0	0	0	0	0	0
William St (Iowa-Augusta)	E	14	Resident Parking 8A-8P, M-F	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
	W	11	Resident Parking 8A-8P, M-F	1	2	3	2	2	2	2	0	3	2	1	0	0	0	0
	Subtotal	25		1	2	3	2	2	2	2	0	3	2	1	0	0	0	0
William St (Division-Berkshire)	E	18		2	3	3	2	2	2	2	0	2	0	0	0	0	0	0
	W	13		1	2	1	1	2	2	0	2	1	0	0	0	0	0	0
	Subtotal	31		3	5	4	4	4	4	2	2	1	0	0	0	0	0	0
William St (Berkshire-Greenfield)	E	17		0	1	1	1	1	0	0	0	1	1	0	0	0	0	0
	W	9		0	0	0	0	0	1	2	0	1	1	0	0	2	1	1
	Subtotal	26		0	1	1	1	1	1	2	0	2	2	1	0	2	1	2
William St (Greenfield-LeMoine)	E	15		1	1	2	2	1	1	0	0	0	1	0	0	2	3	3
	W	12		2	2	2	2	1	1	0	0	0	1	1	0	0	0	0
	Subtotal	27		3	3	4	3	2	2	0	0	1	2	1	0	2	3	3
Clinton Pl (Chicago-Iowa)	E	14		1	2	3	4	3	2	0	0	2	2	0	0	1	2	2
	W	10		1	1	2	3	2	3	0	1	2	1	0	0	1	1	1
	Subtotal	24		2	3	5	7	5	5	0	3	4	3	1	0	2	3	3
Clinton Pl (Iowa-Augusta)	E	12	Resident Parking 8A-8P, M-F	1	1	1	1	1	1	2	0	1	1	0	0	0	0	0
	W	14	Resident Parking 8A-8P, M-F	1	1	1	1	1	2	1	0	2	2	1	2	0	0	0
	Subtotal	26		2	2	2	2	2	3	3	0	3	3	2	2	0	0	0
Clinton Pl (Greenfield-LeMoine)	E	14		0	1	1	2	2	2	3	0	4	2	1	0	0	0	0
	W	12		0	2	2	1	1	1	0	1	1	1	1	0	1	2	2
	Subtotal	26		0	3	3	3	3	3	0	5	3	2	2	0	1	2	2
Bonnie Brae Pl (Chicago-Iowa)	E	11	2-Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	11	2-Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	22		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bonnie Brae Pl (Iowa-Augusta)	E	15	No Parking 9A-5P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	16	No Parking 9A-5P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	31		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bonnie Brae Pl (Augusta-Thomas)	E	9	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	10	Resident Parking 8A-8P, M-F	1	8	10	10	10	10	10	0	8	5	4	0	4	4	4
	Subtotal	19		1	8	10	10	10	10	10	0	8	5	4	0	4	4	4
Bonnie Brae Pl (Thomas-Division)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	11	2-Hr	2	4	9	10	8	6	0	0	0	0	0	0	0	0	0
	Subtotal	22	Student Loading Zone 7:45A-8:45A, 2P-3:15P, 1-Hr 8:45 A-2P, M-F	2	4	9	10	8	6	0	0	0	0	0	0	0	0	0
Bonnie Brae Pl (Greenfield-LeMoine)	E	16		0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	9		2	7	9	10	8	6	0	0	0	0	0	0	0	0	0
	Subtotal	25		2	10	9	10	8	6	0	0	0	0	0	0	0	0	0
LeMoine St (Monroe-William)	E	15		0	1	2	1	2	1	2	0	0	0	0	0	0	0	0
	W	12		0	1	2	1	2	1	2	0	1	1	1	0	1	1	1
	Subtotal	27		0	2	4	3	4	3	4	0	1	1	1	0	1	1	1

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS)
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS)
 Concordia Permit (INCLUDED IN COUNTS)
 Dominican Permit (INCLUDED IN COUNTS)
 No counts performed during this hour

Table A3 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 2

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied															
				7:00 AM - 8:00 AM	8:00 AM - 9:00 AM	9:00 AM - 10:00 AM	10:00 AM - 11:00 AM	11:00 AM - Noon	Noon - 1:00 PM	1:00 PM - 2:00 PM	2:00 PM - 3:00 PM	3:00 PM - 4:00 PM	4:00 PM - 5:00 PM	5:00 PM - 6:00 PM	6:00 PM - 7:00 PM	7:00 PM			
Thomas St (Jackson-Monroe)	N	12	2-Hr 8A-5P, M-F	2	4	2	3	2	2	0	0	0	0	0	0	0	0	1	2
	S	13	2-Hr 8A-5P, M-F	2	4	3	3	2	1	0	0	0	1	0	0	1	0	1	1
	Subtotal	25		4	8	5	6	4	3	0	0	0	1	0	2	1	2	3	
Thomas St (Bonnie Brae-Harlem)	N	12	No Parking	10	10	10	10	12	12	0	7	7	5	0	3	0	2	2	
	S	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal	12		10	10	10	10	12	12	0	7	7	5	0	3	0	2		
Augusta St (Lathrop-Jackson)	N	11	No Parking 4P-6P, M-SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	8	No Parking 7A-9A, M-SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal	19		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Augusta St (Jackson-Monroe)	N	12	No Parking 8A-5P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	12	No Parking 8A-5P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal	24		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Iowa St (Lathrop-Jackson)	N	10		0	1	1	1	1	1	1	0	1	1	0	0	0	0	0	
	S	11		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal	21		0	1	1	1	1	1	1	0	1	1	0	0	0	0		
Iowa St (Jackson-Monroe)	N	14		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	11		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal	25		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Iowa St (Monroe-William)	N	10		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	13		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal	23		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Iowa St (William-Clinton)	N	13		1	1	2	2	2	2	0	0	0	0	0	0	0	0	0	
	S	12		0	2	2	1	1	1	0	1	1	0	0	1	0	1	2	
	Subtotal	25		1	3	4	3	3	3	0	1	1	0	0	1	1	2		
Iowa St (Clinton-Bonnie Brae)	N	14		0	1	2	3	4	6	0	5	4	3	0	1	1	1		
	S	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Subtotal	26		0	1	2	3	4	6	0	5	4	3	0	1	1			
Iowa St (Bonnie Brae-Harlem)	N	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	12		0	2	3	3	2	2	0	0	0	0	0	0	0	0		
	Subtotal	24		0	2	3	3	2	2	0	0	0	0	0	0	0			
Chicago Ave (Lathrop-Jackson)	N	5		0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	
	S	7		0	1	2	3	3	3	0	4	4	3	0	1	1	1		
	Subtotal	12		0	2	4	5	4	3	0	4	4	3	0	1	1			
Chicago Ave (Jackson-Monroe)	N	10		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	11		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal	21		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Chicago Ave (Monroe-William)	N	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	11		0	0	0	1	1	2	0	1	2	1	0	0	0	0		
	Subtotal	23		0	0	0	1	1	2	0	1	2	1	0	0	0			
Chicago Ave (William-Clinton)	N	15		0	1	1	1	0	0	0	0	1	2	0	0	0	0	0	
	S	10		0	1	3	2	3	3	0	3	1	1	0	1	0	0		
	Subtotal	25		0	2	4	3	3	3	0	4	3	1	0	1	0			
Chicago Ave (Clinton-Bonnie Brae)	N	12		2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	
	S	9		1	1	2	2	2	2	2	2	3	3	3	3	1	0		
	Subtotal	21		3	3	4	3	3	2	2	3	3	3	3	3	1	0		
TOTAL	1601			83	153	198	224	232	240	0	208	189	129	0	99	98	0		

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.

