



APPENDIX C
Parking Supply and Parking Demand Analysis

Parking Supply Analysis



Western & Ashland Parking Supply Analysis

For internal distribution only

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**Western & Ashland Parking
Supply Analysis**



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This report was prepared by Annie Weinstock, Christopher Van Eyken, and Rachel Weinberger, on behalf of the Institute for Transportation and Development Policy. It was funded by a grant from the Rockefeller Foundation.

Introduction

The analysis in this report is based on data collected along the Western Avenue and Ashland Ave/Clark Street from 95th street, at the southern boundary, to Howard Street at the north. Field teams were deployed on April 19th, 20th, 23rd, 24th and 26th, 2012. Surveyors recorded the presence of free and paid parking spaces, curb cuts, fire hydrants, parking restrictions – including snow clearance, residential permit requirements and street sweeping – parking rates and hours in effect, disabled access, and other uses along the curb. Data were collected on both sides of the corridors, as well as on cross streets at a depth of one block to the east and west sides of the corridors.

The Ashland Corridor follows Ashland Avenue from 95th Street in the south until it intersects with Clark Street, and then follows Clark Street to Howard Street. The Western Corridor follows Western Avenue from 95th Street to Howard.

The following analysis indicates how the curb lanes are currently programmed and discusses how many parking spaces may be displaced if either corridor is redesigned as a bus rapid transit (BRT) corridor. In addition to the potential displacement along the corridors, opportunities for replacement are identified on the cross streets one block to the east and to the west of both Western and Ashland. The analysis is organized by ward and shown graphically by block.

In addition to the on-street parking shown graphically, we note the presence of off-street private lots –i.e., lots that provide accessory parking to commercial uses along the corridor. Depending on the usage in these lots, excess capacity can potentially be repurposed as “shared parking” to serve some of the demand which may be displaced by the BRT system.

This study is a parking supply-side study. This means that while it identifies the existence of all parking spaces (free, paid, and permit) along both corridors and the cross streets, it does not establish what the demand is for these spaces. Understanding the parking supply is a necessary first step towards identifying potential parking impacts on these corridors, should a BRT require parking removal. However, until demand for these spaces is known (e.g., through a parking utilization study), and until a conceptual design of the BRT is established, an assessment of parking impacts and the potential for parking replacement cannot be done.

Existing Parking Supply Western Corridor Overview

	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western Ave	3,738	532	0	99	1
Cross Streets	7,075	192	1,257	66	47
Total	10,813	724	1,257	165	48

Along the Western Corridor there are 532 “Pay and Display” (i.e., paid) parking spaces and 3,738 free parking spaces. The cross streets have an additional 192 Pay and Display spaces and 7,075 free spots. Of the 18 wards that the corridor traverses, Ward 27 is the least affected, with 69 free parking spaces along the corridor. Ward 1, at the other extreme, has 610 free parking spaces which would have to be addressed. The differences are due primarily to the differences in how much of the corridor falls within each ward boundary. The only wards that contain Pay and Display meters are Wards 1, 15, 40, 47, 49, and 50.

Figure 1: Existing Parking Supply on Western Corridor

Ashland Corridor Overview

	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Ashland / Clark	3,789	1,090	18	120	6
Cross Streets	6,732	728	1,145	110	66
Total	10,521	1,818	1,163	230	72

Along the Ashland Corridor there are 1,090 Pay and Display parking spaces and 3,789 free parking spaces. The cross streets have an additional 728 Pay and Display spaces and 6,732 free spots. The Pay and Display spaces on this corridor are heavily concentrated along the Clark Street segment. Ward 26 is least affected with only 55 free parking spaces and no Pay and Display, residential permit, loading zones, or spaces designated for people with disabilities. Ward 47, with 16 blocks of the Ashland corridor within its borders, has 730 free spaces.

Figure 2: Existing Parking Supply on Ashland Corridor.

Ward Maps

The maps in Appendix A display free parking, Pay and Display parking, and residential permit parking on each block within the corridors. Loading zones and disabled parking are shown in the

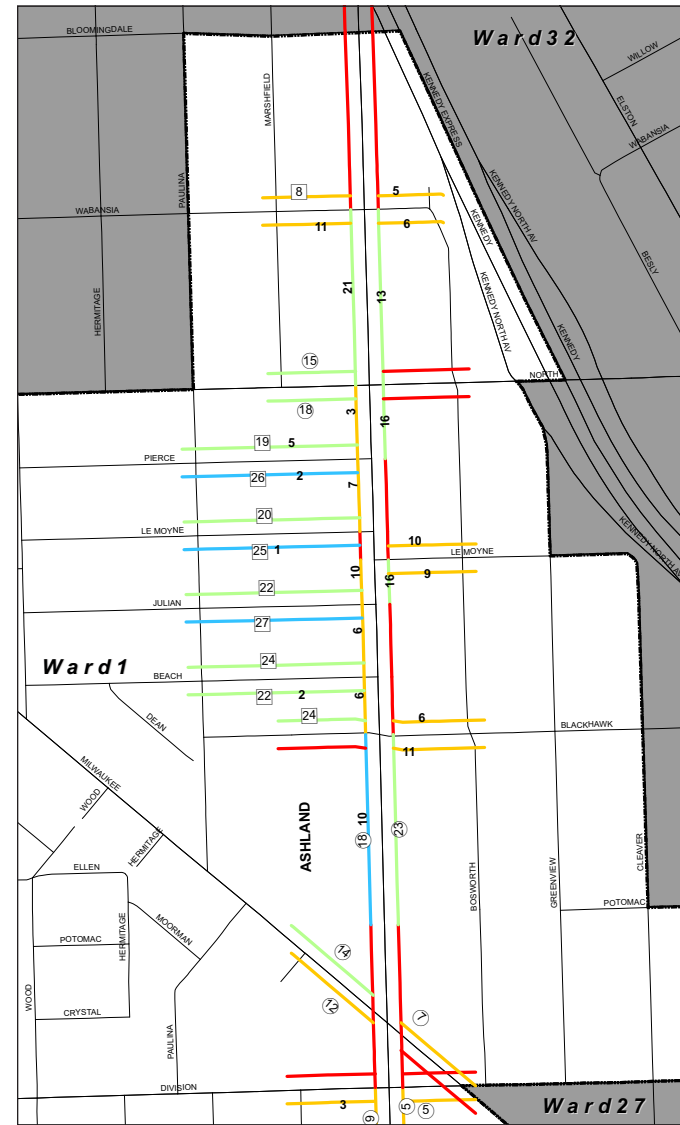
accompanying tables. Note that parking spaces at ward boundaries are shown in both wards. Therefore, because it is important to show parking spaces that are relevant to each alderman, there is double counting and the total of these tables indicates considerably more parking (35% more on Western, 22% on Ashland, and about 10% on the cross streets) than the actual totals given in the overview tables shown above. A typical data collection record is shown in Appendix B.

Parking Impacts

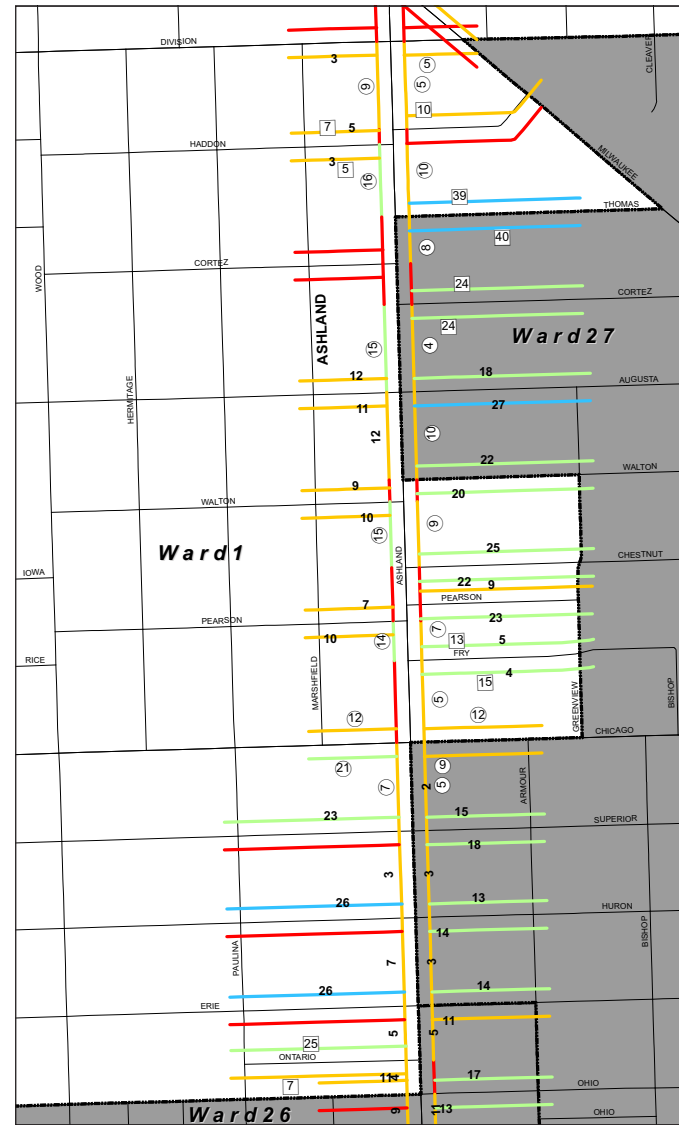
Having an inventory of existing parking is a critical first step in developing an understanding of how a BRT corridor could affect access in the neighborhoods. But it is ultimately a question of what the demand for parking is, and how the system is designed, that dictates how the available parking will be affected. Mitigations, if required, would depend on the space utilization. Thus, as a next step, we recommend a targeted utilization study to follow this inventory.

It should be noted that one of the key positive outcomes of implementing an effective BRT system is that demand for auto trips is reduced and replaced with demand for BRT trips. As demand for auto trips is reduced, so too is demand for parking; thus the BRT has the potential to reduce parking demand. With reduced parking demand, destination parking – such as that found along the Western and Ashland Corridors – could be reduced without negative impacts on the surrounding areas. These benefits can be best estimated once a set of BRT design alternatives has been proposed and actual parking demand determined.

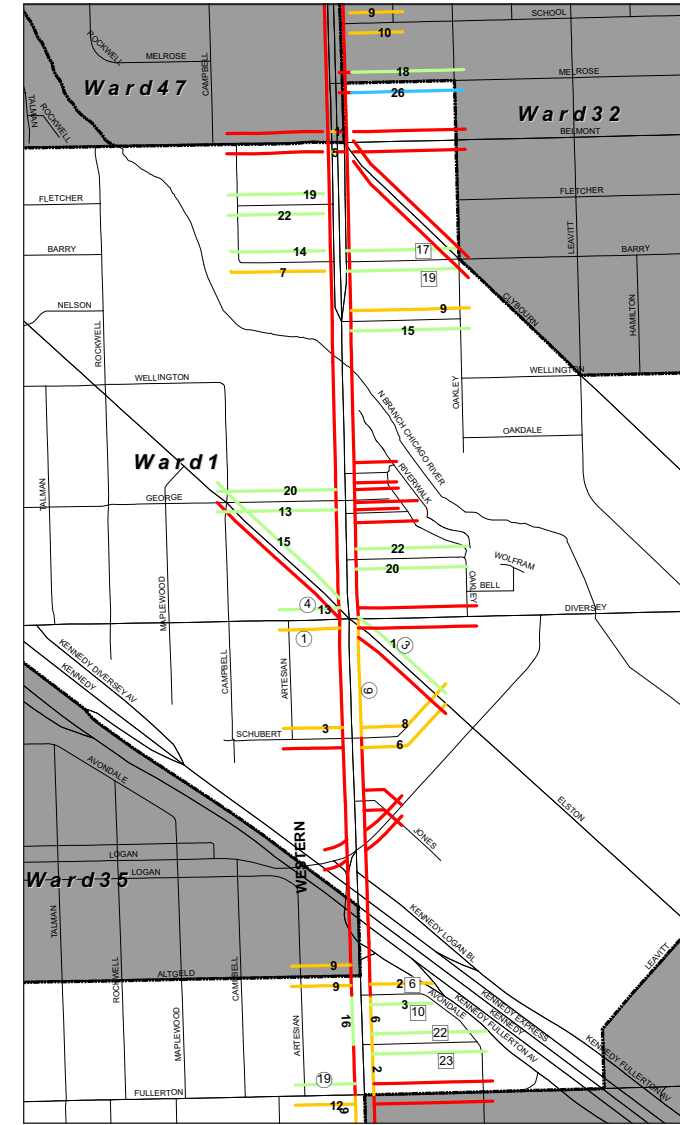
Appendix A: Ward Maps



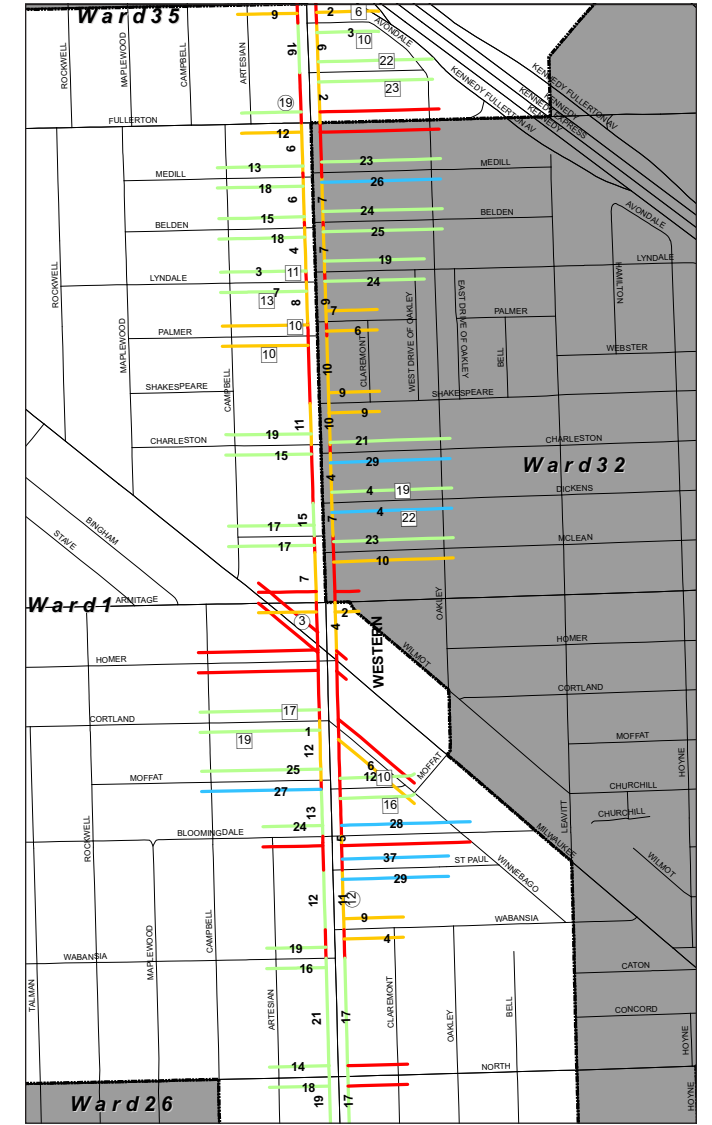
Ward 1, Ashland North (1 of 2)



Ward 1, Ashland South (2 of 2)



Ward 1, Western (1 of 3)

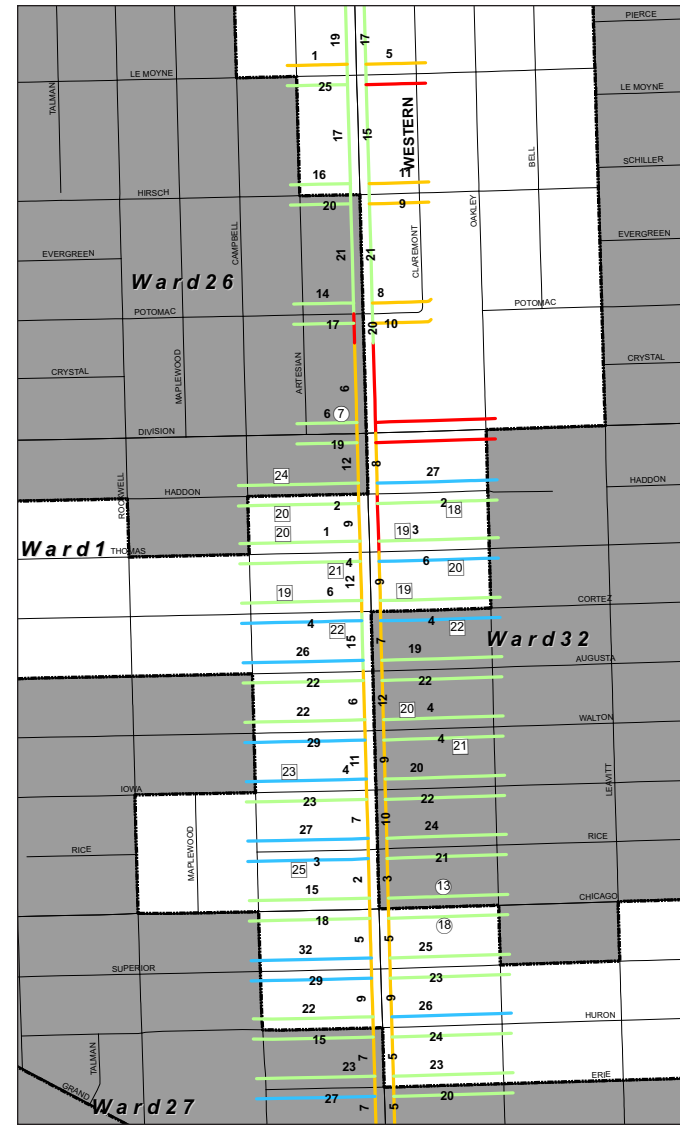


Ward 1, Western (2 of 3)

Ward 1

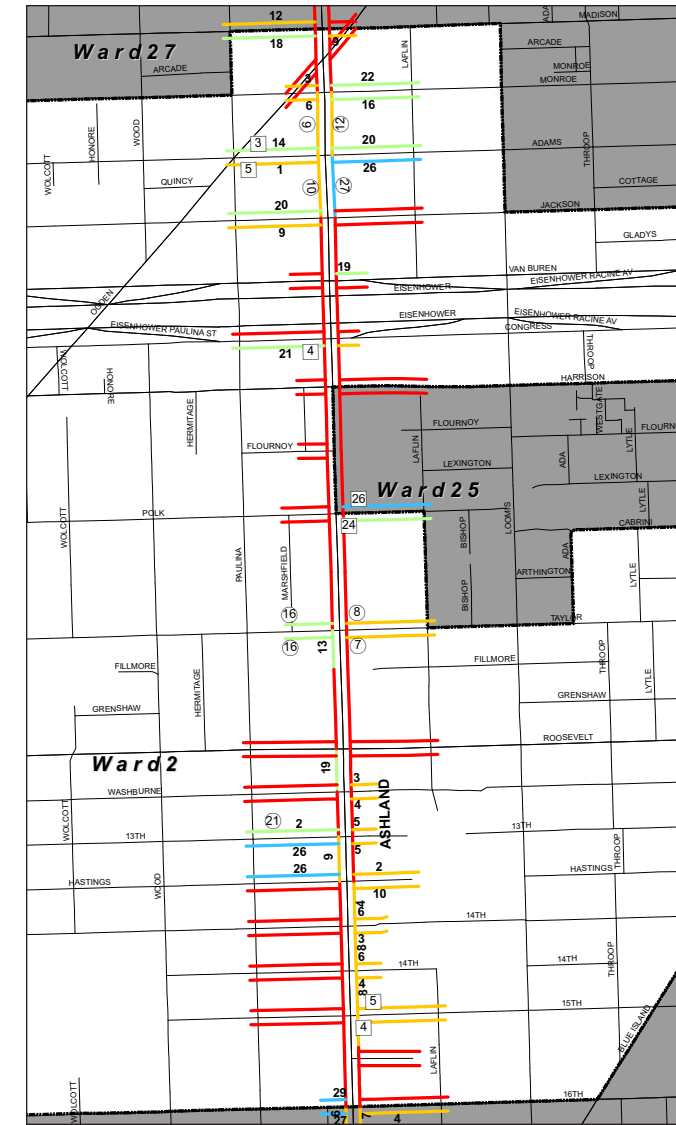
Both corridors traverse Ward 1 which shares streets with Wards 26, 32, 35 and 47. There are 31 off-street lots in Ward 1 that could potentially become shared parking.