Contractor Vehicles (EXCLUDED FROM COUNTS)
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS)
 Concordia Permit (INCLUDED IN COUNTS)
 Dominican Permit (INCLUDED IN COUNTS)
 No counts performed during this hour
 Total Contractor Vehicles 5
 Total RF Resident Zone 1 Permit 0
 Total Concordia Permit 0
 Total Dominican Permit 0

Table A4 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 2

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Monroe Ave (Division-Berkshire)	E	15		7%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	12		0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	27		4%	4%	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Monroe Ave (Berkshire-Greenfield)	E	10		30%	20%	20%	30%	20%	20%	20%	20%	20%	20%	20%	20%	20%	10%
	W	12		17%	33%	25%	17%	17%	25%	25%	17%	25%	25%	25%	25%	25%	17%
	Subtotal	22		23%	27%	23%	23%	18%	23%	18%	18%	18%	18%	18%	18%	18%	14%
Monroe Ave (Greenfield-LeMoine)	E	10		30%	30%	30%	30%	40%	40%	40%	40%	40%	40%	40%	40%	40%	30%
	W	12		25%	17%	25%	33%	42%	33%	33%	33%	25%	25%	25%	25%	25%	0%
	Subtotal	22		23%	23%	27%	32%	41%	36%	36%	36%	27%	27%	27%	27%	27%	14%
William St (Chicago-Iowa)	E	14		17%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
	W	12		8%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
	Subtotal	26		8%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	8%
William St (Iowa-Augusta)	E	14	Resident Parking 8A-8P, M-F	0%	0%	0%	0%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
	W	11	Resident Parking 8A-8P, M-F	9%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
	Subtotal	25		4%	8%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	0%
William St (Division-Berkshire)	E	18		17%	17%	17%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
	W	13		8%	15%	8%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	8%
	Subtotal	31		10%	16%	13%	13%	13%	10%	10%	10%	10%	10%	10%	10%	10%	0%
William St (Berkshire-Greenfield)	E	17		6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
	W	9		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	26		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
William St (Greenfield-LeMoine)	E	15		7%	7%	13%	13%	13%	13%	7%	7%	7%	7%	7%	7%	7%	7%
	W	12		17%	17%	17%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
	Subtotal	27		11%	11%	15%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
Clinton Pl (Chicago-Iowa)	E	14		7%	10%	20%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%
	W	10		10%	10%	20%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
	Subtotal	24		8%	13%	21%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%
Clinton Pl (Iowa-Augusta)	E	12	Resident Parking 8A-8P, M-F	8%	8%	17%	8%	8%	8%	17%	8%	8%	8%	8%	8%	8%	8%
	W	14	Resident Parking 8A-8P, M-F	7%	7%	7%	7%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
	Subtotal	26		8%	8%	12%	8%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
Clinton Pl (Greenfield-LeMoine)	E	14		7%	7%	7%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
	W	12		17%	17%	17%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
	Subtotal	26		0%	12%	12%	12%	12%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Bonnie Brae Pl (Chicago-Iowa)	E	11	2-Hr	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	11	2-Hr	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	22		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bonnie Brae Pl (Iowa-Augusta)	E	15	No Parking 9A-5P, M-F	0%	0%	0%	0%	13%	20%	20%	20%	20%	20%	20%	20%	20%	20%
	W	16	No Parking 9A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	31		0%	0%	0%	0%	6%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bonnie Brae Pl (Augusta-Thomas)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	9	Resident Parking 8A-8P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	19		10%	80%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Bonnie Brae Pl (Thomas-Division)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	11	Student Loading Zone 7:45A-8:45A; 2P-3:15P; 1-Hr 8:45 A-2P, M-F	18%	36%	82%	91%	73%	55%	55%	55%	55%	55%	55%	55%	55%	55%
	Subtotal	11		5%	42%	53%	53%	53%	53%	53%	53%	53%	53%	53%	53%	53%	53%
Bonnie Brae Pl (Greenfield-LeMoine)	E	18		11%	39%	50%	56%	44%	33%	33%	33%	33%	33%	33%	33%	33%	33%
	W	16		22%	33%	44%	44%	33%	22%	22%	22%	22%	22%	22%	22%	22%	22%
	Subtotal	34		16%	28%	32%	32%	32%	24%	24%	24%	24%	24%	24%	24%	24%	24%
LeMoine St (Monroe-William)	E	15		0%	7%	13%	7%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	27		0%	0%	7%	4%	7%	4%	4%	4%	4%	4%	4%	4%	4%	4%

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.

Contractor Vehicles (EXCLUDED FROM COUNTS)

RF-Resident Zone 1 Permit (INCLUDED IN COUNTS)

Concordia Permit (INCLUDED IN COUNTS)

Dominican Permit (INCLUDED IN COUNTS)

☐ No counts performed during this hour

Table A4 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 2

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied												
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
LeMoine St (William-Clinton)	N	15		7%	13%	20%	13%	7%	13%	0%	13%	13%	13%	0%	7%	13%
	S	13		0%	15%	8%	8%	15%	15%	0%	15%	15%	15%	0%	15%	8%
	Subtotal	28		4%	14%	11%	11%	14%	14%	0%	14%	14%	14%	0%	11%	11%
LeMoine St (Clinton-Bonnie Brae)	N	12		0%	0%	0%	0%	8%	8%	0%	17%	8%	0%	0%	8%	17%
	S	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	24		0%	0%	0%	0%	4%	4%	0%	8%	8%	0%	0%	4%	8%
LeMoine St (Bonnie Brae-Harlem)	N	11	2-Hr	0%	27%	18%	9%	27%	27%	45%	45%	18%	0%	0%	9%	9%
	S	13	2-Hr	8%	15%	15%	23%	8%	23%	8%	8%	46%	46%	0%	38%	31%
	Subtotal	24		4%	21%	17%	17%	17%	25%	0%	29%	33%	0%	0%	25%	21%
Greenfield St (Lathrop-Jackson)	N	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	14		0%	0%	0%	0%	0%	0%	0%	0%	7%	7%	0%	0%	0%
	Subtotal	26		0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%	0%
Greenfield St (Jackson-Monroe)	N	14		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	13		8%	15%	31%	38%	38%	38%	0%	31%	31%	31%	0%	8%	8%
	Subtotal	27		4%	7%	15%	19%	19%	38%	0%	15%	15%	15%	0%	4%	4%
Greenfield St (Monroe-William)	N	13		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	25		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Greenfield St (William-Clinton)	N	13		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	15		0%	7%	7%	7%	7%	7%	7%	7%	7%	0%	0%	0%	8%
	Subtotal	28		0%	4%	4%	4%	4%	4%	4%	4%	4%	0%	0%	0%	4%
Greenfield St (Clinton-Bonnie Brae)	N	14		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	9		0%	11%	22%	33%	33%	22%	0%	11%	11%	11%	0%	22%	22%
	Subtotal	23		0%	4%	9%	13%	13%	9%	0%	9%	9%	9%	0%	9%	9%
Greenfield St (Bonnie Brae-Harlem)	N	12		0%	8%	8%	8%	8%	8%	8%	8%	17%	17%	0%	8%	8%
	S	15		7%	7%	7%	7%	7%	7%	7%	13%	13%	13%	0%	13%	7%
	Subtotal	27		4%	7%	7%	7%	7%	7%	7%	11%	11%	11%	0%	11%	7%
Berkshire St (Lathrop-Jackson)	N	11		0%	18%	36%	45%	45%	45%	0%	36%	27%	27%	0%	0%	0%
	S	16		6%	0%	0%	25%	44%	69%	0%	75%	38%	6%	0%	0%	0%
	Subtotal	27		4%	7%	0%	33%	44%	59%	0%	59%	33%	6%	0%	0%	0%
Berkshire St (Jackson-Monroe)	N	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	24		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Berkshire St (Monroe-William)	N	15		0%	7%	7%	7%	7%	7%	7%	7%	8%	8%	0%	0%	0%
	S	12		8%	0%	0%	0%	8%	8%	0%	8%	8%	8%	0%	0%	0%
	Subtotal	27		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	0%	0%	0%
Division St (Lathrop-Jackson)	N	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	7		0%	29%	43%	43%	43%	43%	0%	100%	71%	14%	0%	14%	14%
	Subtotal	7		0%	29%	43%	43%	43%	43%	0%	100%	71%	14%	0%	14%	14%
Division St (Jackson-Monroe)	N	7		0%	14%	14%	14%	14%	14%	0%	14%	14%	14%	0%	0%	0%
	S	10		0%	10%	20%	30%	30%	30%	0%	10%	10%	10%	0%	0%	0%
	Subtotal	17		0%	12%	18%	24%	24%	24%	0%	6%	12%	12%	0%	0%	0%
Division St (Monroe-William)	N	3		0%	33%	67%	33%	33%	33%	0%	0%	0%	0%	0%	0%	0%
	S	13		0%	38%	69%	85%	85%	69%	0%	46%	38%	15%	0%	0%	0%
	Subtotal	16		0%	38%	69%	75%	75%	63%	0%	38%	31%	13%	0%	0%	0%
Division St (William-Bonnie Brae)	N	31		10%	29%	55%	65%	71%	74%	0%	42%	26%	19%	0%	19%	13%
	S	5	Student Loading Zone 7:45A-8:45A, 2P-3:15P, 1-Hr 8:45 A-2P, M-F 30 min. 8A-4P, M-F	0%	40%	0%	0%	0%	0%	20%	0%	60%	0%	0%	0%	0%
	Subtotal	36		14%	14%	57%	86%	86%	100%	0%	100%	71%	50%	0%	29%	29%
Division St (Bonnie Brae-Harlem)	N	11		9%	27%	43%	55%	59%	66%	0%	52%	36%	22%	0%	17%	14%
	S	7		57%	29%	29%	14%	43%	57%	0%	73%	45%	45%	0%	9%	18%
	Subtotal	18		28%	29%	39%	44%	50%	50%	0%	86%	86%	50%	0%	57%	57%
Thomas St (Lathrop-Jackson)	N	10		0%	20%	20%	30%	30%	50%	0%	0%	10%	10%	0%	10%	10%
	S	10		0%	10%	20%	20%	10%	10%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	20		0%	15%	20%	25%	20%	30%	0%	0%	5%	5%	0%	5%	5%

Note: Parking inventory based on observations of actual street use and parking (EXCLUDED FROM COUNTS) (INCLUDED IN COUNTS) (INCLUDED IN COUNTS) (INCLUDED IN COUNTS) (INCLUDED IN COUNTS)
 Contractor Vehicles
 RF Resident Zone 1 Permit
 Concordia Permit
 Dominican Permit
 No counts performed during this hour

Table A4 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 2

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied												
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Thomas St (Jackson-Monroe)	N	12	2-Hr 8A-5P, M-F	17%	33%	17%	25%	17%	17%	17%	17%	17%	17%	17%	17%	17%
	S	13	2-Hr 8A-5P, M-F	15%	31%	23%	23%	15%	15%	8%	8%	8%	8%	8%	8%	8%
	Subtotal	25		16%	32%	20%	24%	16%	12%	12%	12%	12%	12%	12%	12%	12%
Thomas St (Bonnie Brae-Harlem)	N	12	No Parking	83%	83%	83%	83%	100%	100%	100%	100%	58%	42%	25%	17%	
	S	0		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Subtotal	12		83%	83%	83%	83%	100%	100%	100%	58%	42%	25%	17%		
Augusta St (Lathrop-Jackson)	N	11	No Parking 4P-6P, M-SAT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	S	8	No Parking 7A-9A, M-SAT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Subtotal	19		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Augusta St (Jackson-Monroe)	N	12	No Parking 8A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	S	12	No Parking 8A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Subtotal	24		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Iowa St (Lathrop-Jackson)	N	10		0%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	
	S	11		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Subtotal	21		0%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	
Iowa St (Jackson-Monroe)	N	14		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	S	11		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Subtotal	25		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Iowa St (Monroe-William)	N	10		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	S	13		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Subtotal	23		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Iowa St (William-Clinton)	N	13		8%	8%	15%	15%	15%	15%	15%	15%	8%	8%	8%	8%	
	S	12		0%	17%	17%	8%	8%	8%	8%	8%	8%	8%	8%	17%	
	Subtotal	25		4%	12%	16%	12%	12%	12%	12%	12%	4%	4%	4%	8%	
Iowa St (Clinton-Bonnie Brae)	N	14		0%	7%	14%	21%	29%	29%	43%	36%	21%	7%	7%		
	S	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
	Subtotal	26		0%	4%	8%	12%	15%	15%	23%	19%	12%	4%	4%		
Iowa St (Bonnie Brae-Harlem)	N	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
	S	12		0%	17%	25%	25%	17%	17%	17%	17%	8%	8%	8%		
	Subtotal	24		0%	8%	13%	13%	8%	8%	8%	8%	4%	4%	4%		
Chicago Ave (Lathrop-Jackson)	N	5		0%	20%	40%	40%	20%	20%	43%	57%	43%	14%			
	S	7		0%	14%	29%	43%	43%	43%	33%	33%	25%	8%			
	Subtotal	12		0%	17%	33%	42%	33%	25%	0%	0%	0%	0%			
Chicago Ave (Jackson-Monroe)	N	10		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
	S	11		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
	Subtotal	21		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Chicago Ave (Monroe-William)	N	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
	S	11		0%	0%	0%	9%	9%	18%	18%	9%	0%	0%			
	Subtotal	23		0%	0%	0%	4%	4%	9%	9%	4%	0%	0%			
Chicago Ave (William-Clinton)	N	15		0%	7%	7%	7%	0%	0%	0%	7%	13%	0%			
	S	10		0%	10%	30%	20%	30%	30%	30%	10%	10%	0%			
	Subtotal	25		0%	8%	16%	12%	12%	12%	16%	10%	10%	4%			
Chicago Ave (Clinton-Bonnie Brae)	N	12		17%	17%	17%	8%	8%	8%	0%	0%	0%	0%			
	S	9		11%	11%	22%	22%	22%	22%	33%	33%	11%				
	Subtotal	21		14%	14%	19%	14%	14%	14%	14%	14%	14%				
TOTAL	1601			5%	10%	12%	14%	14%	14%	15%	0%	13%	12%	8%	0%	6%

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.