LEGEND	
Range of Total Parking per Block Side	Number Parking Spaces by Type*
— 0	# Free Parking
— 1-12	Ⓢ P&D Spaces
— 13-25	Ⓜ Permit Spaces
— 26-50	
— 50+	
	*Exact location on block not recorded



Ward 1, Western (3 of 3)

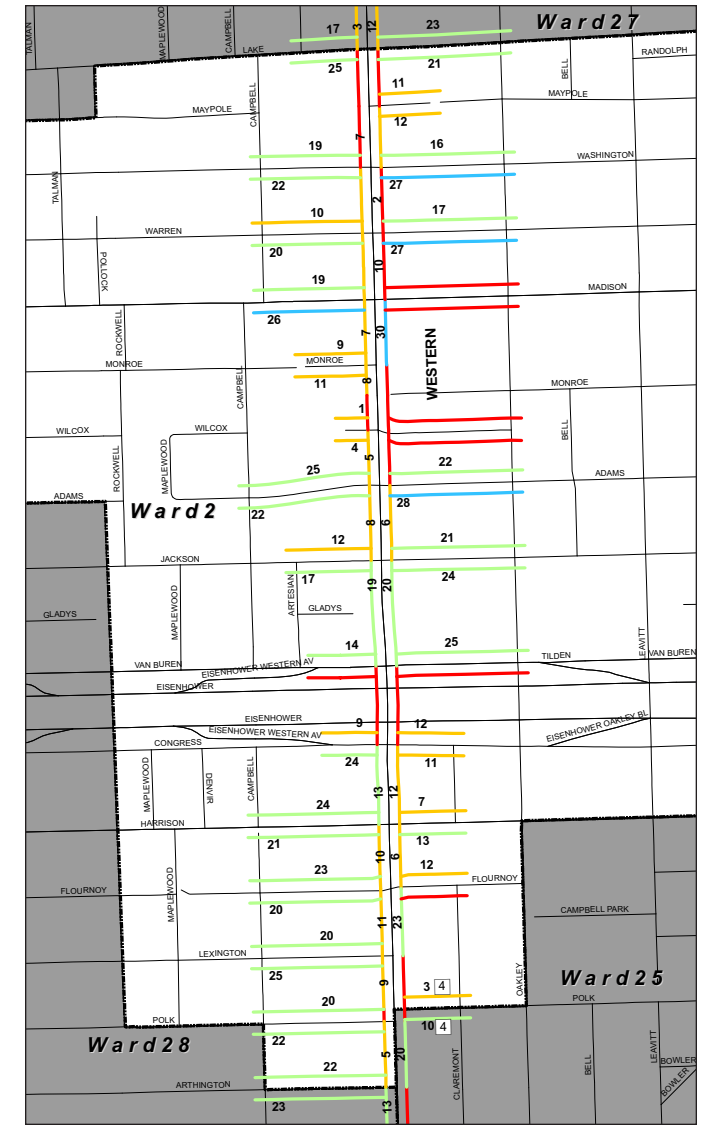
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	610	21	0	37	0
Cross Streets	1289	58	475	29	5
Ashland	152	180	0	30	0
Cross Streets	347	125	378	18	7



Ward 2, Ashland

Ward 2

Both corridors traverse Ward 2 which shares streets with Wards 25, 26, and 28. There are 7 off-street lots in Ward 2 that could potentially become shared parking.



Ward 2, Western

LEGEND

Range of Total Parking per Block Side

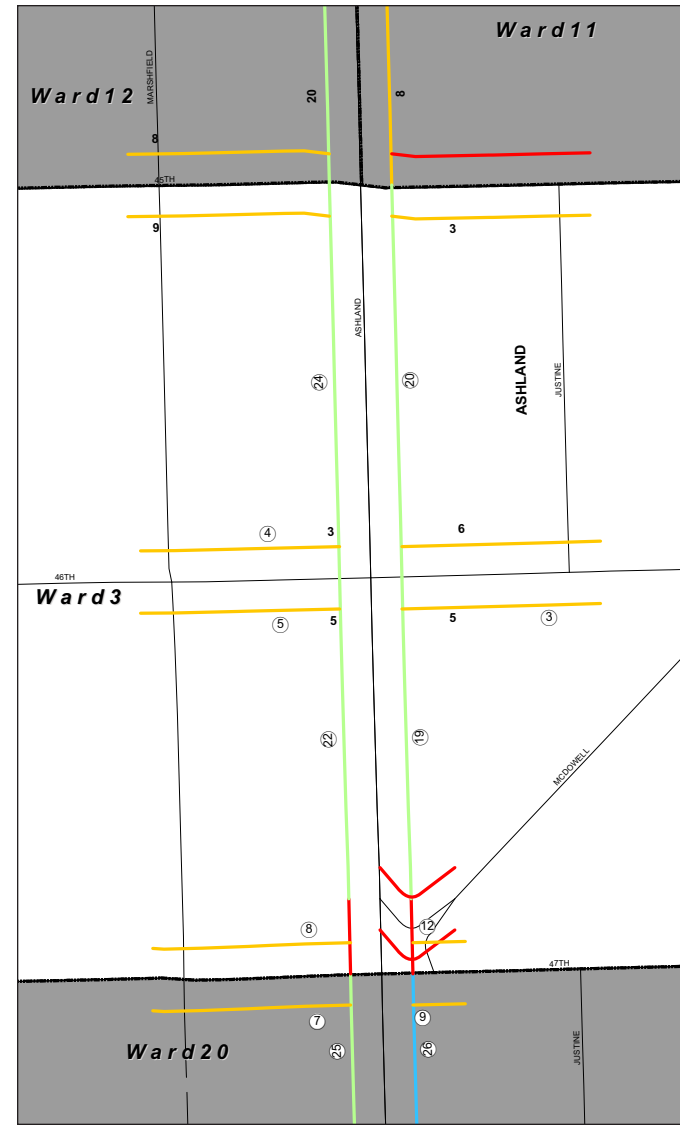
- 0 (Red line)
- 1-12 (Orange line)
- 13-25 (Green line)
- 26-50 (Blue line)
- 50+ (Dark Blue line)

Number Parking Spaces by Type*

- # Free Parking
- ⊙ P&D Spaces
- ⊠ Permit Spaces

*Exact location on block not recorded

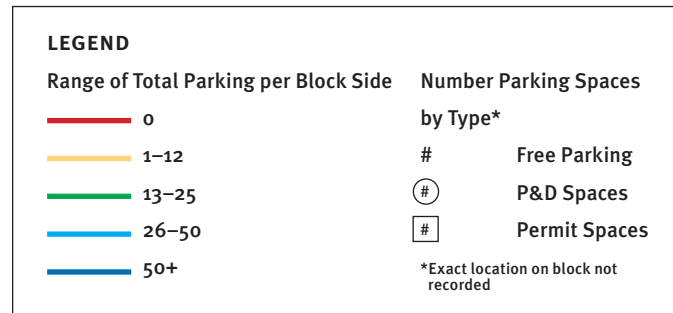
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	234	0	0	3	0
Cross Streets	868	0	8	0	3
Ashland	64	55	0	10	0
Cross Streets	378	68	71	3	5



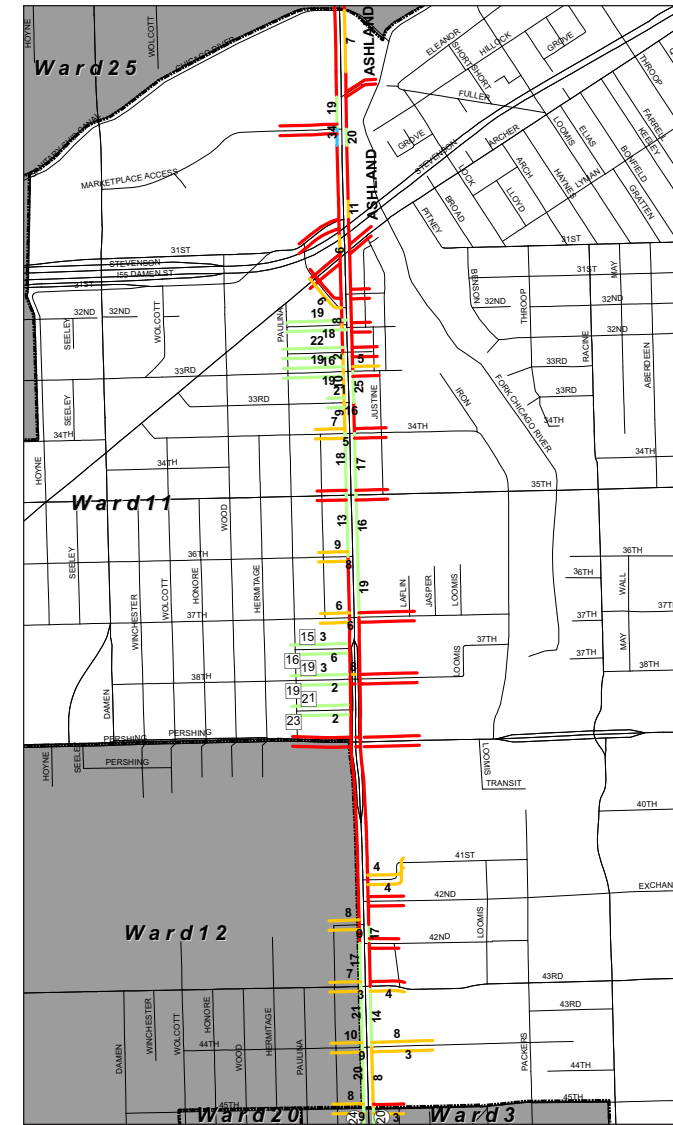
Ward 3

Ward 3

Only the Ashland Corridor traverses Ward 3 which shares streets with Wards 11, 12, and 20. There are no off-street lots in Ward 3 that could potentially become shared parking.



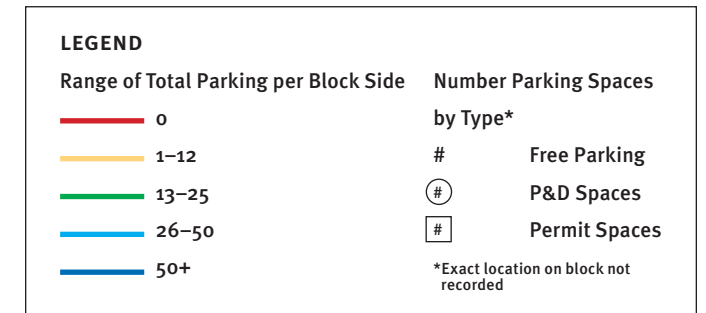
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Ashland	0	85	0	1	0
Cross Streets	39	48	0	4	0



Ward 11

Ward 11

Only the Ashland Corridor traverses Ward 11 which shares streets with Wards 3, 12, and 25. Ward 11 is bounded on the west by Western Boulevard, but does not reach to Western Avenue. There are 15 off-street lots in Ward 11 that could potentially become shared parking.



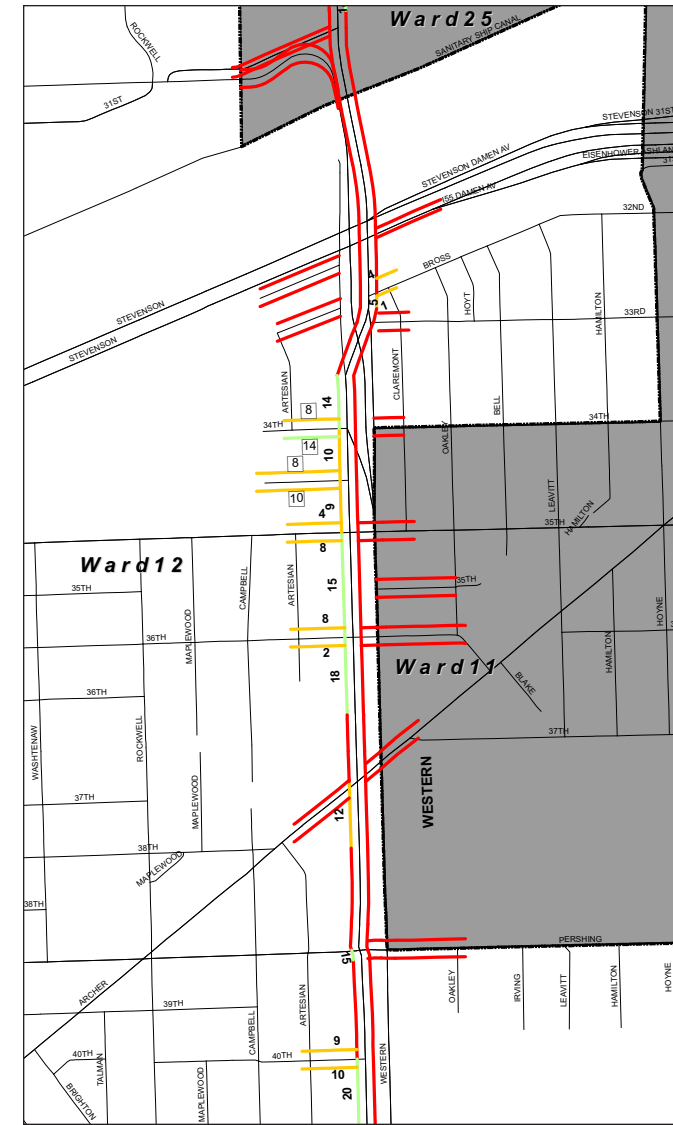
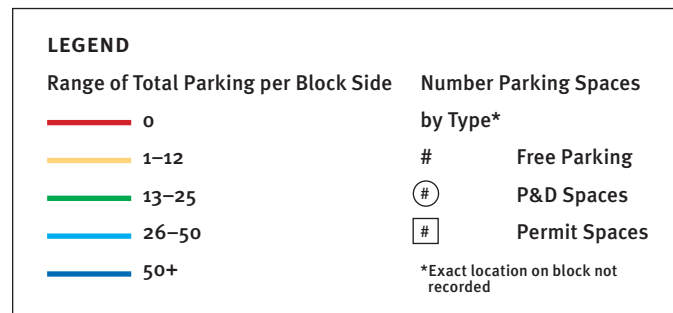
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Ashland	334	0	0	2	0
Cross Streets	252	0	113	0	14



Ward 12, Ashland

Ward 12

Both corridors traverse Ward 12 which also shares streets with Wards 3, 11, 14, and 16. There are 10 off-street lots in Ward 12 that could potentially become shared parking.

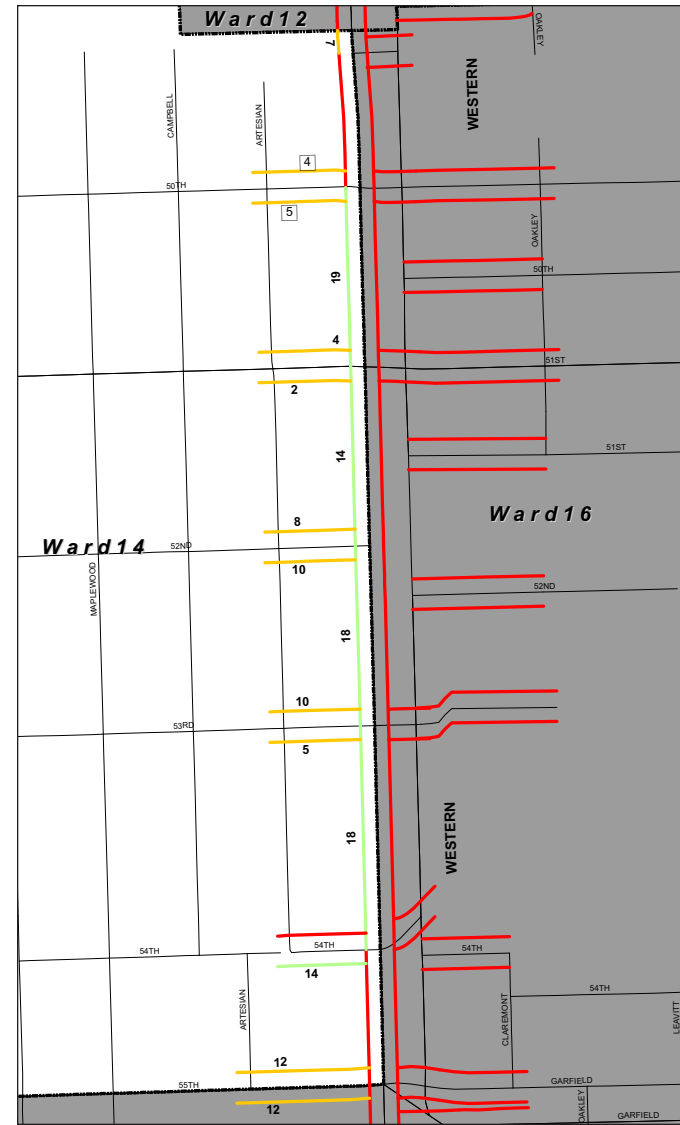


Ward 12, Western North



Ward 12, Western South

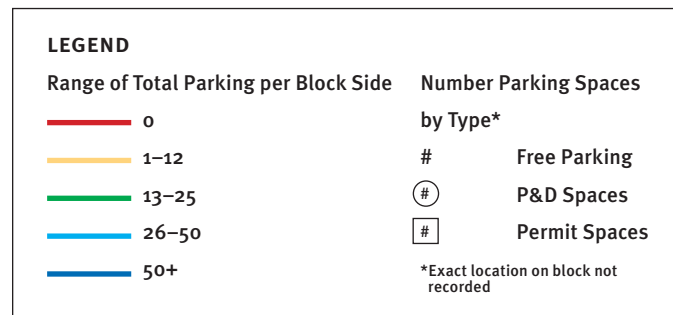
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	216	0	0	2	0
Cross Streets	268	0	108	0	3
Ashland	97	0	0	0	0
Cross Streets	63	0	0	2	1



Ward 14

Ward 14

There are 10 off-street lots in Ward 14 that could potentially become shared parking.



	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	76	0	0	0	0
Cross Streets	77	0	9	0	0



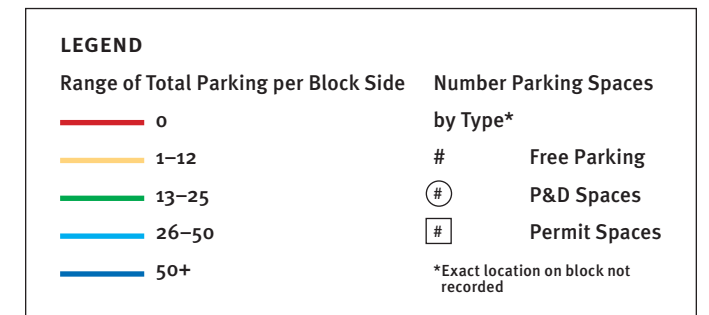
Ward 15, Ashland

Ward 15

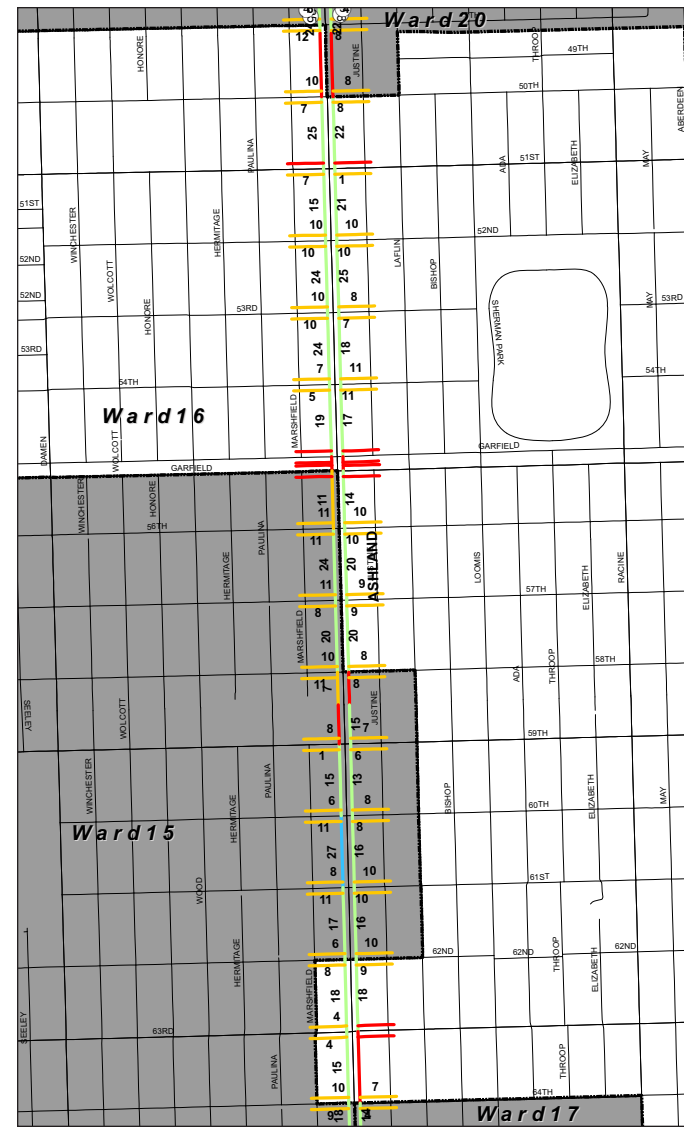
There are 11 off-street lots in Ward 15 that could potentially become shared parking.