Contractor Vehicles (EXCLUDED FROM COUNTS)

RF Resident Zone 1 Permit (INCLUDED IN COUNTS)

Concordia Permit (INCLUDED IN COUNTS)

Dominican Permit (INCLUDED IN COUNTS)

□ No counts performed during this hour

Total Contractor Vehicles

Total RF Resident Zone Permit 1

Total Concordia Permit

Total Dominican Permit

Table A5 On-Street Parking Occupancy Counts - ZONE 3 Wednesday, November 20, 2019

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Monroe St (Lake-Quick)	E	33	3-Hr, 6A-2P, M-F	0	1	1	1	1	2	0	0	2	2	3	2	3	2
	W	20	3-Hr, 6A-2P, M-F	0	2	2	2	0	1	0	0	2	1	2	2	3	3
	Subtotal	53		0	3	3	3	1	3	0	2	4	3	5	4	6	5
Monroe St (Quick-Oak)	E	18		0	0	0	0	1	1	0	0	0	0	0	0	0	1
	W	13		0	2	3	2	3	2	0	0	3	2	3	2	2	3
	Subtotal	31		0	2	3	2	4	3	0	3	2	3	3	2	2	4
Monroe St (Oak-Chicago)	E	29		1	1	2	2	2	2	3	0	4	3	4	3	4	2
	W	29		0	2	2	2	3	4	0	0	0	0	0	0	0	1
	Subtotal	58		1	3	4	4	5	7	0	4	3	4	4	3	4	3
William St (Garden-Lake)	E	2	15 min.	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	W	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	2		0	0	0	1	0	0	0	0	0	0	0	0	0	0
William St (Lake-Holly)	E	13	2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	9	2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	22		0	0	0	0	0	0	0	0	0	0	0	0	0	0
William St (Holly-Quick)	E	8	2 Hr	0	0	1	2	0	0	1	0	1	2	1	2	0	0
	W	15	2 Hr	0	2	2	1	0	0	0	0	1	2	1	1	1	3
	Subtotal	23		0	2	3	3	0	1	0	2	2	4	2	3	1	3
William St (Quick-Oak)	E	8		0	2	1	3	4	3	0	0	2	1	0	2	1	0
	W	18		3	2	2	2	1	1	0	0	2	1	0	0	0	2
	Subtotal	26		3	4	3	5	5	4	0	3	1	1	2	1	2	2
William St (Oak-Chicago)	E	14		0	2	3	2	3	2	0	0	3	2	2	2	1	2
	W	28		0	3	4	3	3	3	0	2	2	1	1	1	1	2
	Subtotal	42		0	5	7	5	6	5	0	5	3	3	3	3	2	4
Clinton Pl (Central-Lake)	E	4	2 Hr	2	1	3	2	3	2	3	0	3	2	4	3	2	1
	E	7	Special Permit A	0	0	0	1	3	2	0	0	1	1	1	2	0	0
	W	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clinton Pl (Holly-Quick)	E	10	2 Hr	2	1	3	3	0	0	0	0	4	3	5	5	2	1
	W	9	2 Hr	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	Subtotal	19		2	1	3	3	0	0	0	0	4	3	5	5	2	1
Clinton Pl (Quick-Oak)	E	11	2 Hr	0	0	0	0	0	0	0	0	1	1	0	1	1	1
	W	9	2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	20		0	0	0	0	0	0	0	0	1	1	0	1	1	1
Clinton Pl (Oak-Chicago)	E	19	No Parking 8A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	2	0	0
	W	15	No Parking 8A-10A, M-F	1	1	1	1	0	0	0	0	0	1	2	1	1	0
	Subtotal	34		1	1	1	1	0	0	0	0	0	1	2	3	1	0
Bonnie Brae Pl (Lake-Holly)	E	9	2 Hr	0	0	2	3	3	0	0	0	4	3	2	2	2	1
	W	8	No Parking 9A-10P, M-SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	17		0	0	2	3	3	0	0	0	4	3	2	2	2	1
Bonnie Brae Pl (Holly-Quick)	E	14	2 Hr	3	3	1	2	2	2	2	0	1	2	2	2	1	1
	W	10	No Parking 9A-10P, M-SAT	0	1	1	1	0	0	0	0	0	0	0	0	0	0
	Subtotal	24		3	4	2	3	2	2	0	1	2	2	2	2	1	1
Bonnie Brae Pl (Quick-Oak)	E	14	2 Hr	2	2	2	3	4	3	4	0	4	4	4	3	4	1
	W	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	14		2	2	2	3	4	3	4	0	4	4	4	3	4	1

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.

Contractor Vehicles (EXCLUDED FROM COUNTS) 0 1 1 3 1 0 0 0 2 2 1 0 0 0 0 0 0 0

RF Resident Zone 1 Permit (INCLUDED IN COUNTS) 1 1 1 1 0 0 0 1 0 0 0 1 0 0 0 0 0 1

☐ No counts performed during this hour

Table A5 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 3

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Bonnie Brae Pl (Oak-Chicago)	E	16	2 Hr	0	0	1	3	4	4	4	0	0	3	2	1	2	1
	W	13	2 Hr	0	1	1	1	0	0	2	0	1	1	1	1	1	3
	Subtotal	29		0	1	2	4	4	4	6	0	0	4	3	3	4	4
Chicago Ave (Monroe-William)	N	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	11		0	0	0	1	1	1	2	0	1	2	1	1	1	0
	Subtotal	23		0	0	0	1	1	2	2	0	1	2	1	1	1	0
Chicago Ave (William-Clinton)	N	15		0	1	1	1	0	0	0	0	1	2	0	0	0	0
	S	10		0	1	3	1	2	2	2	0	3	1	1	0	1	0
	Subtotal	25		0	2	4	2	2	2	4	0	4	3	1	1	1	0
Chicago Ave (Clinton-Bonnie Brae)	N	12		1	0	1	0	0	0	2	0	0	1	2	0	1	0
	S	7		0	1	1	1	0	1	1	0	1	2	2	2	2	1
	Subtotal	19		1	1	2	1	0	3	0	2	2	4	2	3	3	1
Oak Ave (Monroe-William)	N	12		0	0	1	1	0	0	0	0	1	1	0	0	1	2
	S	10		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	22		0	0	1	1	0	0	0	0	1	1	0	1	2	2
Oak Ave (William-Clinton)	N	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	10	2 Hr	0	0	2	2	1	1	0	0	0	0	0	0	0	1
	Subtotal	10		0	0	2	2	1	1	0	0	0	0	0	0	0	1
Oak Ave (Clinton-Bonnie Brae)	N	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	10	2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	10		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Oak Ave (Bonnie Brae-Harlem)	N	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	14	2 Hr	7	0	7	7	5	4	4	0	7	4	4	5	8	6
	Subtotal	14		7	0	7	7	5	4	4	0	7	4	4	5	8	6
Quick Ave (Monroe-William)	N	13	2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	S	13	2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	26		0	0	0	0	0	0	0	0	0	0	0	0	1	0
Quick Ave (William-Clinton)	N	9	No Parking 9A-10P	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	10	2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	19		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Quick Ave (Clinton-Bonnie Brae)	N	10	No Parking 9A-10P	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	11	2 Hr	0	0	0	1	1	1	3	0	2	2	1	0	1	2
	Subtotal	21		0	0	0	1	1	1	3	0	2	2	1	0	1	2
Quick Ave (Bonnie Brae-Harlem)	N	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	17	2 Hr	1	2	0	1	2	1	1	0	2	1	3	2	2	0
	Subtotal	17		1	2	0	1	2	1	1	0	2	1	3	2	2	0
Holly Ct (William-Clinton)	N	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	6	2 Hr	3	2	0	0	0	0	0	0	0	0	0	0	1	1
	Subtotal	6		3	2	0	0	0	0	0	0	0	0	0	0	1	1
Holly Ct (Clinton-Bonnie Brae)	N	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	7	2 Hr	0	1	1	2	2	2	1	0	1	1	1	2	2	1
	Subtotal	7		0	1	1	2	2	2	1	0	1	1	1	2	2	1
Lake St (Monroe-William)	N	0	No Parking	3	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	0		3	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake St (William-Clinton)	N	10	2 Hr	0	3	5	5	4	3	0	0	5	4	5	6	5	1
	S	4	2 Hr	0	0	0	0	0	2	0	0	3	2	3	3	1	2
	Subtotal	14		0	3	5	5	4	5	2	0	8	6	8	9	6	3
Lake St (Clinton-Bonnie Brae)	N	6	2 Hr	0	0	0	2	3	2	0	0	2	1	0	0	0	1
	S	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	6		0	0	0	2	3	2	0	0	2	1	0	0	0	1

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS) 0 0 0 1 3 1 0 0 0 0 0 0 0 0 0 0 0 0
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS) 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0
 No counts performed during this hour

Table A7 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 4

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied														
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM		
Keystone Ave (500 blk-Oak)	E	18		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	20		2	1	2	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	38		2	1	2	0	0	0	0	0	0	0	0	0	0	0	0
Forest Ave (Wash Comm Park-Linden)	E	5	2-Hr, 8A-5P, M-F	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0
	W	7	2-Hr, 8A-5P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	12		1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
Forest Ave (Linden-Hawthorne)	E	13	Resident Permit Parking 6A-10A, M-F	2	3	2	2	2	2	3	2	2	2	2	2	2	2	2
	W	13	Resident Permit Parking 6A-10A, M-F	2	1	3	3	3	1	1	0	0	0	0	0	0	0	0
	Subtotal	26		4	4	5	5	5	3	4	3	2	2	2	2	2	2	2
Forest Ave (Lake-500 blk)	E	17	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	14	Resident Permit Parking 6A-10A, M-F	1	2	3	4	4	4	4	4	4	4	4	4	4	4	4
	Subtotal	31		1	2	3	4	4	4	4	4	4	4	4	4	4	4	4
Forest Ave (500 blk-Oak)	E	8		3	2	2	3	2	2	2	2	2	2	2	2	2	2	2
	W	9		2	2	3	2	3	2	2	3	2	1	2	2	2	2	2
	Subtotal	17		5	4	4	5	5	4	4	5	4	3	5	4	4	4	4
Park Ave (Washington-Linden)	E	24		0	0	0	1	1	1	1	0	0	0	0	0	0	0	0
	W	11		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	35		0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
Park Ave (Linden-Hawthorne)	E	27	Resident Permit Parking 6A-10A, M-F	3	2	0	2	3	3	2	2	2	2	2	2	2	2	2
	W	9	Resident Permit Parking 6A-10A, M-F	3	1	2	1	1	4	2	2	2	2	2	2	2	2	2
	Subtotal	36		6	3	2	3	4	6	4	4	4	4	4	4	4	4	4
Park Ave (Central-Lake)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	3	30 min.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Park Ave (N of Lake-Oak)	E	21		5	11	9	10	9	9	9	9	9	9	9	9	9	9	9
	W	21	Opposite Lincoln ES-No Parking 7:30-9A, 2-4 P	4	11	8	8	11	8	6	6	6	6	6	6	6	6	6
	Subtotal	42		9	22	17	18	20	17	15	15	15	15	15	15	15	15	15
Washington Blvd (Thatcher-Gale)	N	11		1	2	3	2	3	2	2	2	2	2	2	2	2	2	2
	S	13		1	1	2	2	1	1	1	1	1	1	1	1	1	1	1
	Subtotal	24		2	3	5	4	4	3	3	3	3	3	3	3	3	3	3
Washington Blvd (Gale-Keystone)	N	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	14		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	26		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Washington Blvd (Keystone-Forest)	N	7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	10		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	17		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Washington Blvd (Forest-RR overpass)	N	6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Washington Blvd (RR overpass-Park)	N	5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	14		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Linden St (Thatcher-Gale)	N	1	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	14	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	15		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Linden St (Gale-Keystone)	N	11	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	12	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	23		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS) 4 5 4 6 6 4 4 0 0 0 0 0 0 0 0 0 0 0 0
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS) 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 RF Special Permit C (INCLUDED IN COUNTS) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
 No counts performed during this hour

Table A7 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 4

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Lake St (RR overpass-Park)	N	4	2-Hr	0	0	0	2	1	0	0	0	0	0	0	0	0	0
	S	7	2-Hr	0	0	0	0	0	0	0	0	0	0	0	1	1	0
	Subtotal	11		0	0	0	2	1	0	0	0	0	0	0	1	1	0
Oak Ave (Thatcher-Keystone)	N	14		2	2	2	1	2	2	0	0	2	0	0	0	0	0
	S	16		2	1	2	3	2	3	0	3	2	2	2	2	2	1
	Subtotal	30		4	3	4	4	4	5	0	4	3	2	2	2	2	1
Oak Ave (Keystone-Forest)	N	12		0	0	0	1	0	1	0	0	0	0	0	0	0	0
	S	11		2	1	1	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	23		2	1	1	1	0	1	0	0	0	0	0	0	0	0
Oak Ave (Forest-RR overpass)	N	8		0	0	0	2	1	1	1	0	1	1	2	2	2	2
	S	8		1	1	1	1	1	0	0	0	1	1	0	0	0	0
	Subtotal	16		1	1	1	3	2	1	1	1	2	2	2	2	2	2
Oak Ave (RR overpass-Park)	N	6		0	0	0	0	0	0	0	0	0	0	0	0	1	0
	S	6		0	0	1	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	12		0	0	1	0	0	0	0	0	0	0	0	0	1	0
TOTAL		1204		115	187	201	210	203	204	213	183	158	128	116	93		