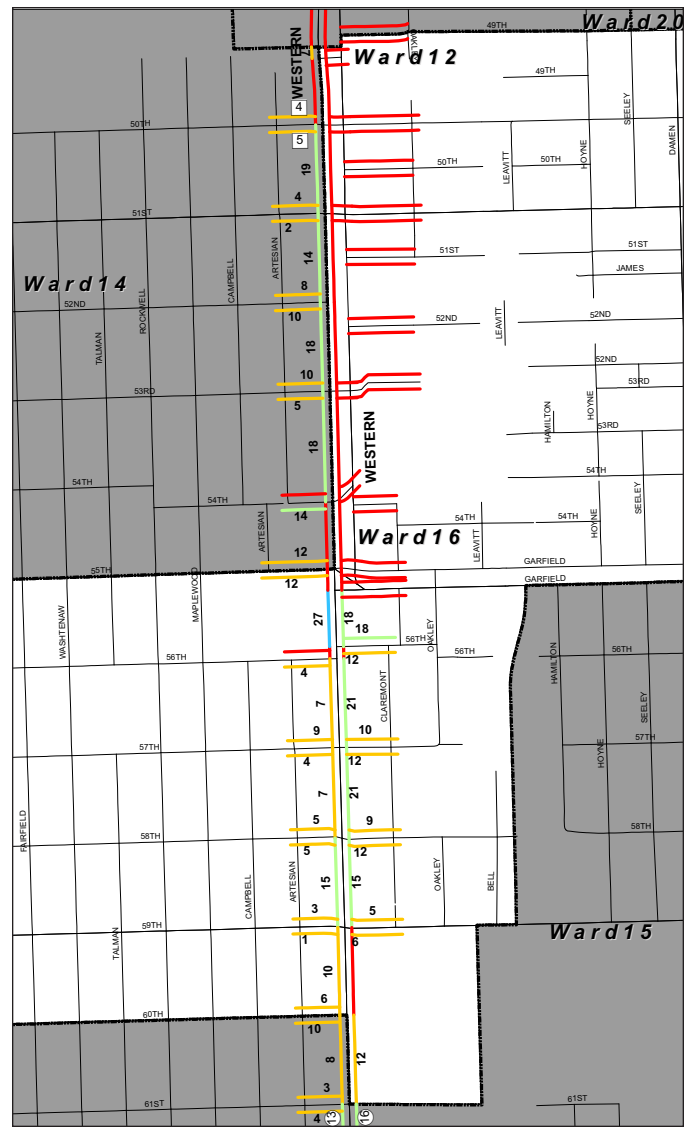
Ward 15, Western



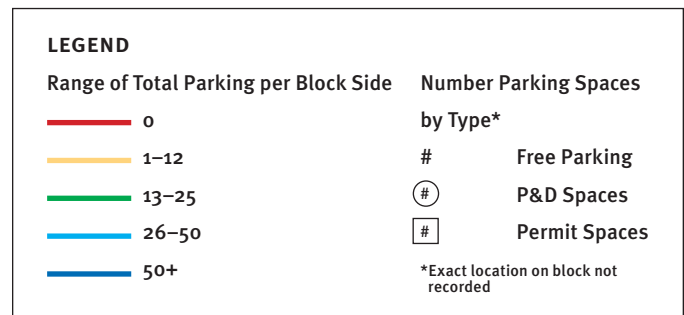
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	171	91	0	13	0
Cross Streets	162	31	1	0	0
Ashland	373	0	0	2	0
Cross Streets	287	0	0	3	0



Ward 16, Ashland



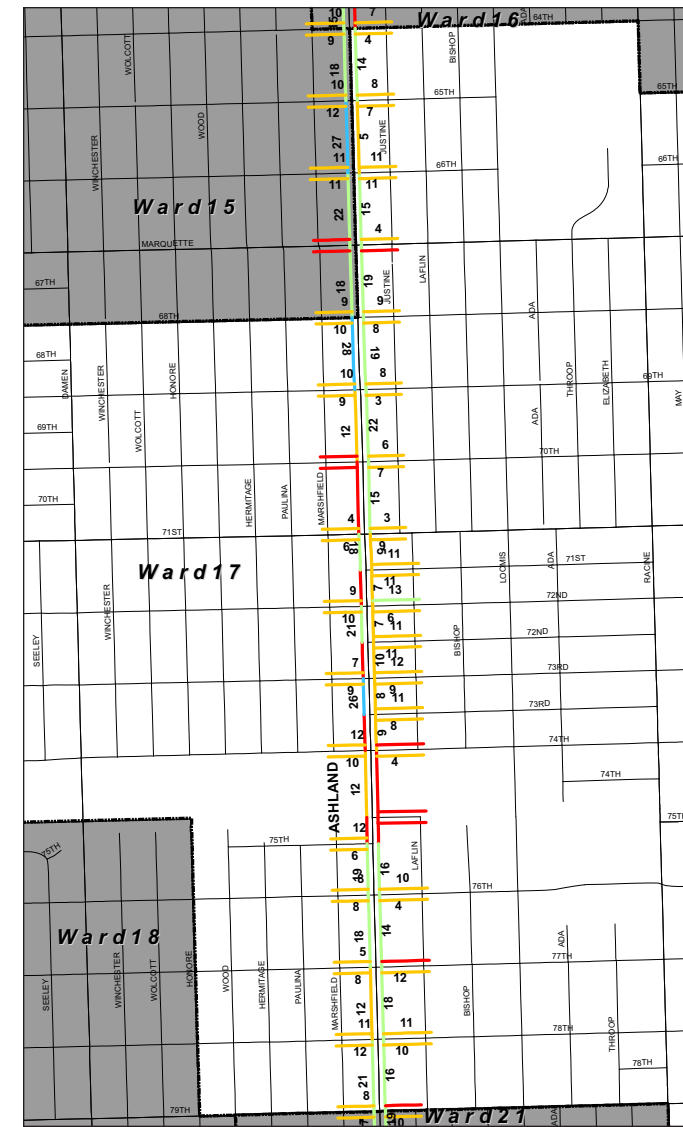
Ward 16, Western



Ward 16

There are 24 off-street lots in Ward 16 that could potentially become shared parking.

	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	237	0	0	0	0
Cross Streets	155	0	0	0	0
Ashland	416	0	0	0	0
Cross Streets	293	4	0	2	0

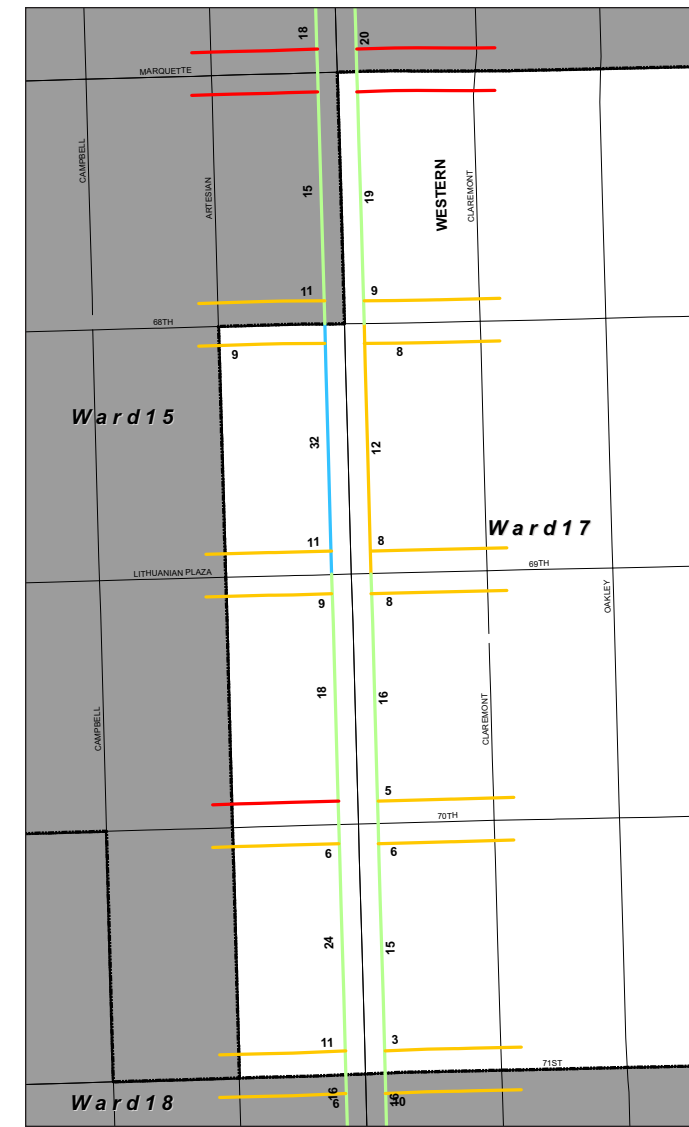


Ward 17, Ashland

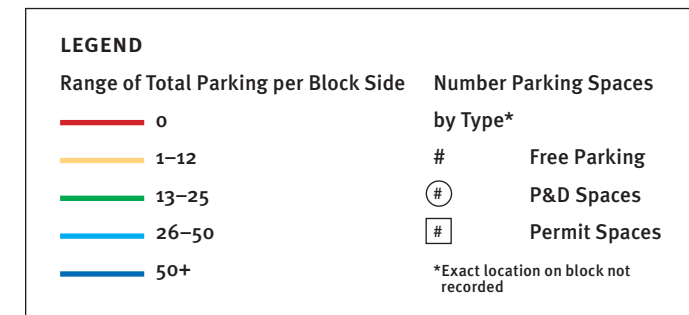
Ward 17

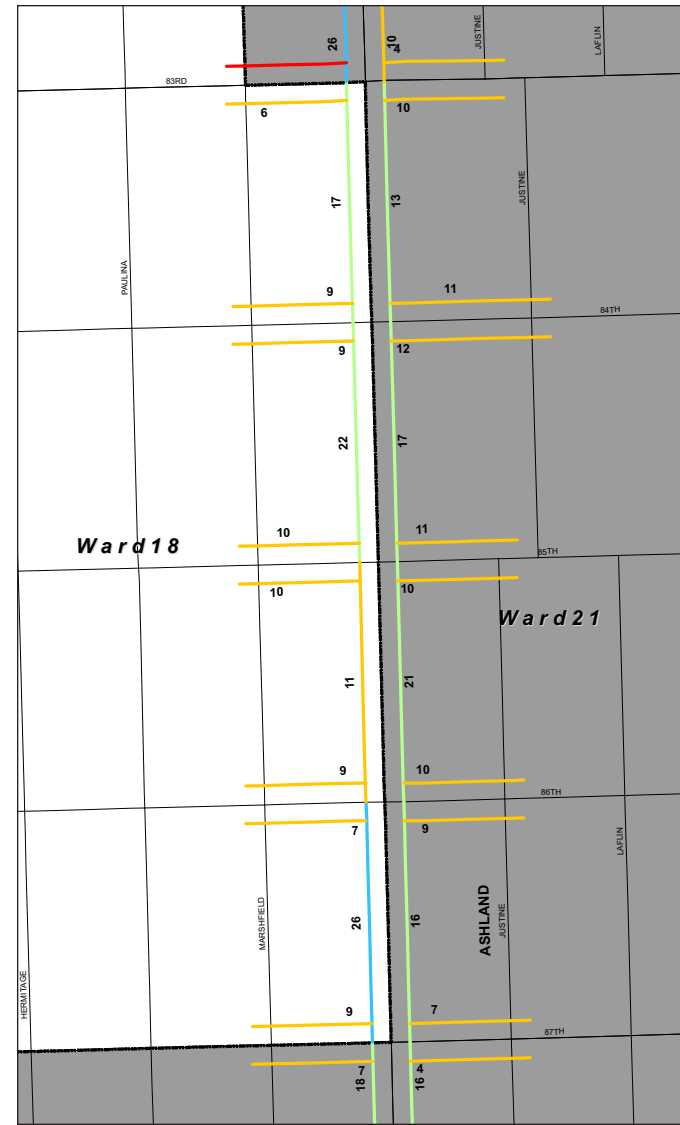
There are 15 off-street lots in Ward 17 that could potentially become shared parking.

	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	151	0	0	0	0
Cross Streets	120	0	0	0	0
Ashland	491	0	0	3	0
Cross Streets	453	0	0	2	5

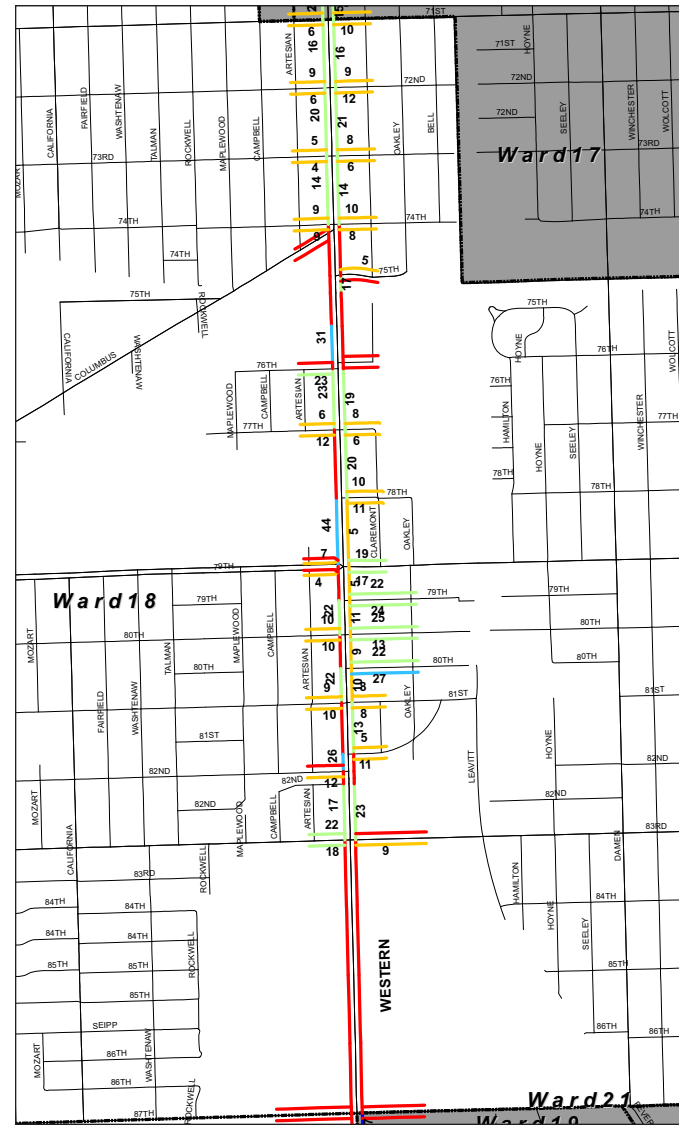


Ward 17, Western





Ward 18, Ashland



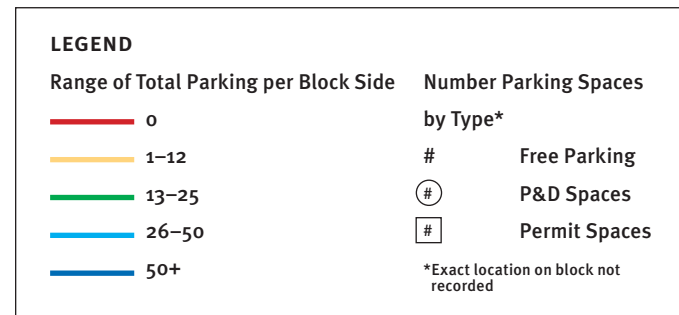
Ward 18, Western



Ward 19

Ward 18

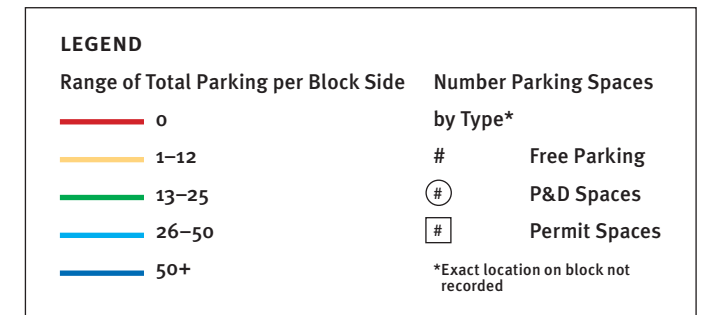
There are 41 off-street lots in Ward 18 that could potentially become shared parking.



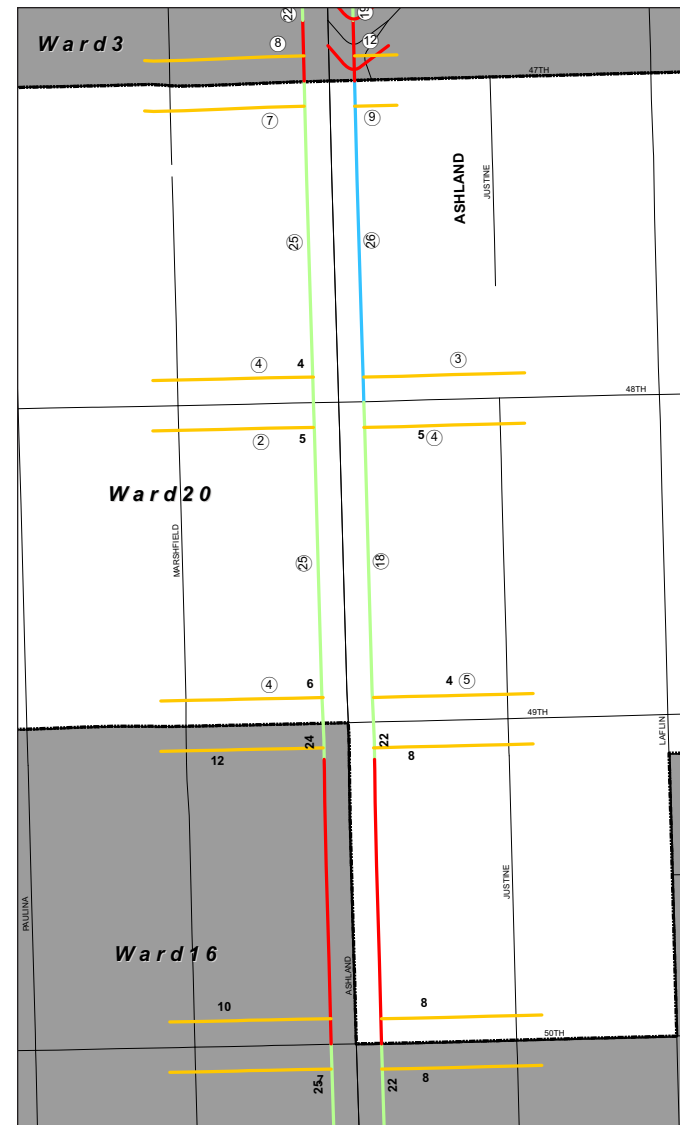
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	418	0	0	0	0
Cross Streets	518	0	0	0	3
Ashland	143	0	0	2	0
Cross Streets	76	0	0	0	0

Ward 19

There are 11 off-street lots in Ward 19 that could potentially become shared parking.