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS)
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS)
 RF Special Permit C (INCLUDED IN COUNTS)

No counts performed during this hour

Total Contractor Vehicles
 Total RF Resident Zone Permit 1
 Total RF Special Permit C

9 20 20 15 17 17 17 23 23 0 19 10 2 4 4
 6 7 6 5 3 3 3 3 3 0 4 4 3 3 2 2 2
 1 1 1 1 1 0 0 0 0 0 1 1 0 0 0 0 0

Table A8 On-Street Parking Occupancy Counts - ZONE 4 Wednesday, November 20, 2019

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
River Oaks Dr (Lake-Auvergne)	E	19		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	14		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	33		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Auvergne Pl (Lake-Cul de sac)	E	9		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	9		11%	11%	11%	0%	0%	0%	11%	11%	11%	11%	11%	11%	0%	0%
	Subtotal	18		6%	6%	6%	0%	0%	0%	6%	6%	6%	6%	6%	6%	0%	0%
Edgewood Pl (Central-Lake)	E	9	Resident Permit Parking 6A-10A, M-F	22%	22%	22%	11%	11%	11%	22%	22%	22%	22%	22%	22%	0%	0%
	W	9	Resident Permit Parking 6A-10A, M-F	56%	56%	56%	67%	56%	56%	44%	22%	22%	44%	56%	44%	44%	33%
	Subtotal	18		39%	39%	39%	39%	33%	33%	33%	22%	22%	22%	39%	22%	22%	17%
Edgewood Pl (Lake-end of 500 blk)	E	14	Resident Permit Parking 6A-10A, M-F	14%	14%	21%	14%	7%	7%	29%	21%	0%	29%	21%	7%	7%	7%
	W	18	Resident Permit Parking 6A-10A, M-F	28%	28%	28%	17%	22%	22%	33%	0%	17%	11%	0%	0%	0%	0%
	Subtotal	32		22%	22%	25%	16%	16%	16%	28%	0%	22%	16%	3%	3%	3%	3%
Edgewood Pl (800 blk-Thatcher)	E	30		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	30		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	60		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Thatcher Ave (Washington-Linden)	E	7	2-Hr, 8A-5P, M-F	29%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	7		29%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Thatcher Ave (Linden-Hawthorne)	E	19	Resident Permit Parking 6A-10A, M-F	5%	5%	5%	11%	5%	5%	11%	5%	0%	5%	5%	5%	0%	0%
	W	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	19		5%	5%	5%	11%	5%	5%	11%	5%	0%	5%	5%	5%	0%	0%
Thatcher Ave (Lake-500 blk)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	9	Resident Permit Parking 6A-10A, M-F	22%	11%	11%	22%	33%	22%	22%	22%	22%	11%	22%	11%	11%	0%
	Subtotal	9		22%	11%	11%	22%	33%	22%	22%	22%	22%	11%	22%	11%	11%	0%
Thatcher Ave (500 blk-Oak)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	18		1%	17%	22%	22%	28%	28%	33%	39%	0%	28%	22%	17%	22%	28%
	Subtotal	18		11%	17%	22%	22%	28%	28%	33%	39%	0%	28%	22%	17%	22%	28%
Gale Ave (Washington-Linden)	E	9	2-Hr, 8A-5P, M-F	11%	11%	22%	44%	22%	22%	22%	33%	0%	33%	22%	0%	0%	0%
	W	16	2-Hr, 8A-5P, M-F	13%	6%	6%	13%	6%	19%	19%	0%	0%	6%	6%	0%	0%	0%
	Subtotal	25		12%	8%	12%	24%	12%	20%	20%	0%	0%	12%	12%	0%	0%	0%
Gale Ave (Linden-Hawthorne)	E	13	Resident Permit Parking 6A-10A, M-F	15%	8%	15%	15%	15%	15%	8%	15%	0%	15%	15%	15%	23%	15%
	W	20	Resident Permit Parking 6A-10A, M-F	10%	10%	15%	20%	10%	10%	10%	5%	0%	0%	0%	0%	0%	0%
	Subtotal	33		12%	9%	15%	18%	12%	9%	9%	0%	0%	6%	6%	6%	9%	6%
Keystone Ave (Washington-Linden)	E	12	2-Hr, 8A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	14	2-Hr, 8A-5P, M-F	21%	14%	21%	21%	21%	29%	29%	14%	14%	14%	21%	21%	14%	21%
	Subtotal	26		12%	8%	12%	12%	12%	15%	15%	8%	8%	15%	15%	19%	19%	19%
Keystone Ave (Linden-Hawthorne)	E	12	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	16	Resident Permit Parking 6A-10A, M-F	44%	50%	44%	31%	38%	31%	38%	0%	0%	25%	13%	0%	0%	0%
	Subtotal	28		25%	29%	25%	18%	21%	18%	21%	0%	0%	14%	7%	0%	4%	7%
Keystone Ave (Central-Lake)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	6	3-Hr, 6A-2P, M-F	0%	0%	0%	17%	33%	67%	67%	50%	0%	50%	33%	17%	33%	17%
	Subtotal	6		0%	0%	0%	17%	33%	67%	50%	0%	50%	33%	17%	33%	17%	17%
Keystone Ave (Lake-500 blk)	E	17	Resident Permit Parking 6A-10A, M-F	12%	12%	18%	18%	12%	12%	18%	18%	0%	18%	6%	0%	0%	0%
	W	12	Resident Permit Parking 6A-10A, M-F	17%	25%	25%	25%	33%	33%	25%	25%	0%	17%	17%	17%	8%	8%
	Subtotal	29		14%	17%	21%	21%	21%	21%	21%	21%	0%	14%	10%	7%	7%	3%

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS)
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS)
 No counts performed during this hour