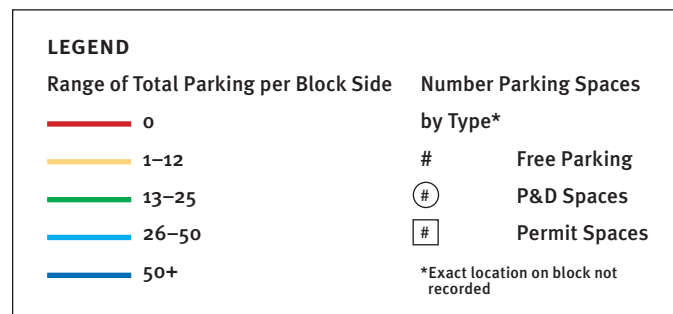
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	165	0	0	0	0
Cross Streets	54	0	0	0	0



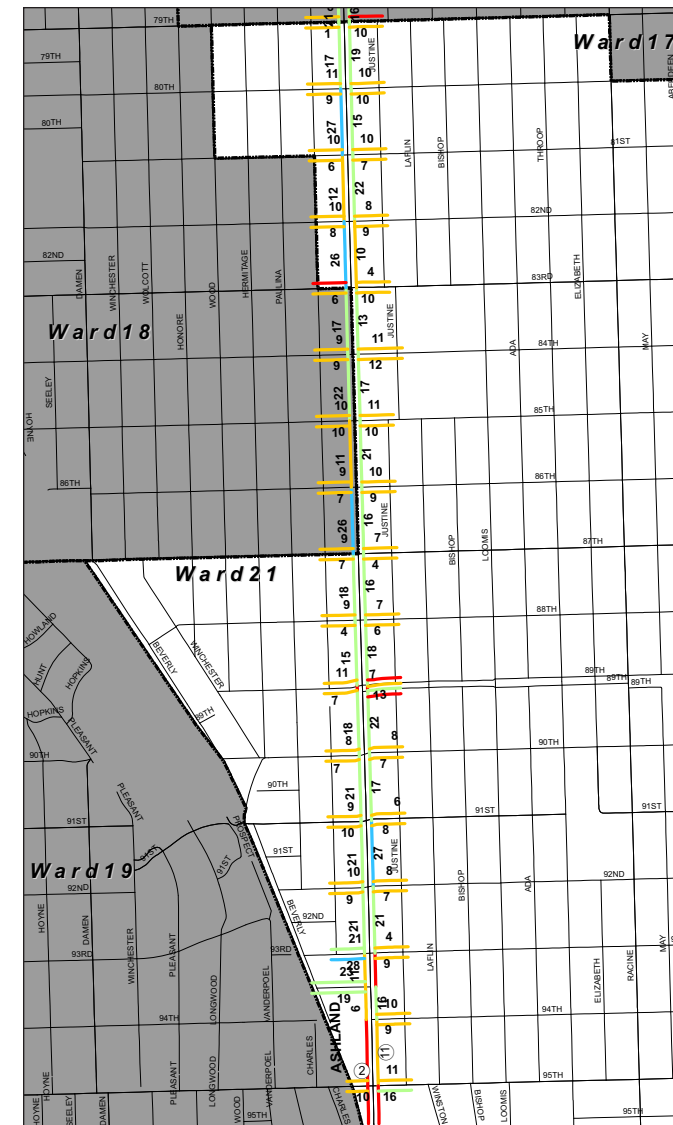
Ward 20

Ward 20

There is 1 off-street lot in Ward 20 that could potentially become shared parking.



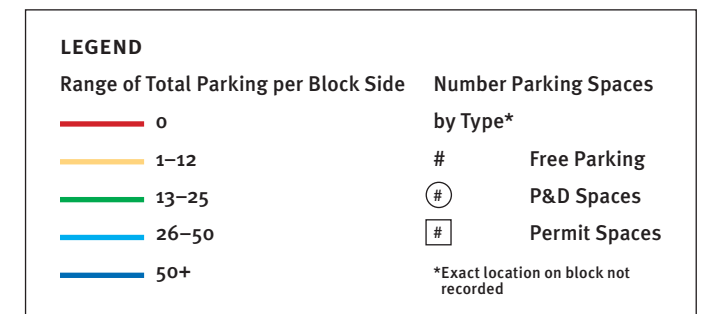
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Ashland	46	94	0	0	0
Cross Streets	60	58	0	0	0



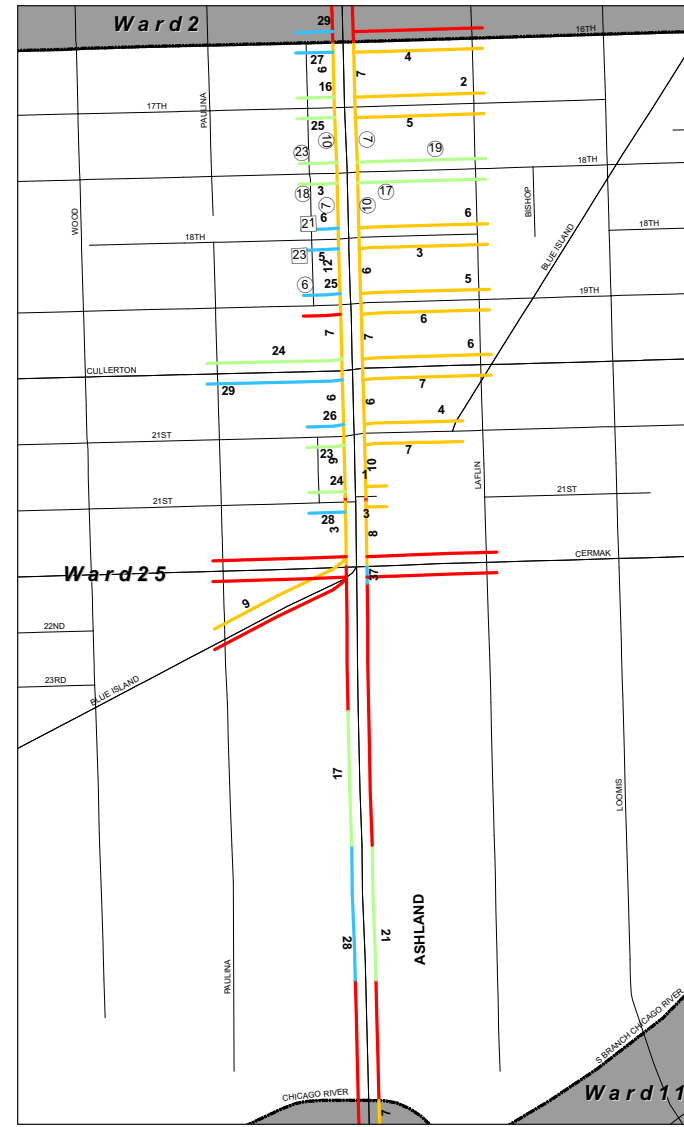
Ward 21

Ward 21

There are 19 off-street lots in Ward 21 that could potentially become shared parking.



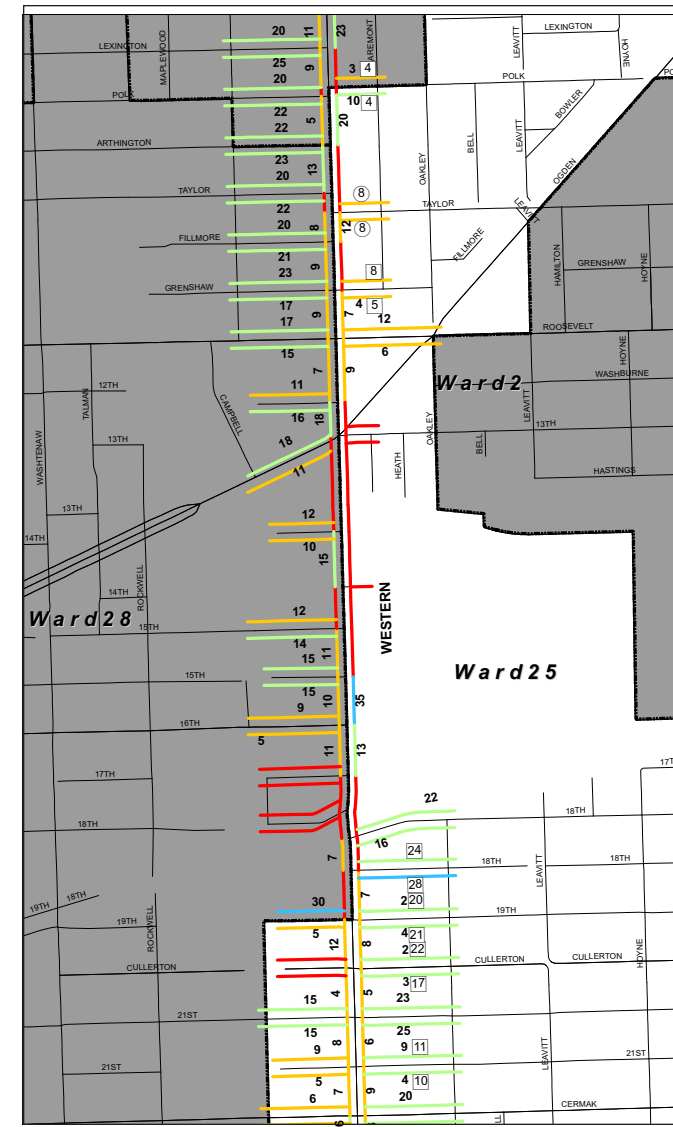
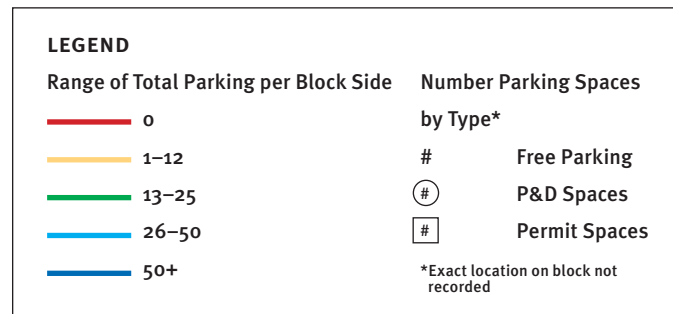
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Ashland	559	11	0	3	0
Cross Streets	558	2	0	1	4



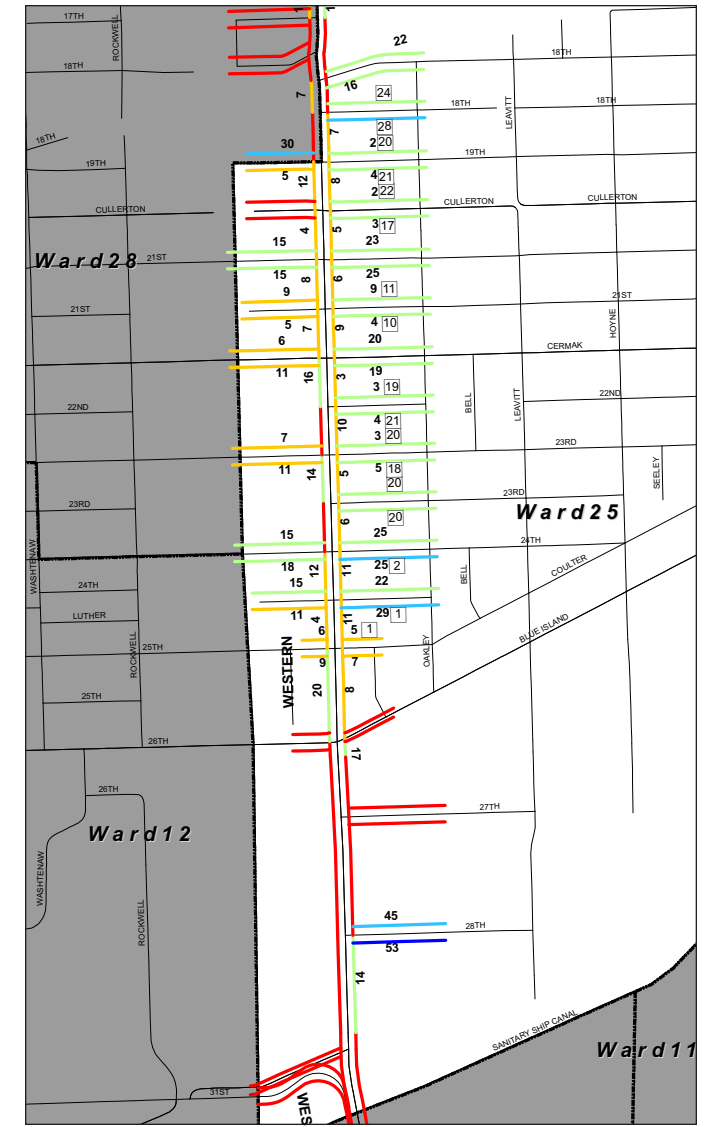
Ward 25, Ashland

Ward 25

There are 17 off-street lots in Ward 25 that could potentially become shared parking.

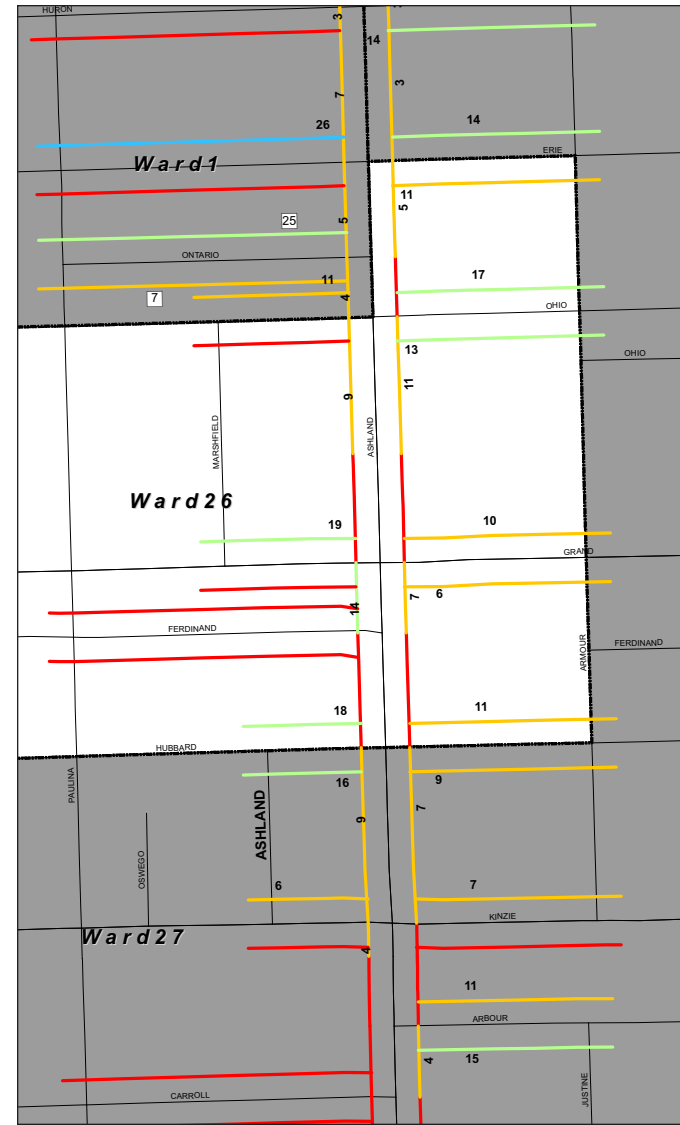


Ward 25, Western North



Ward 25, Western South

	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	438	0	0	2	0
Cross Streets	598	16	296	3	3
Ashland	190	34	0	5	0
Cross Streets	358	83	94	11	1



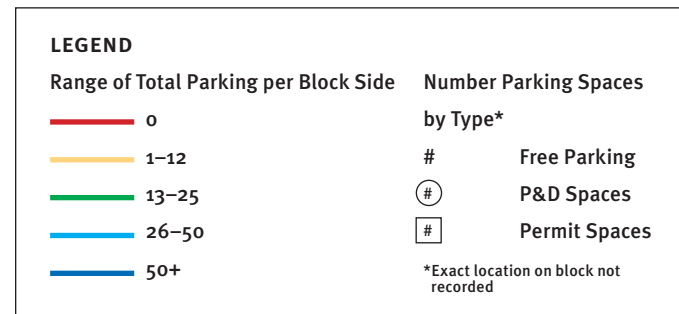
Ward 26, Ashland



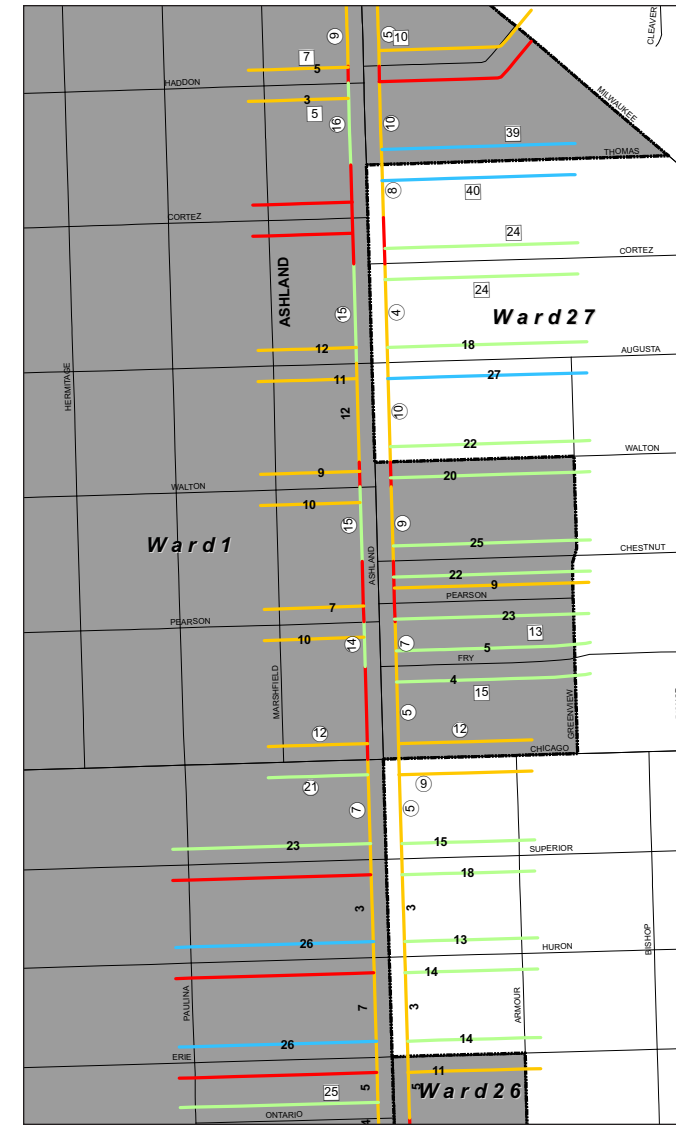
Ward 26, Western

Ward 26

There are 6 off-street lots in Ward 26 that could potentially become shared parking.



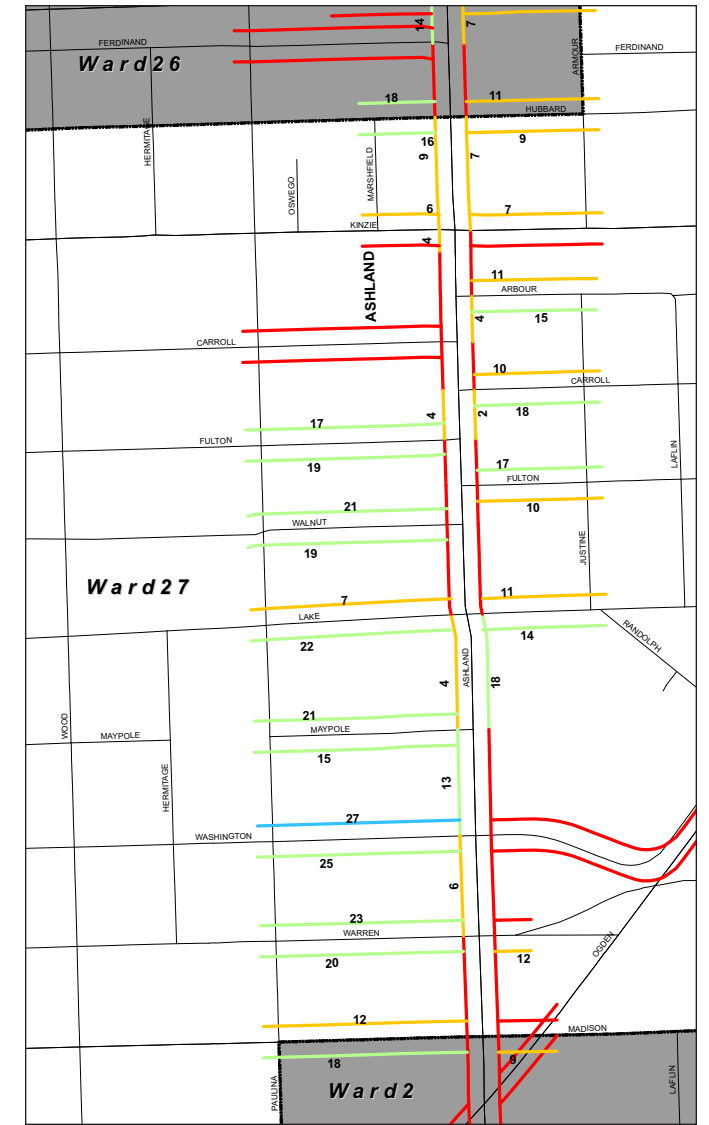
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	154	0	0	5	0
Cross Streets	312	7	78	6	2
Ashland	55	0	0	0	0
Cross Streets	155	0	0	0	3



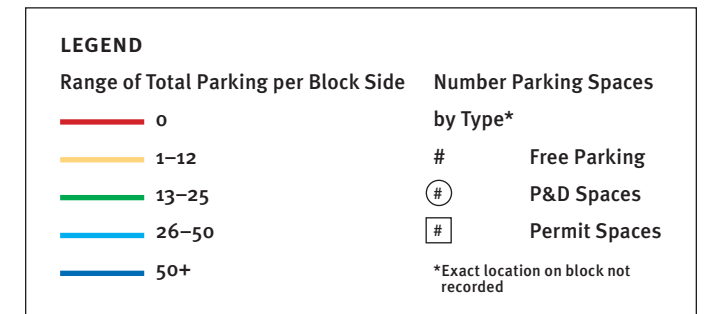
Ward 27, Ashland North

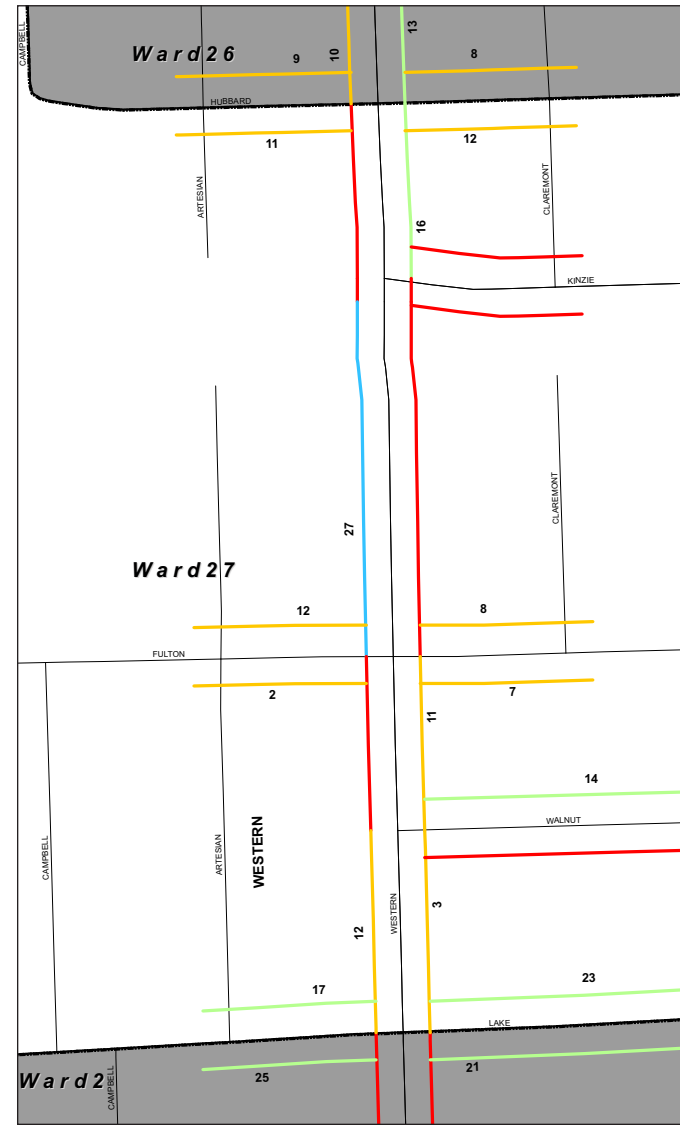
Ward 27

There are no off-street lots in Ward 27 that could potentially become shared parking.



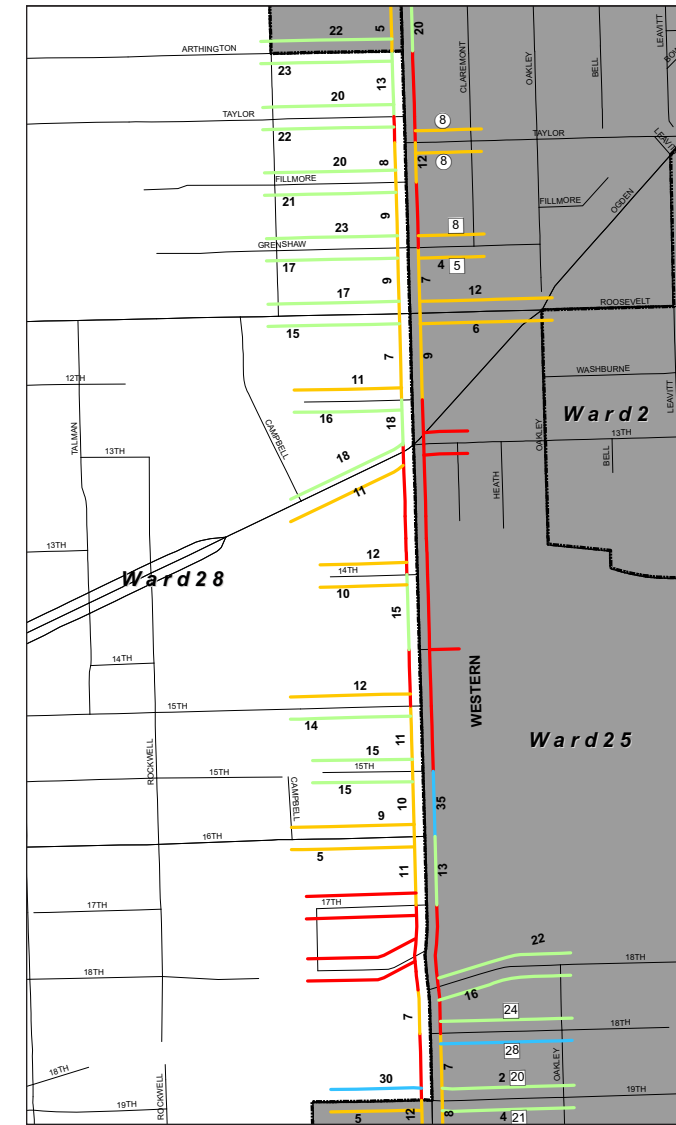
Ward 27, Ashland South





Ward 27, Western

	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	69	0	0	0	0
Cross Streets	169	0	0	1	0
Ashland	104	49	0	16	0
Cross Streets	632	21	127	7	7



Ward 28

Ward 28

There are 7 off-street lots in Ward 28 that could potentially become shared parking.

LEGEND

Range of Total Parking per Block Side

- Red line: 0
- Yellow line: 1-12
- Green line: 13-25
- Blue line: 26-50
- Dark blue line: 50+

Number Parking Spaces by Type*

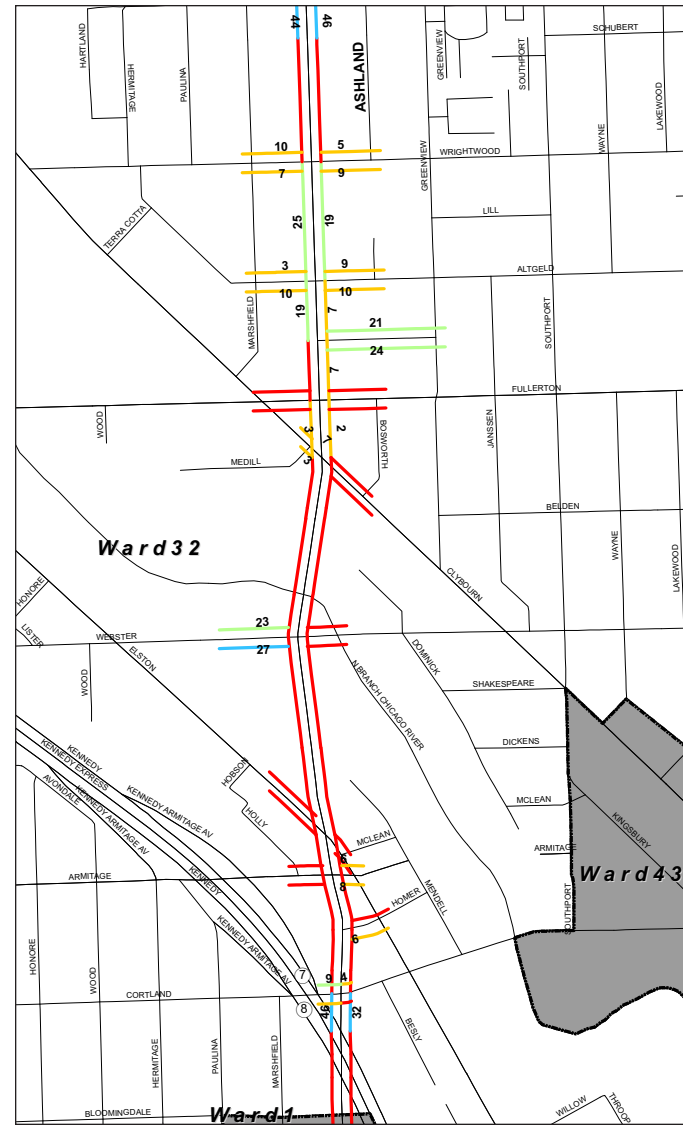
- # Free Parking
- Ⓝ P&D Spaces
- Ⓜ Permit Spaces

*Exact location on block not recorded

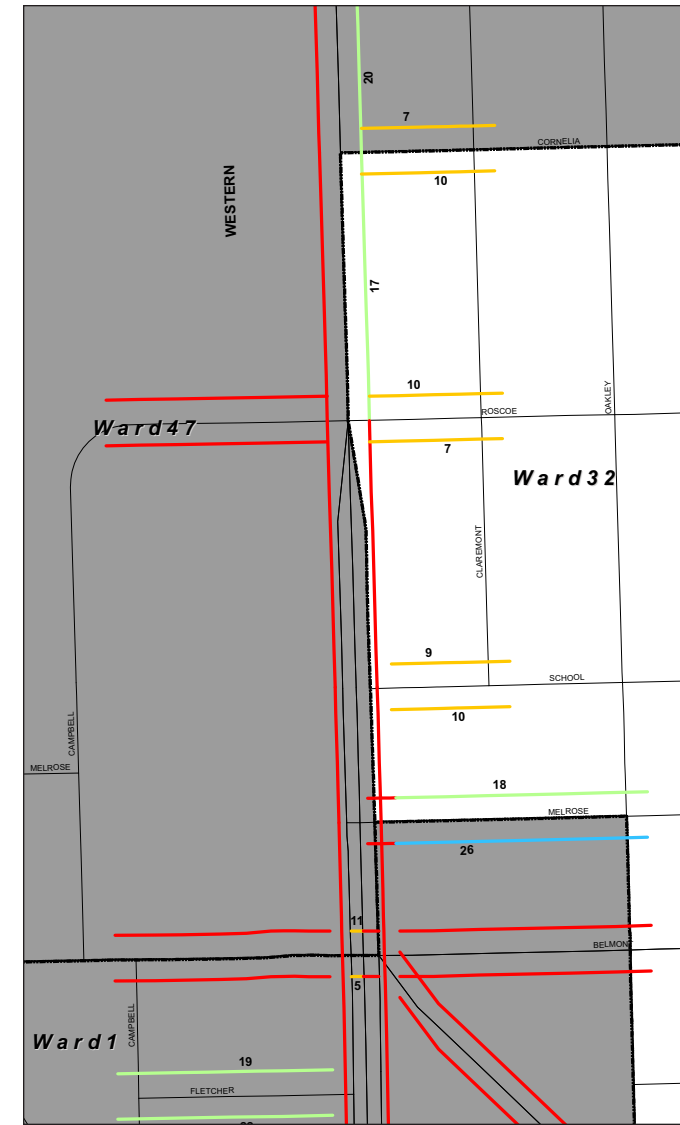
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	177	0	0	0	0
Cross Streets	383	0	0	0	4



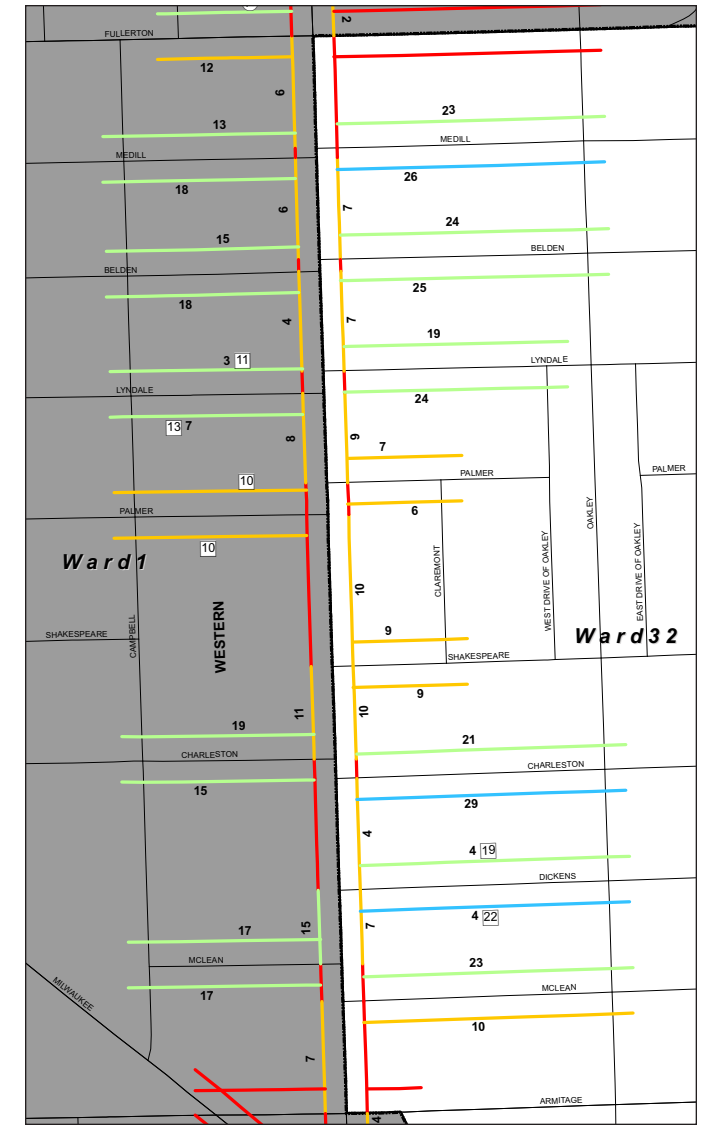
Ward 32, Ashland North



Ward 32, Ashland South



Ward 32, Western (1 of 3)

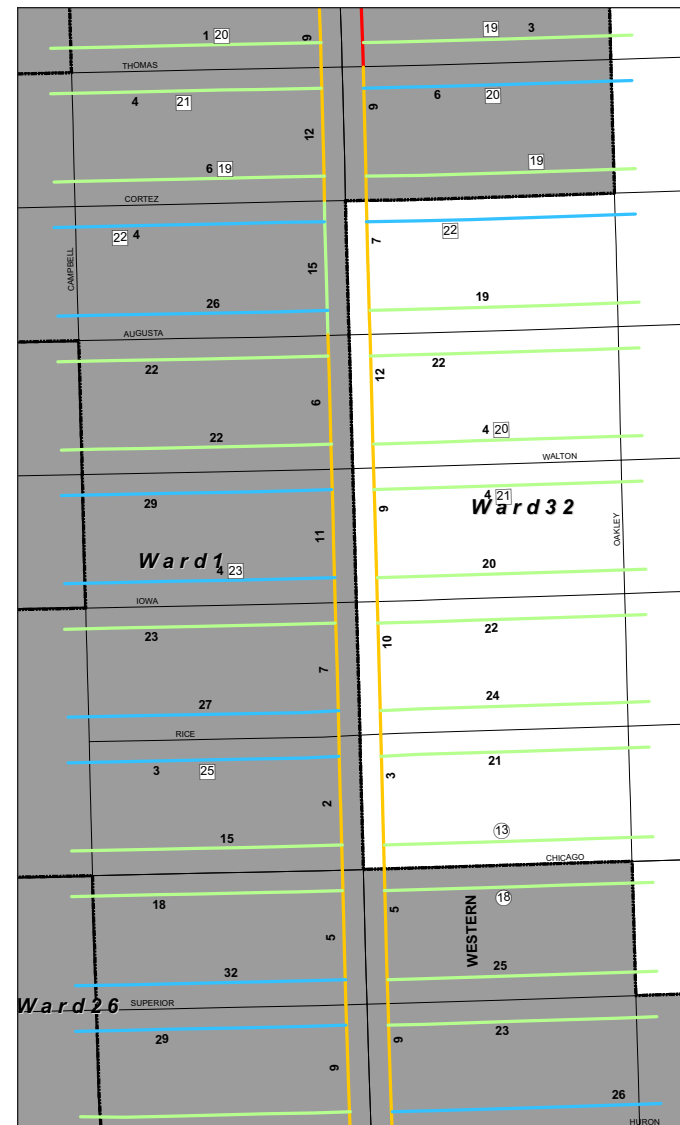


Ward 32, Western (2 of 3)

Ward 32

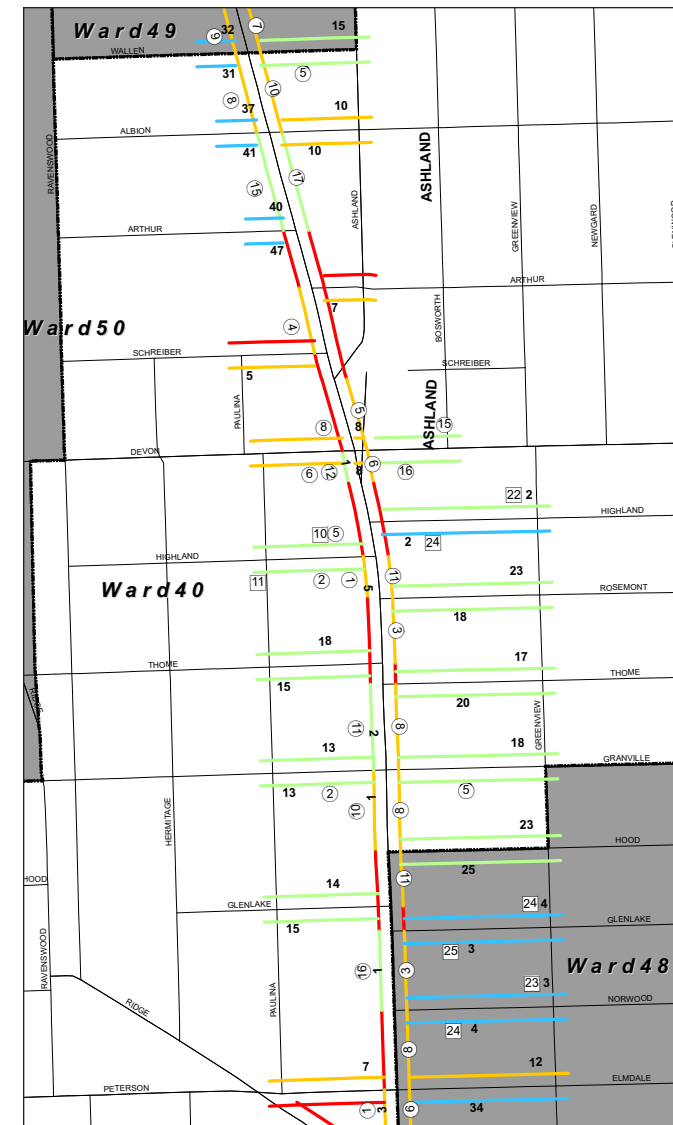
There are 28 off-street lots in Ward 32 that could potentially become shared parking.