Table A8 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 4

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Keystone Ave (500 blk-Oak)	E	18		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	20		10%	5%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	38		5%	3%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Forest Ave (Wash Comm Park-Linden)	E	5	2-Hr, 8A-5P, M-F	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
	W	7	2-Hr, 8A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	12		8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Forest Ave (Linden-Hawthorne)	E	13	Resident Permit Parking 6A-10A, M-F	15%	23%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
	W	13	Resident Permit Parking 6A-10A, M-F	15%	8%	23%	23%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
	Subtotal	26		15%	15%	19%	19%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
Forest Ave (Lake-500 blk)	E	17	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	14	Resident Permit Parking 6A-10A, M-F	7%	14%	21%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%
	Subtotal	31		3%	6%	10%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
Forest Ave (500 blk-Oak)	E	8		38%	25%	13%	38%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%
	W	9		22%	22%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
	Subtotal	17		29%	24%	24%	29%	29%	24%	24%	29%	29%	29%	29%	29%	29%	29%
Park Ave (Washington-Linden)	E	24		0%	0%	0%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
	W	11		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	35		0%	0%	0%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Park Ave (Linden-Hawthorne)	E	27	Resident Permit Parking 6A-10A, M-F	11%	7%	0%	7%	11%	7%	7%	7%	7%	7%	7%	7%	7%	7%
	W	9	Resident Permit Parking 6A-10A, M-F	33%	11%	22%	11%	11%	44%	44%	22%	22%	22%	22%	22%	22%	22%
	Subtotal	36		17%	8%	6%	8%	11%	17%	11%	11%	11%	11%	11%	11%	11%	11%
Park Ave (Central-Lake)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	3	30 min.	0%	0%	0%	33%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	3		0%	0%	0%	33%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Park Ave (N of Lake-Oak)	E	21		24%	52%	43%	48%	43%	43%	43%	43%	43%	43%	43%	43%	43%	43%
	W	21		19%	52%	38%	38%	52%	38%	38%	38%	38%	38%	38%	38%	38%	38%
	Subtotal	42	Opposite Lincoln ES-No Parking 7:30-9A, 2-4 P	21%	52%	40%	43%	48%	40%	40%	40%	40%	40%	40%	40%	40%	40%
Washington Blvd (Thatcher-Gale)	N	11		9%	18%	27%	18%	27%	18%	18%	27%	27%	27%	27%	27%	27%	27%
	S	13		8%	8%	15%	15%	8%	8%	15%	15%	15%	15%	15%	15%	15%	15%
	Subtotal	24		8%	13%	21%	17%	17%	13%	13%	21%	21%	21%	21%	21%	21%	21%
Washington Blvd (Gale-Keystone)	N	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	14		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	26		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Washington Blvd (Keystone-Forest)	N	7		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	10		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	17		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Washington Blvd (Forest-RR overpass)	N	6		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	6		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Washington Blvd (RR overpass-Park)	N	5		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	9		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	14		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Linden St (Thatcher-Gale)	N	1	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	14	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	15		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Linden St (Gale-Keystone)	N	11	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	12	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	23		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.

Contractor Vehicles

RF Resident Zone 1 Permit

RF Special Permit C

☐ No counts performed during this hour

(EXCLUDED FROM COUNTS)

(INCLUDED IN COUNTS)

(INCLUDED IN COUNTS)

4 5

0 0

1 1

6 6

0 0

1 1

4 4

0 0

0 0

2 2

0 0

1 1

0 0

0 0

0 0

0 0

0 0

0 0

Table A8 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 4

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied														
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM		
Linden St (Keystone-Forest)	N	9	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	10	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	19		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hawthorne Ave (Thatcher-S-Tratcher N)	N	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	8	No Parking 6A-2P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	8		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hawthorne Ave (Thatcher-N-Gale)	N	8	Monthly Permit Parking	50%	88%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	S	8	No Parking 6A-2P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	16		25%	44%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Hawthorne Ave (Gale-Keystone)	N	12	Monthly Permit Parking	0%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	S	12	No Parking 6A-2P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	18		0%	67%	67%	67%	67%	67%	67%	67%	67%	67%	67%	67%	67%	67%	67%
Hawthorne Ave (Keystone-Forest)	N	2	Daily Fee Scooters	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	N	19	Daily Fee Parking	32%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	S	12	No Parking 6A-2P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hawthorne Ave (Forest-RR overpass)	N	33	Daily Fee Parking	18%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%
	S	11	No Parking 6A-2P, M-F	0%	27%	27%	36%	36%	36%	36%	36%	36%	36%	36%	36%	36%	36%	36%
	Subtotal	17		0%	18%	18%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%
Hawthorne Ave (RR overpass-Park)	N	13	Daily Fee Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	9	No Parking 6A-2P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	22		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hawthorne Ave (Park-Franklin)	N	9	Daily Fee Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	N	10	No Parking 6A-2P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	12	No Parking 6A-2P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Central Ave (Edgewood-Thatcher)	N	31	Monthly Permit Parking 6A-2P, M-F	0%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%
	S	6	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	6		0%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%
Central Ave (Keystone-RR overpass)	N	47	Daily Fee Parking	32%	79%	83%	85%	85%	85%	83%	79%	79%	79%	79%	79%	79%	79%	79%
	N	11	Municipal Vehicles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Central Ave (Park-Franklin)	N	58	RF Employee Parking	26%	64%	67%	69%	69%	67%	64%	64%	62%	62%	62%	62%	62%	62%	62%
	S	7	RF Employee Parking	29%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	Subtotal	15		40%	87%	93%	87%	80%	93%	93%	93%	93%	93%	93%	93%	93%	93%	93%
Lake St (River Oaks-Auvergne)	N	15	2 Hr	0%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
	S	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	15		0%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Lake St (Auvergne-Edgewood)	N	9	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	10	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	19		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lake St (Edgewood-Thatcher)	N	12	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	15	Resident Permit Parking 6A-10A, M-F	7%	20%	27%	20%	20%	33%	47%	47%	47%	47%	47%	47%	47%	47%	47%
	Subtotal	27		4%	11%	15%	11%	11%	19%	26%	26%	26%	26%	26%	26%	26%	26%	26%
Lake St (Thatcher-Keystone)	N	11	3-Hr, 6A-2P, M-F	9%	18%	27%	9%	9%	27%	18%	18%	18%	18%	18%	18%	18%	18%	18%
	S	11	3-Hr, 6A-2P, M-F	5%	10%	14%	5%	5%	14%	10%	10%	10%	10%	10%	10%	10%	10%	10%
	Subtotal	21		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lake St (Forest-RR overpass)	N	12	3-Hr, 6A-2P, M-F	0%	0%	0%	17%	8%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%
	S	7	3-Hr, 6A-2P, M-F	29%	0%	0%	43%	57%	29%	0%	0%	0%	0%	0%	0%	0%	0%	
	Subtotal	3		0%	0%	0%	67%	67%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lake St (Keystone-Forest)	N	22	No Parking Loading Zone 7A-3P, M-F	9%	9%	9%	23%	23%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
	S	2	3-Hr, 6A-2P, M-F	0%	10%	20%	20%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
	Subtotal	10		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lake St (Forest-RR overpass)	N	6	3-Hr, 6A-2P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	7	3-Hr, 6A-2P, M-F	0%	0%	0%	14%	29%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
	Subtotal	13		0%	0%	0%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor: Vehicles (EXCLUDED FROM COUNTS)
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS)
 No counts performed during this hour

3 6 7 4 4 5 7 0 9 6 2 3 3
 0 1 1 1 1 1 1 0 1 1 1 1 1 0 0
 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Table A8 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 4