LEGEND	
Range of Total Parking per Block Side	Number Parking Spaces by Type*
— 0	# Free Parking
— 1-12	# P&D Spaces
— 13-25	# Permit Spaces
— 26-50	
— 50+	
	*Exact location on block not recorded



Ward 32, Western (3 of 3)

	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	235	0	0	25	2
Cross Streets	502	31	123	9	12
Ashland	408	26	0	15	1
Cross Streets	671	110	21	30	4



Ward 40, Ashland North



Ward 40, Ashland South

Ward 40

There are 8 off-street lots in Ward 40 that could potentially become shared parking.

LEGEND

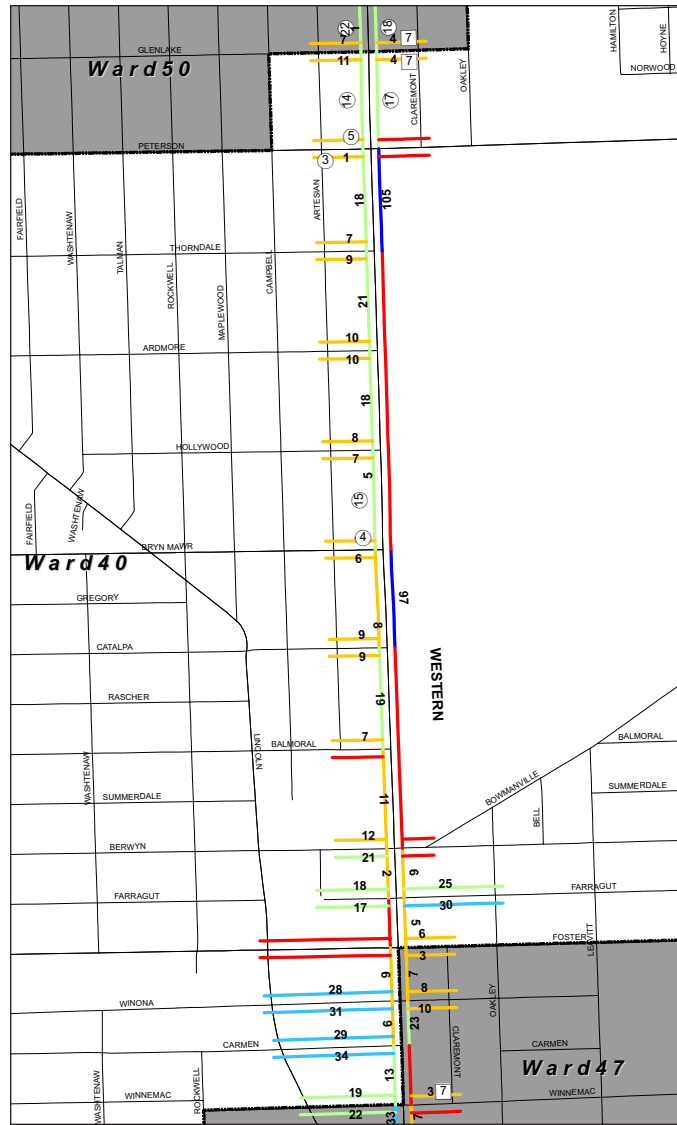
Range of Total Parking per Block Side

- 0
- 1-12
- 13-25
- 26-50
- 50+

Number Parking Spaces by Type*

- # Free Parking
- Ⓢ P&D Spaces
- Ⓜ Permit Spaces

*Exact location on block not recorded



Ward 40, Western

	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	381	46	0	8	0
Cross Streets	408	12	14	1	6
Ashland	194	247	18	2	0
Cross Streets	998	142	362	6	7



Ward 44

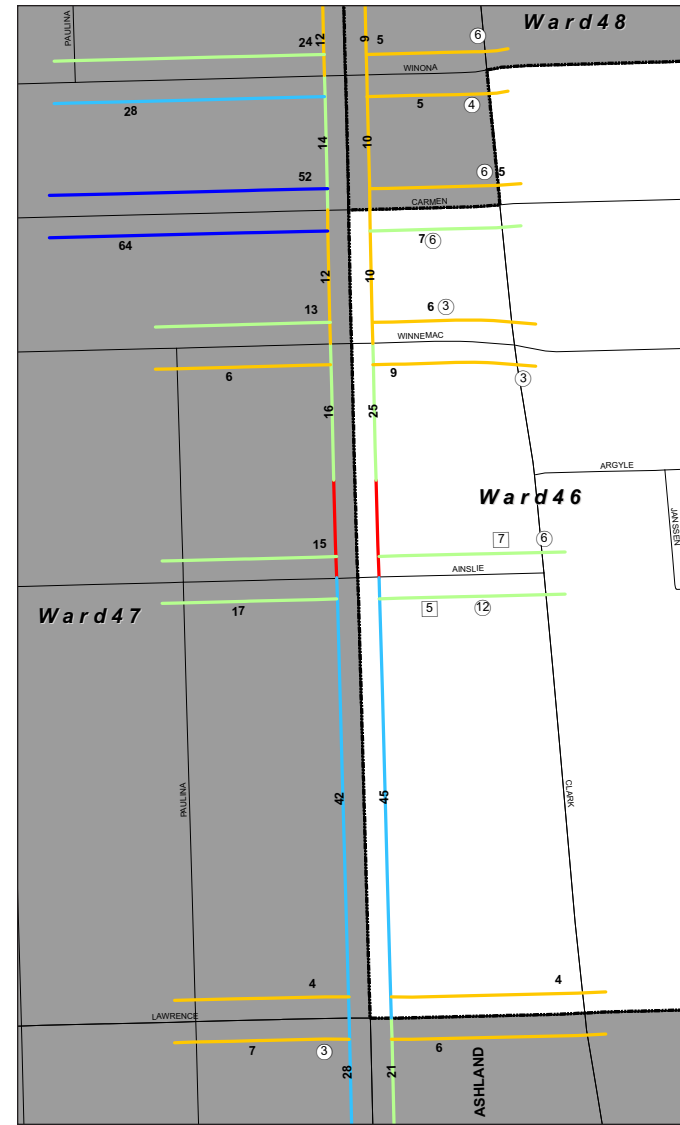
Ward 44

There are 5 off-street lots in Ward 44 that could potentially become shared parking.

LEGEND

Range of Total Parking per Block Side	Number Parking Spaces by Type*
<ul style="list-style-type: none"> — 0 — 1-12 — 13-25 — 26-50 — 50+ 	<ul style="list-style-type: none"> # Free Parking Ⓢ P&D Spaces Ⓜ Permit Spaces <p style="font-size: small; margin-top: 5px;">*Exact location on block not recorded</p>

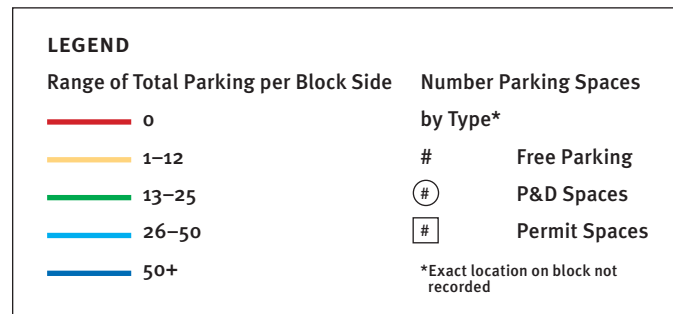
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Ashland	142	60	0	7	0
Cross Streets	52	51	0	6	1



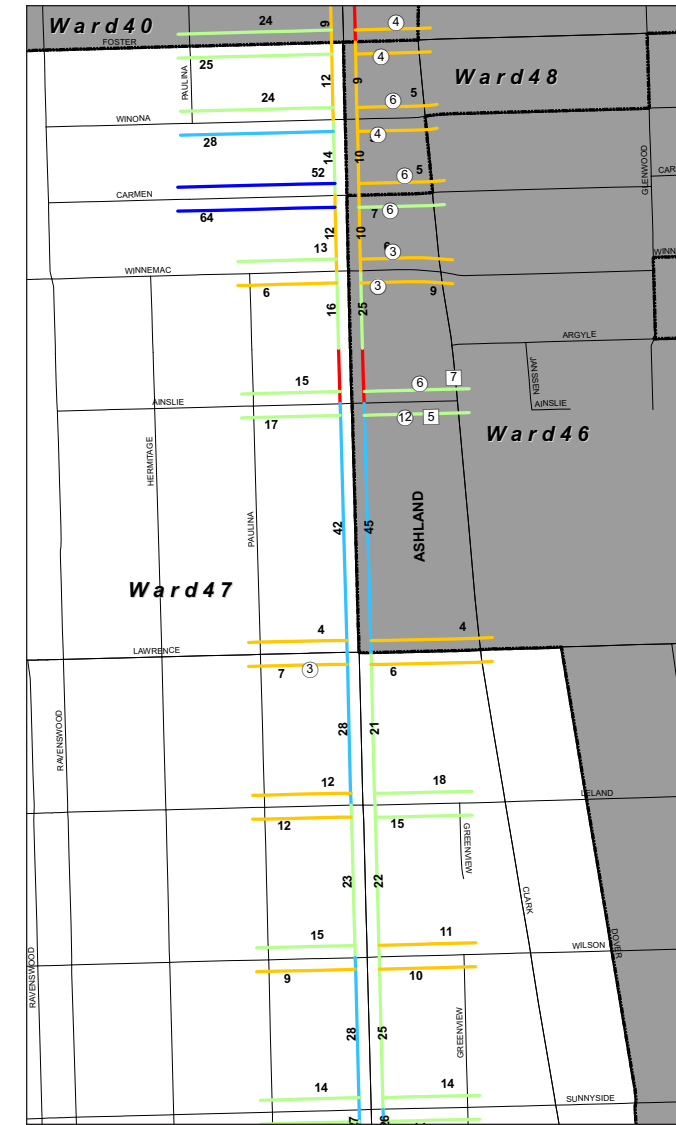
Ward 46

Ward 46

There are no off-street lots in Ward 46 that are immediately obvious to be used as shared-parking sites.



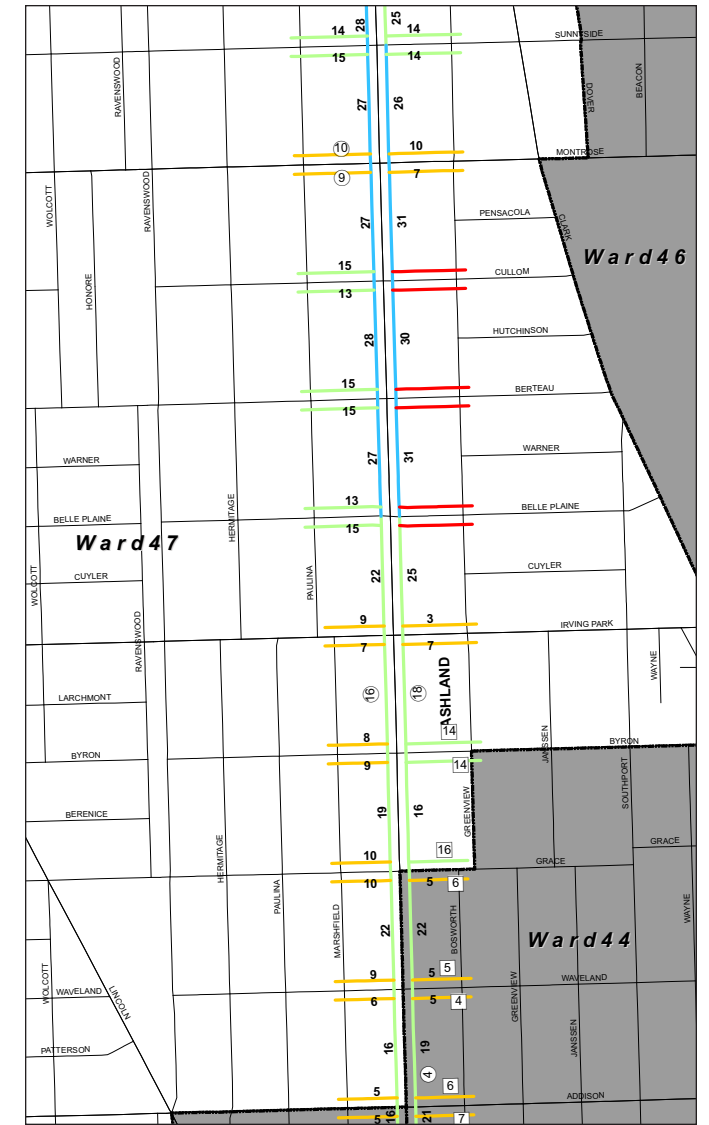
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Ashland	150	0	0	5	0
Cross Streets	37	36	12	2	1



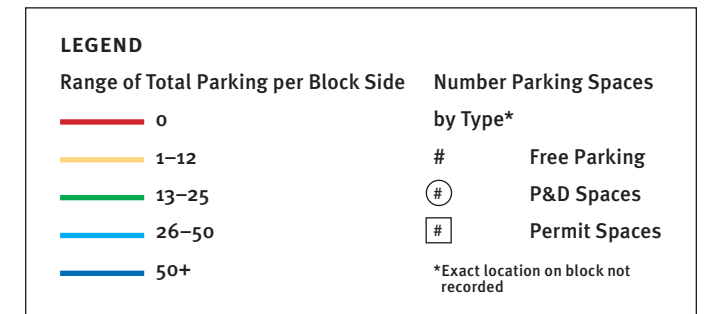
Ward 47, Ashland North

Ward 47

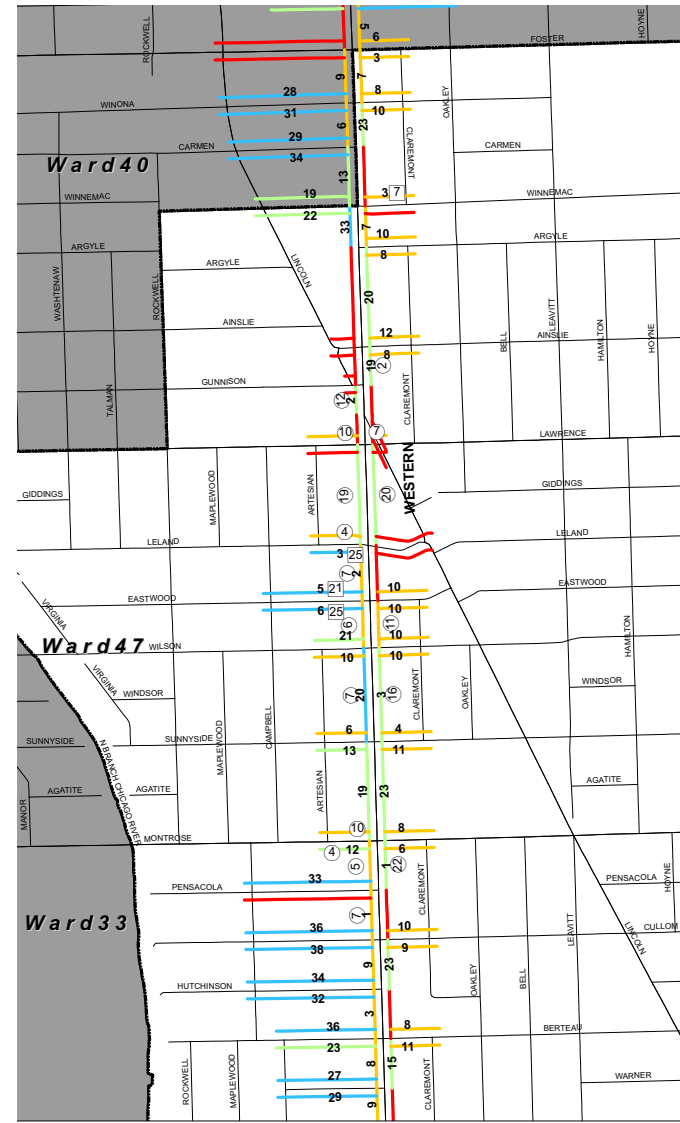
There are 14 off-street lots in Ward 47 that could potentially become shared parking.



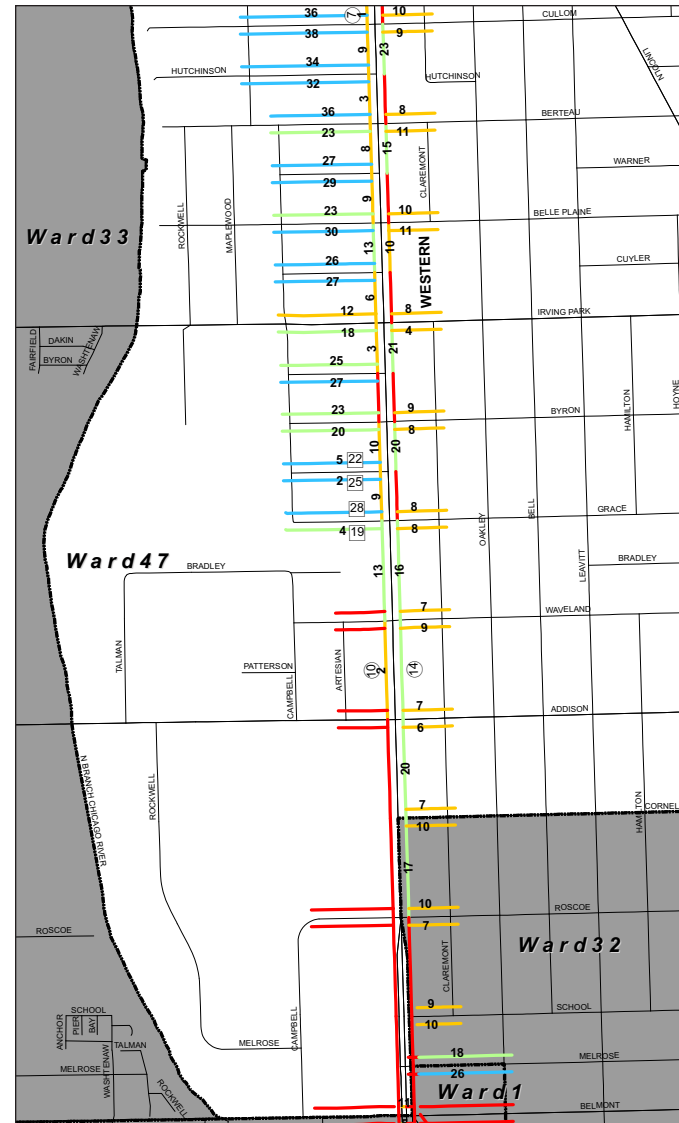
Ward 47, Ashland South



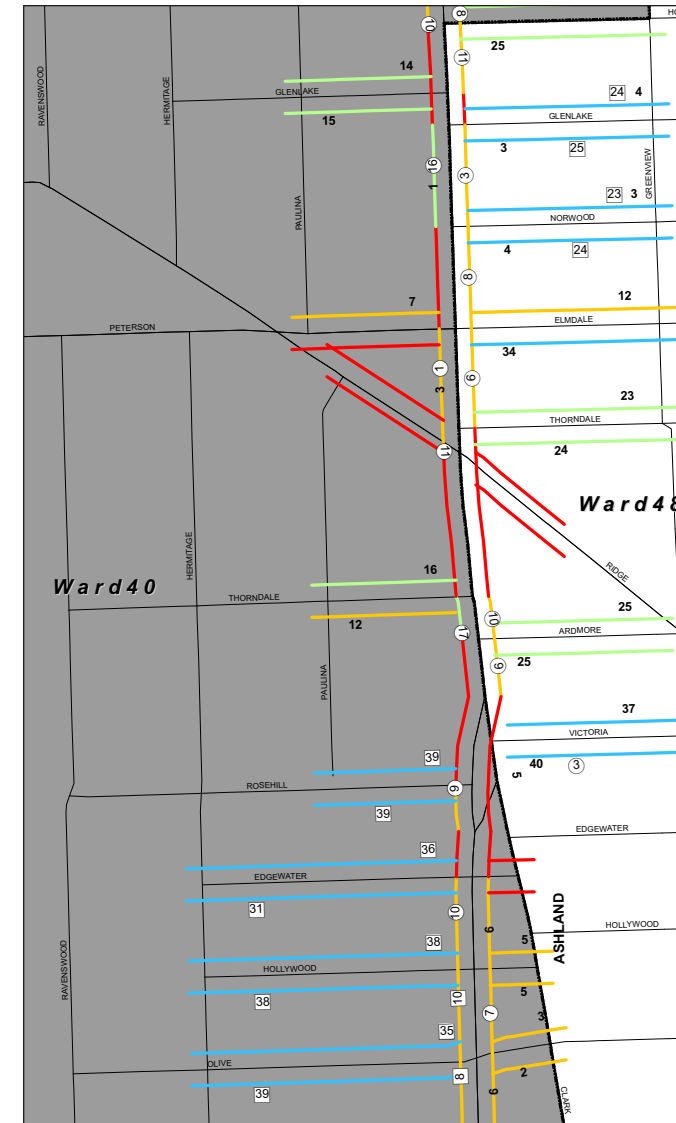
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Ashland	150	0	0	5	0
Cross Streets	37	36	12	2	1



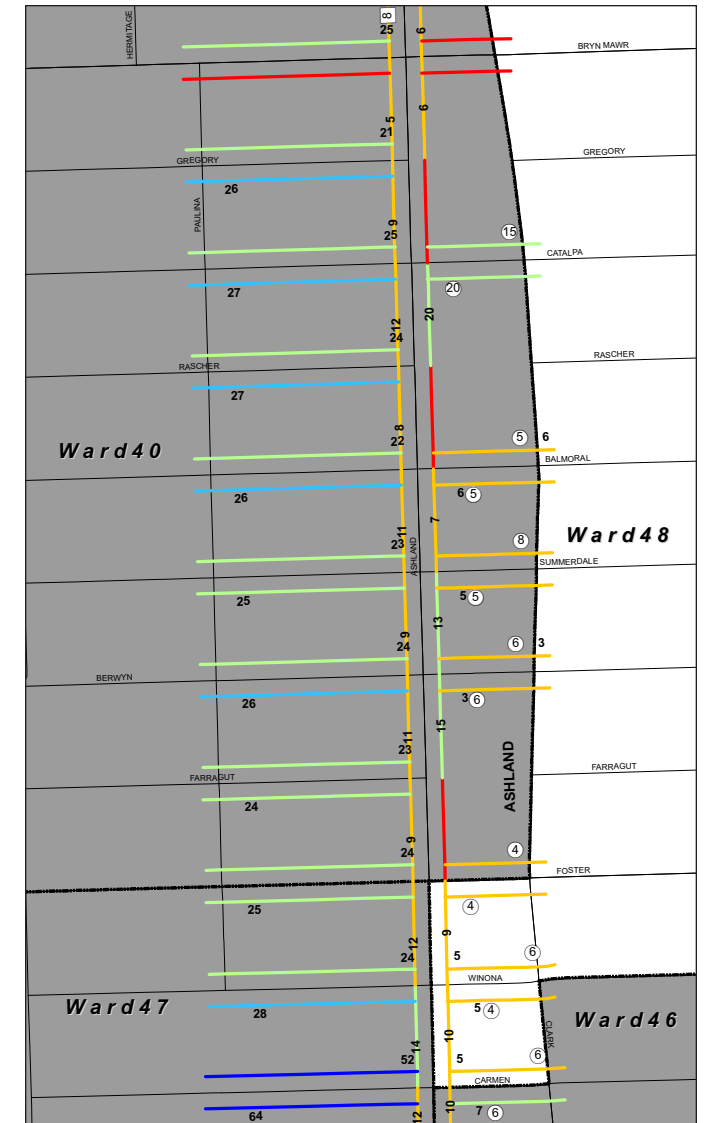
Ward 47, Western North



Ward 47, Western South



Ward 47, Ashland North



Ward 47, Ashland South

	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	455	158	0	20	0
Cross Streets	950	35	172	11	6
Ashland	730	38	0	20	5
Cross Streets	644	22	0	6	3

Ward 48

There are no off-street lots in Ward 48 that are immediately obvious as sites that could potentially become shared parking.

LEGEND

<p>Range of Total Parking per Block Side</p> <ul style="list-style-type: none"> — 0 — 1-12 — 13-25 — 26-50 — 50+ 	<p>Number Parking Spaces by Type*</p> <ul style="list-style-type: none"> # Free Parking Ⓢ P&D Spaces Ⓜ Permit Spaces <p><small>*Exact location on block not recorded</small></p>
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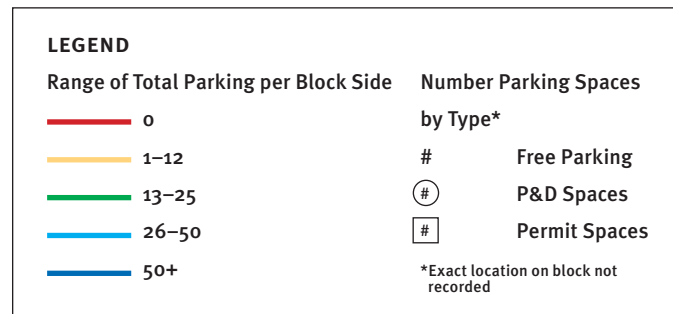
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Ashland	31	92	0	0	1
Cross Streets	353	33	96	3	1



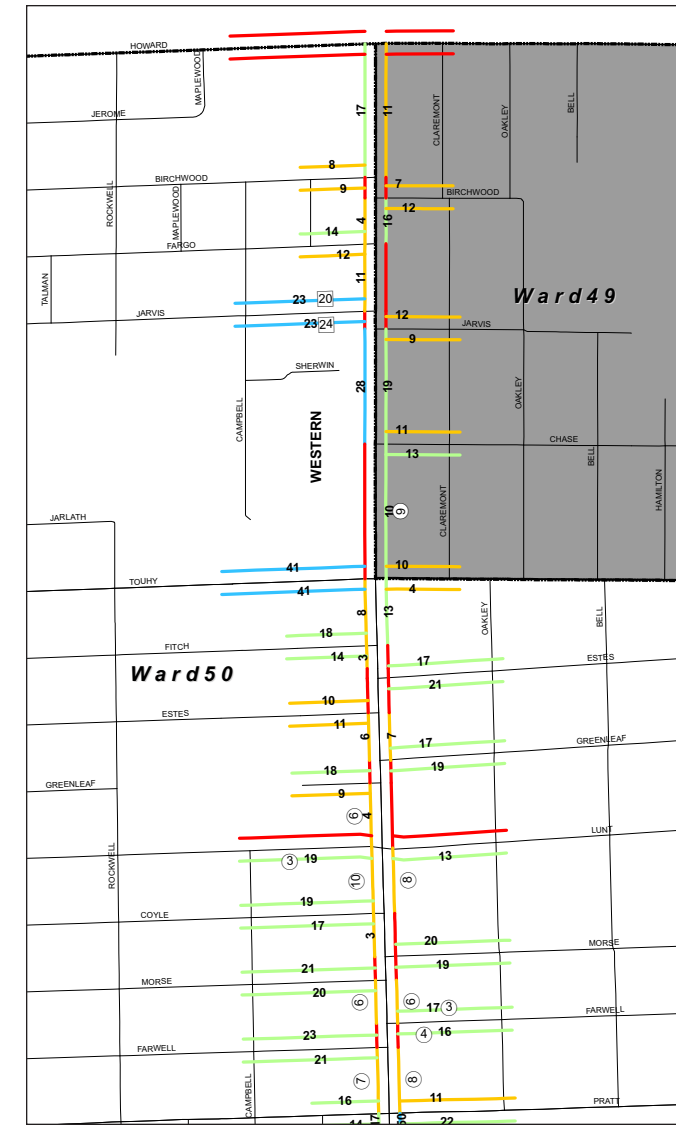
Ward 49

Ward 49

There are 11 off-street lots in Ward 49 that could potentially become shared parking.



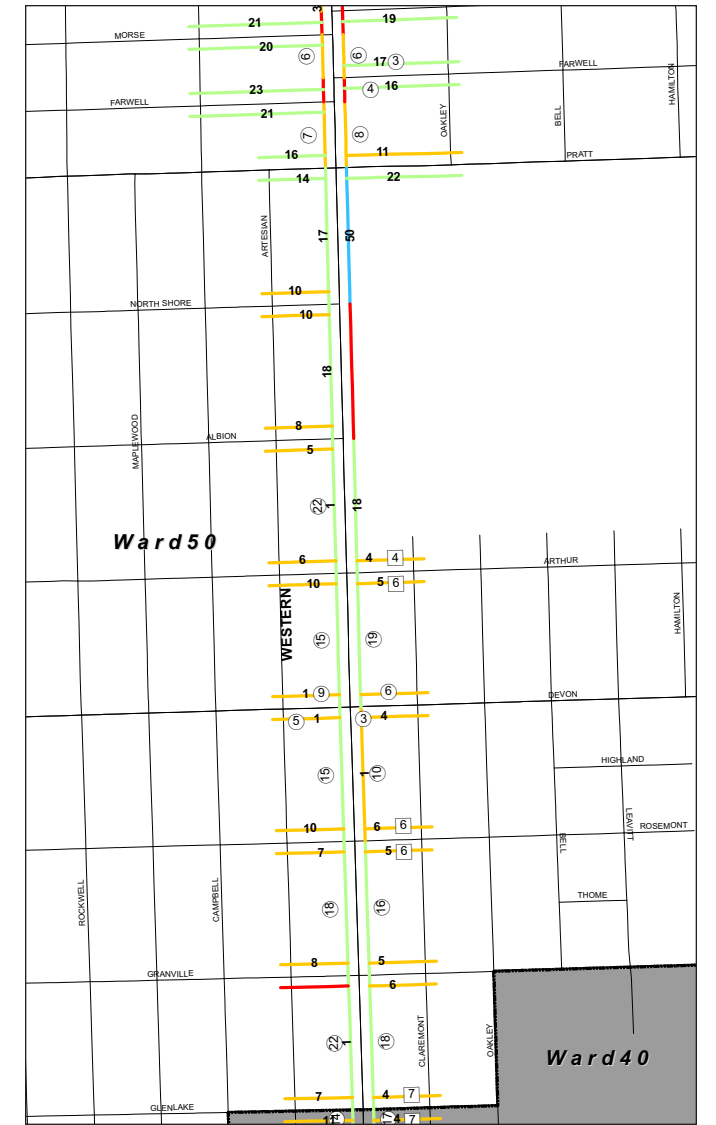
	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	120	9	0	4	0
Cross Streets	78	0	0	0	1
Ashland	32	264	0	23	0
Cross Streets	687	58	0	21	1



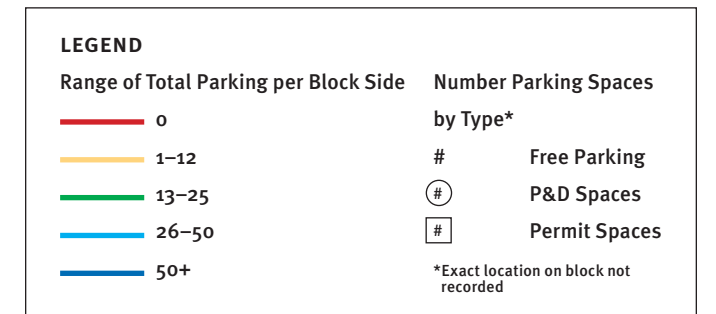
Ward 50, North

Ward 50

There are 14 off-street lots in Ward 50 that could potentially become shared parking.



Ward 50, South



	Free Parking	Pay & Display	Residential Parking Permit	Loading Zones	Disabled Parking
Western	253	216	0	15	1
Cross Streets	764	33	80	14	7

Appendix B: Typical Data Collection Sheet

WEST

Surveyor Name: JY
Date: 4/26

Arterial (circle one): Western Ashland Clark

Legend:

- H = hydrant
- BS = bus stop / bus stand
- CC = curb cut
- IC = intersection clearance
- RP = residential permit
- PD = pay and display (meter)
- RHO = parking prohibited rush hour only
- FP = free parking
- OSP = off street parking

Cross Street: MEOILL

Reg 1: SS - same - 4H TUE # Spaces 13 # Metered _____
Reg 2: _____ # Spaces _____ # Metered _____
Reg 3: _____ # Spaces _____ # Metered _____

Reg 1: SS 9AM-3PM 4H WED API - NOV 30 # Spaces _____ # Metered _____
Reg 2: FP # Spaces 18 # Metered _____
Reg 3: _____ # Spaces _____ # Metered _____

Diagram 1:

Arterial Reg 1: FP - 1 HR MAX # Spaces 6 # Metered _____
Arterial Reg 2: _____ # Spaces _____ # Metered _____
Arterial Reg 3: _____ # Spaces _____ # Metered _____

Cross Street: BELDEN

Legend:

- LZ = loading zone
- DA = disabled access
- PD = private benefit (reserved)
- V = valet parking
- TS = taxi stand
- SR = snow route
- SS = street sweeping
- CHG = Cubi night game
- TPA = taxi parking allowed

Reg 1: SS 9AM-3PM 4H TUE API - NOV 30 # Spaces _____ # Metered _____
Reg 2: FP # Spaces 18 # Metered _____
Reg 3: _____ # Spaces _____ # Metered _____

Diagram 2:

Arterial Reg 1: LZ - NO TIME # Spaces 4 # Metered _____
Arterial Reg 2: _____ # Spaces _____ # Metered _____
Arterial Reg 3: _____ # Spaces _____ # Metered _____

LYNOALE



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& Development Policy

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Parking Demand Analysis



Bus Rapid Transit (BRT)

Western and Ashland Corridors BRT Parking Demand Analysis

August 7, 2012



Introduction

The Chicago Transit Authority (CTA) is currently conducting an Alternatives Analysis (AA) planning study to define, evaluate and recommend Bus Rapid Transit (BRT) features and service to the Western Avenue and Ashland Avenue corridors in Chicago. Understanding the potential parking impacts is vital in reaching a Locally Preferred Alternative (LPA) for the project. The southern limit of both corridors is 95th Street, while the northern boundary of the corridors is Howard Street. For purposes of the AA, the Ashland Avenue corridor transitions to Clark Street near Ridge Avenue, and continues along Clark Street to Howard Street. The Western corridor is approximately 21 miles long, while the Ashland corridor is 16 miles long.

In early 2012 a supply-side parking study was performed by the Institute for Transportation & Development Policy (ITDP), *Western & Ashland Parking Supply Analysis (June 2012)*. ITDP's study identified the total number of available parking spaces throughout the Western and Ashland corridors on a block-by-block basis. Their inventories covered both subject streets as well as parking on cross streets, generally within one block east and west of the corridors. According to the report, there are 4,370 total parking spaces within the Western corridor, and 3,676 total parking spaces within the Ashland corridor (excluding cross street parking).

The intent of this *Parking Demand Analysis* is to build upon the ITDP data on parking supply, by providing a "snapshot" of maximum and average parking usage in different sections of each corridor. Detailed analysis is organized by ward and shown graphically by block in a format that mirrors the ITDP report for ease of comparison. It should be noted that for this parking demand analysis the northern limit of data collection along the Ashland corridor is Irving Park Road, the existing terminus of the Route #9 Ashland bus. The numbers referenced from ITDP's report have been adjusted accordingly. Once conceptual BRT designs for the corridors are developed, an overall assessment of parking impacts and potential for parking replacement can be completed with the information provided in both the Parking Supply and Demand studies.

Methodology

Field teams were deployed over a period of 8 days between July 17 and July 29, 2012. During this span, day of week surveys covered Monday (7/23), Tuesdays (7/17 & 7/25), Wednesdays (7/18 & 7/26), Thursday (7/19), Saturday (7/21) and Sunday (7/29). Surveyors recorded the presence of parked vehicles on each block throughout both corridors to measure six distinct temporal data sets:

- Early AM Peak (6am - 7am)
- AM Peak (7am - 9am)
- Midday (9am - 4pm)
- PM Peak (4pm - 6pm)
- Evening (6pm - 9pm)
- Weekend (all Saturday and Sunday)

Data collection was primarily focused on obtaining a complete data set for the AM Peak, Midday, PM Peak and Weekend time periods. During these core time periods, there were as many as eight observations made for a portion of the corridors. During the beginning and ending weekday periods, fewer observations were made. An overnight field count was not performed as part of this study, but should be considered as a final piece of the AA. Consistent weekend counts for both corridors involved collecting three sets of observations for Western and four for Ashland. A typical data collection field record form is shown in Appendix B.



The analysis of demand included two measures of use from the field work. An average count of vehicles observed was computed for each street block, representing a typical measure of parking use. The maximum number of vehicles observed per block segment, regardless of time period and date, was also extracted from the survey results.

Counts of parked vehicles were collected for both sides of the street for each corridor. The type of parking spaces being used, however, was not identified (e.g., Free, Pay & Display). Unlike the ITDP inventory of parking supply, data was not collected for any cross streets. It should be noted that comparing observed parked vehicles with ITDP reporting parking capacity found instances where percent utilization was over 100 percent. This reflects instances where the observed number of parked vehicles exceeds the estimated number of available parking spaces. It is believed that this was principally the result of the inherent difficulties in estimating capacity, such as parking stalls are not marked and the replacement of single-space parking meters with Pay & Display boxes, judging capacity is somewhat arbitrary. The number of cars able to park in a given curbspace is also a function of vehicle size, for example, more sub-compacts are able to fit into a defined space than standard sized autos.

Existing Parking Demand

Western Corridor Overview

Table 1 summarizes results for the Western corridor between 95th Street and Howard. According to ITDP's *Parking Supply Analysis* report, there are 4,370 total parking spaces on either side of Western (not including parking on cross streets). Table 1 illustrates the average usage of the on-street parking spaces by service period. As can be seen, average parking use observed was highest during the weekday midday and PM Peak periods and on Saturdays. The maximum weekday parking observed approached 3,000 parked vehicles, as compared to the average number observed for Midday of 1,829.

Table 1. Western Avenue Parking Supply and Demand

	Parking Capacity (spaces)	Parking Use (vehicles)	% Use
Supply of Parking (spaces)	4,370		
Average Use of Parking			
Early AM Peak*	6a-7a	652	15%
AM Peak	7a-9a	1,320	30%
Midday	9a-4p	1,829	42%
PM Peak	4p-6p	1,683	39%
Evening*	6p-9p	1,322	30%
Saturday		1,756	40%
Sunday		1,335	31%
Maximum Use of Parking			
Weekday		2,967	68%
Saturday		2,269	52%
Sunday		1,674	38%

*Counts were not completed for the entire corridor.

Although the maximum is significant higher than the Midday average (i.e., 60% above average), nearly one-third of on-street parking on Western remains unused (i.e., 1,403 spaces of 4,270).



Ashland Corridor Overview

Table 2 summarizes results for the Ashland corridor between 95th Street and Irving Park Road. ITDP reported 3,676 total parking spaces within these limits. The average observed parking use was highest for the Midday and Saturday service periods (i.e. 1,338 and 1,375). Maximum use was significantly higher than average use, although as with Western, roughly one-third of the total capacity remains unused.