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Lake St (RR overpass-Park)	N	4	2-Hr	0%	0%	0%	50%	25%	25%	0%	0%	0%	0%	0%	0%	0%	0%
	S	7	2-Hr	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	14%	0%	0%
	Subtotal	11		0%	0%	0%	18%	9%	9%	0%	0%	0%	0%	9%	9%	0%	0%
Oak Ave (Thatcher-Keystone)	N	14		14%	14%	14%	7%	14%	14%	14%	14%	14%	14%	7%	0%	0%	0%
	S	16		13%	6%	13%	19%	13%	13%	19%	13%	13%	13%	13%	13%	13%	6%
	Subtotal	30		13%	10%	13%	13%	13%	13%	17%	0%	0%	10%	10%	7%	7%	3%
Oak Ave (Keystone-Forest)	N	12		0%	0%	0%	8%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%
	S	11		18%	9%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	23		9%	4%	4%	4%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Oak Ave (Forest-RR overpass)	N	8		0%	0%	0%	25%	13%	13%	13%	0%	0%	0%	13%	25%	25%	25%
	S	8		13%	13%	13%	13%	13%	0%	0%	0%	13%	13%	0%	0%	0%	0%
	Subtotal	16		6%	6%	6%	19%	13%	6%	6%	0%	6%	6%	13%	13%	13%	13%
Oak Ave (RR overpass-Park)	N	6		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	6		0%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	12		0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TOTAL	1204			10%	16%	17%	17%	17%	18%	17%	0%	15%	13%	11%	10%	8%	

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS) 0 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 RF Special Permit C (INCLUDED IN COUNTS) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

☐ No counts performed during this hour

Total Contractor Vehicles 9 20 20 15 17 17 0 19 10 4 4
 Total RF Resident Zone Permit 1 6 7 6 3 3 0 4 4 4 3 2
 Total RF Special Permit C 1 1 1 1 1 0 0 1 1 0 0 0

Table A9

Off -Street Hourly Parking Occupancy Counts

Tuesday, November 19, 2019 or Wednesday, November 20, 2019

Lot	Capacity	Number of Spaces Occupied					
		7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon
RF Metra Station E Thatcher Lot-Monthly Permit	31	16	22	31	31	31	30
RF Metra Station E Thatcher Lot-24 Hr Permit	17	15	14	11	10	10	11
RF Metra Station E Thatcher Lot-Park District	14	2	4	5	4	1	2
RF Metra Station W Thatcher Lot-Monthly Permit	33	2	10	13	17	19	18
Village Hall Lot-Village Employees & Visitors	32	31	31	29	30	27	27
Park & Lake Lot-Village Employees & Permit	22	8	12	19	20	15	16
United Methodist Church Lot	57	4	6	10	13	10	14
West Suburban Med Center Garage Upper Level	105	11	17	34	36	40	46
Dominican University - Main Campus	1,102	373	572	794	833	1,044	1,017
Dominican University - Priory Campus	153	14	38	56	60	63	61
Concordia University	787	290	493	657	693	715	704
TOTAL	2,353	766	1,219	1,659	1,747	1,975	1,946

Lot	Number of Spaces Occupied						
	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
RF Metra Station E Thatcher Lot-Monthly Permit	30	30	29	26	18	12	9
RF Metra Station E Thatcher Lot-24 Hr Permit	11	10	8	9	7	8	7
RF Metra Station E Thatcher Lot-Park District	2	2	2	1	2	0	0
RF Metra Station W Thatcher Lot-Monthly Permit	19	20	17	15	12	9	4
Village Hall Lot-Village Employees & Visitors	30	32	32	28	26	23	22
Park & Lake Lot-Village Employees & Permit	13	14	12	13	10	12	10
United Methodist Church Lot	9	10	11	8	3	2	1
West Suburban Med Center Garage Upper Level		40	36	24	18	3	2
Dominican University - Main Campus		880	694	599	536	515	526
Dominican University - Priory Campus	59	58	59	52	40	18	2
Concordia University	687	650	569	515	400	390	378
TOTAL	860	1,746	1,469	1,290	1,072	992	961

Table A10

Off -Street Hourly Parking Occupancy Percentage

Tuesday, November 19, 2019 or Wednesday, November 20, 2019

Lot	Capacity	Percent of Spaces Occupied					
		7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon
RF Metra Station E Thatcher Lot-Monthly Permit	31	51.6%	71.0%	100.0%	100.0%	100.0%	96.8%
RF Metra Station E Thatcher Lot-24 Hr Permit	17	88.2%	82.4%	64.7%	58.8%	58.8%	64.7%
RF Metra Station E Thatcher Lot-Park District	14	14.3%	28.6%	35.7%	28.6%	7.1%	14.3%
RF Metra Station W Thatcher Lot-Monthly Permit	33	6.1%	30.3%	39.4%	51.5%	57.6%	54.5%
Village Hall Lot-Village Employees & Visitors	32	96.9%	96.9%	90.6%	93.8%	84.4%	84.4%
Park & Lake Lot-Village Employees & Permit	22	36.4%	54.5%	86.4%	90.9%	68.2%	72.7%
United Methodist Church Lot	57	7.0%	10.5%	17.5%	22.8%	17.5%	24.6%
West Suburban Med Center Garage Upper Level	105	10.5%	16.2%	32.4%	34.3%	38.1%	43.8%
Dominican University - Main Campus	1,102	33.8%	51.9%	72.1%	75.6%	94.7%	92.3%
Dominican University - Priory Campus	153	9.2%	24.8%	36.6%	39.2%	41.2%	39.9%
Concordia University	787	36.8%	62.6%	83.5%	88.1%	90.9%	89.5%
TOTAL	2,353	32.6%	51.8%	70.5%	74.2%	83.9%	82.7%

Lot	Percent of Spaces Occupied						
	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	10:00 PM
RF Metra Station E Thatcher Lot-Monthly Permit	96.8%	96.8%	93.5%	83.9%	58.1%	38.7%	29.0%
RF Metra Station E Thatcher Lot-24 Hr Permit	64.7%	58.8%	47.1%	52.9%	41.2%	47.1%	41.2%
RF Metra Station E Thatcher Lot-Park District	14.3%	14.3%	14.3%	7.1%	14.3%	0.0%	0.0%
RF Metra Station W Thatcher Lot-Monthly Permit	57.6%	60.6%	51.5%	45.5%	36.4%	27.3%	12.1%
Village Hall Lot-Village Employees & Visitors	93.8%	100.0%	100.0%	87.5%	81.3%	71.9%	68.8%
Park & Lake Lot-Village Employees & Permit	59.1%	63.6%	54.5%	59.1%	45.5%	54.5%	45.5%
United Methodist Church Lot	15.8%	17.5%	19.3%	14.0%	5.3%	3.5%	1.8%
West Suburban Med Center Garage Upper Level		38.1%	34.3%	22.9%	17.1%	2.9%	1.9%
Dominican University - Main Campus		79.9%	63.0%	54.4%	48.6%	46.7%	47.7%
Dominican University - Priory Campus	38.6%	37.9%	38.6%	34.0%	26.1%	11.8%	1.3%
Concordia University	87.3%	82.6%	72.3%	65.4%	50.8%	49.6%	48.0%
TOTAL	36.5%	74.2%	62.4%	54.8%	45.6%	42.2%	40.8%