Table 2. Ashland Avenue Parking Supply and Demand

	Parking Capacity (spaces)	Parking Use (vehicles)	% Use
Supply of Parking (spaces)	3,676		
Average Use of Parking			
Early AM Peak*	6a-7a	732	20%
AM Peak	7a-9a	917	25%
Midday	9a-4p	1,338	36%
PM Peak	4p-6p	1,175	32%
Evening	6p-9p	1,155	31%
Saturday		1,375	37%
Sunday		1,226	33%
Maximum Use of Parking			
Weekday		2,467	67%
Saturday		1,873	51%
Sunday		1,825	50%

*Counts were not completed for the entire corridor.

Ward Maps

The maps in Appendix A display parking supply and parking demand data for each block within the two corridors. Each block-face is color-coded by capacity utilization of maximum parking (highest observed maximum value for weekday or weekend). In addition, each side of the respective corridors includes the following data:

- **Maximum Spaces Used**
- [Total Spaces Available]

In addition, a small data table accompanies each ward map, and includes the following summary information by ward:

- Available spaces
- Weekday Maximum and Average Spaces Used, including percent utilization
- Weekend Maximum and Average Spaces Used, including percent utilization

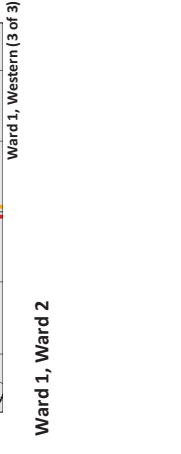
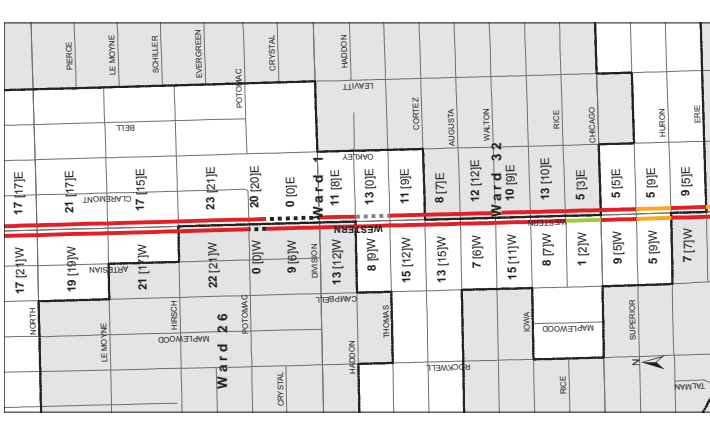
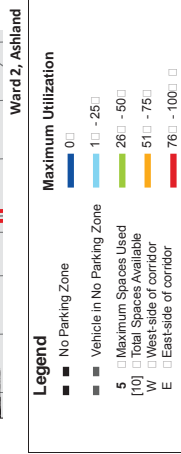
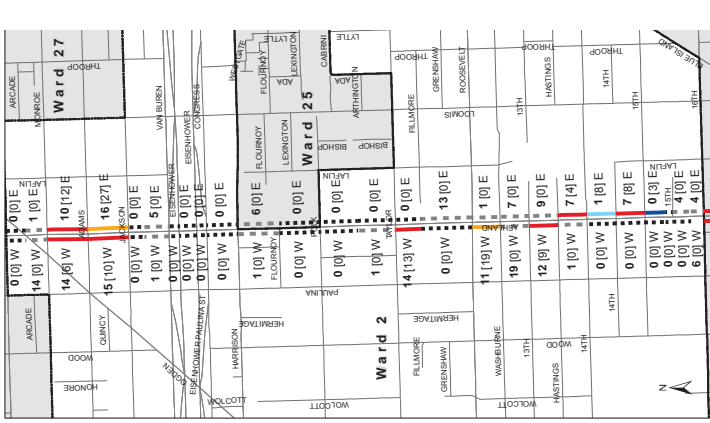
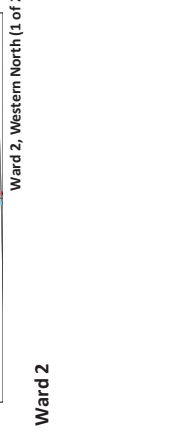
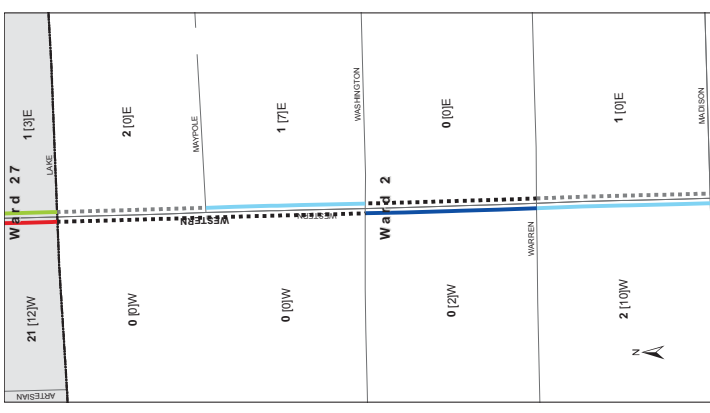
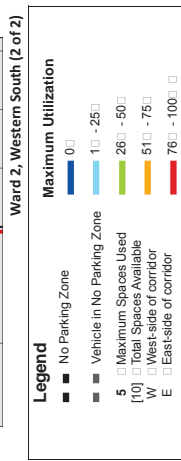
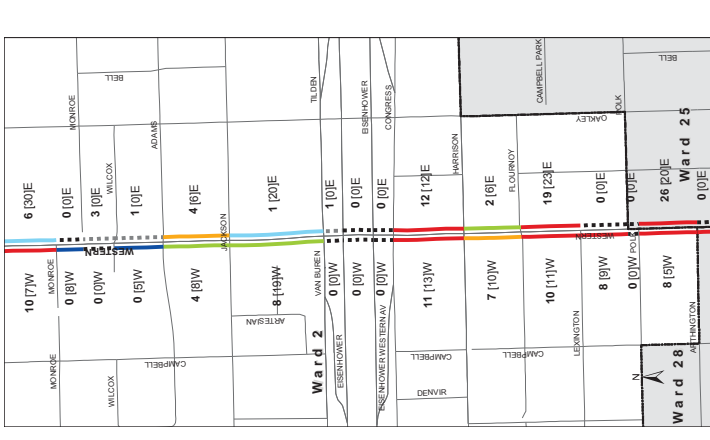
The type of utilized parking space (e.g., Free, Pay & Display, Loading Zone) has not been explicitly identified (see ITDP's *Western & Ashland Parking Supply Analysis* for more information). Note that parking spaces at ward boundaries are shown and counted in both wards. This approach mirrors ITDP's efforts on the supply-side parking analysis, as these spaces are important to each alderman. This double-counting does not affect the corridor totals shown in the overview tables of Tables 1 and 2.



Appendix A
Ward Maps



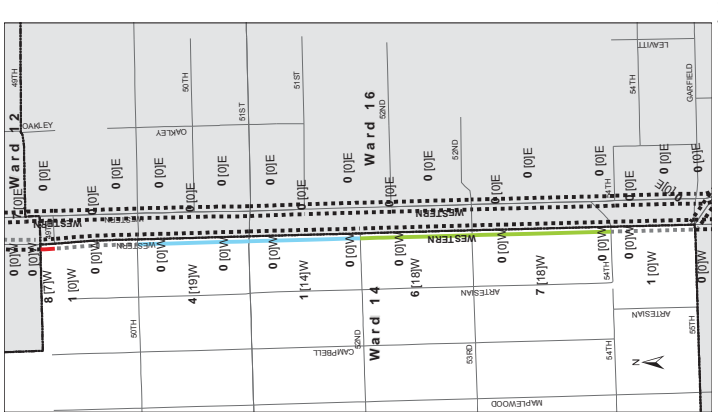
Western and Ashland BRT Corridors



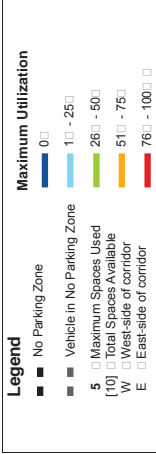
Ward 2	Available Spaces			Utilized Spaces		
	Weekday Maximum	Weekday Average	Weekend Maximum	Weekday Maximum	Weekend Average	Weekend Maximum
Western	237	78	112	76	32%	76
Ashland	129	42	81	63%	29	22%

Ward 1	Available Spaces			Utilized Spaces		
	Weekday Maximum	Weekday Average	Weekend Maximum	Weekday Maximum	Weekend Average	Weekend Maximum
Western	714	441	639	459	65%	639
Ashland	372	213	347	224	62%	347

*Note: Number of vehicles observed > assumed number of spaces available



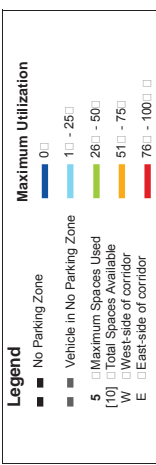
Ward 14
Field observations found that a Car Dealership south of 53rd Street parked vehicles on-street following the morning rush period for advertising purposes. These vehicles impact space utilization in Ward 14.



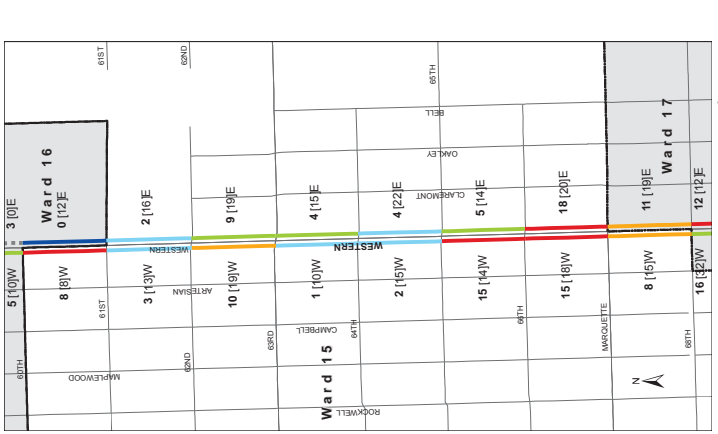
	Available Spaces	Utilized Spaces		
		Weekday Maximum	Weekday Average	Weekend Average
Western	76	18	7	6
Utilization		24%	9%	8%



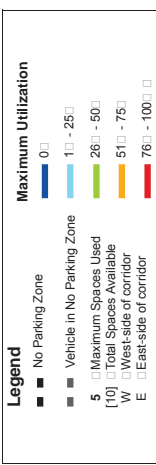
Ward 15
Field observations found that Car Dealerships along Western parked vehicles on-street following the morning rush period for advertising purposes. These vehicles impact space utilization in Ward 15.



Ward 15	Available Spaces	Utilized Spaces		
		Weekday Maximum	Weekday Average	Weekend Average
Western	275	112	56	44
Utilization		41%	20%	16%
Ashland	375	165	57	88
Utilization		44%	15%	23%

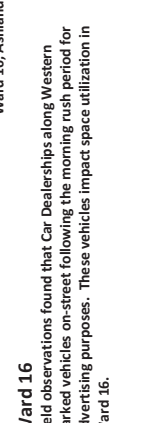
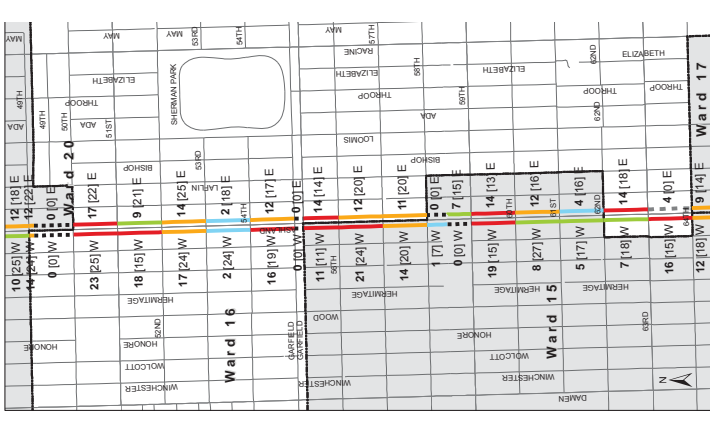
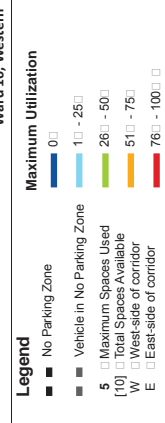
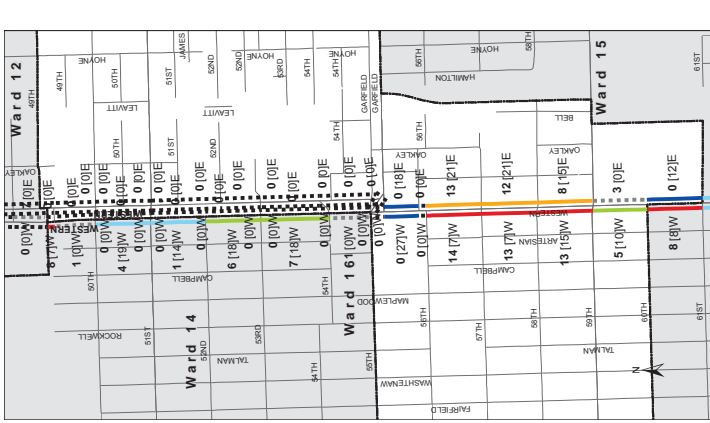
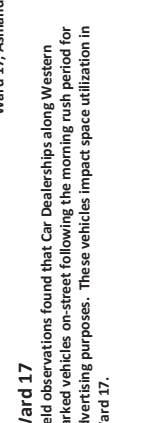
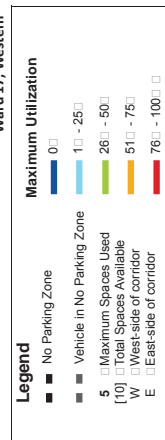
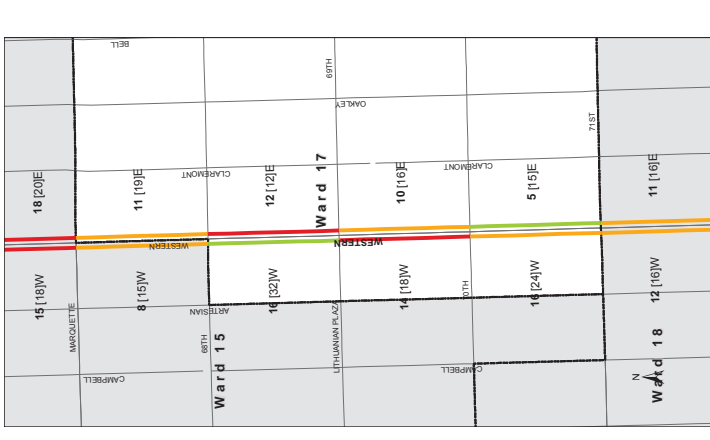


Ward 15, Western
Field observations found that Car Dealerships along Western parked vehicles on-street following the morning rush period for advertising purposes. These vehicles impact space utilization in Ward 15.





Western and Ashland BRT Corridors



Ward 17
Field observations found that Car Dealerships along Western parked vehicles on-street following the morning rush period for advertising purposes. These vehicles impact space utilization in Ward 17.

Ward 16
Field observations found that Car Dealerships along Western parked vehicles on-street following the morning rush period for advertising purposes. These vehicles impact space utilization in Ward 16.

Ward 17	Utilized Spaces		
	Available Spaces	Weekday Maximum	Weekend Average
Western	151	95	49
Utilization		63%	32%
Ashland	494	208	75
Utilization		42%	15%

Ward 16	Utilized Spaces		
	Available Spaces	Weekday Maximum	Weekend Average
Western	237	111	54
Utilization		47%	23%
Ashland	416	251	106
Utilization		60%	26%



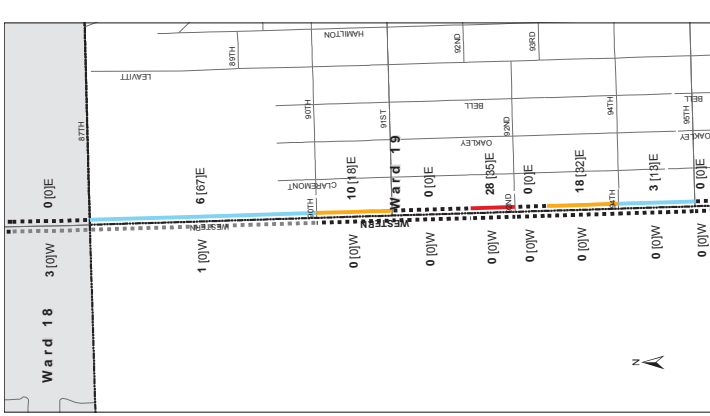
Western and Ashland BRT Corridors



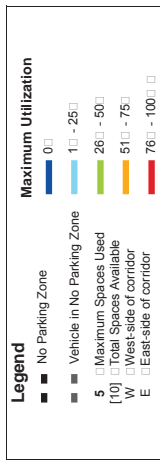
Ward 18
Field observations found that Car Dealerships along Western parked vehicles on-street following the morning rush period for advertising purposes. These vehicles impact space utilization in Ward 18.



Ward 18, Western
Field observations found that Car Dealerships along Western parked vehicles on-street following the morning rush period for advertising purposes. These vehicles impact space utilization in Ward 18.



Ward 19
Field observations found that Car Dealerships along Western parked vehicles on-street following the morning rush period for advertising purposes. These vehicles impact space utilization in Ward 19.

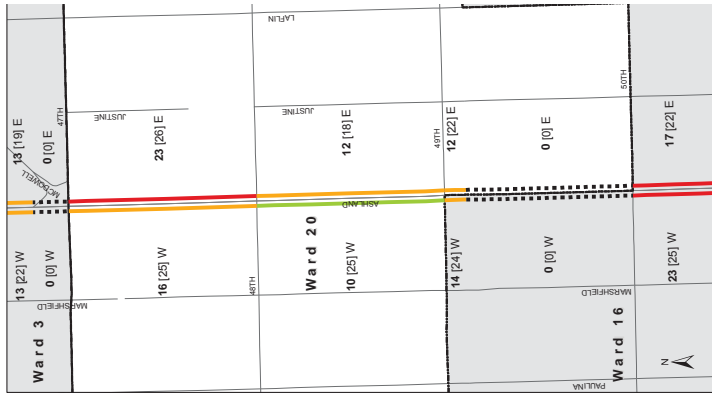


Ward 18	Available Spaces			Utilized Spaces		
	Weekday Maximum	Weekday Average	Weekend Maximum	Weekday Average	Weekend Maximum	Weekend Average
Western	186	85	146	62	62	
Utilization	44%	20%	35%	15%	15%	
Ashland	88	42	103	54	54	
Utilization	61%	29%	71%	37%	37%	

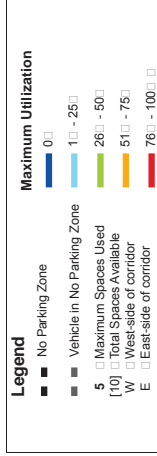
Ward 19	Available Spaces			Utilized Spaces		
	Weekday Maximum	Weekday Average	Weekend Maximum	Weekday Average	Weekend Maximum	Weekend Average
Western	165	34	66	17	17	
Utilization	40%	21%	27%	10%	10%	



Western and Ashland BRT Corridors



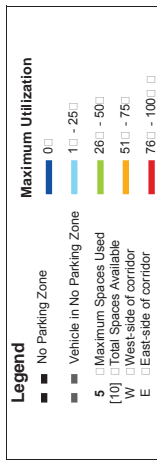
Ward 20



	Available Spaces	Utilized Spaces		
		Weekday Maximum	Weekday Average	Weekend Average
Ashland	140	81	32	36
Utilization		58%	23%	25%



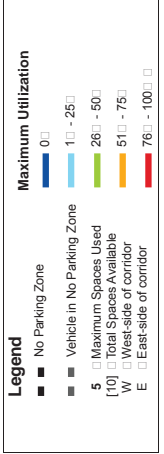
Ward 21



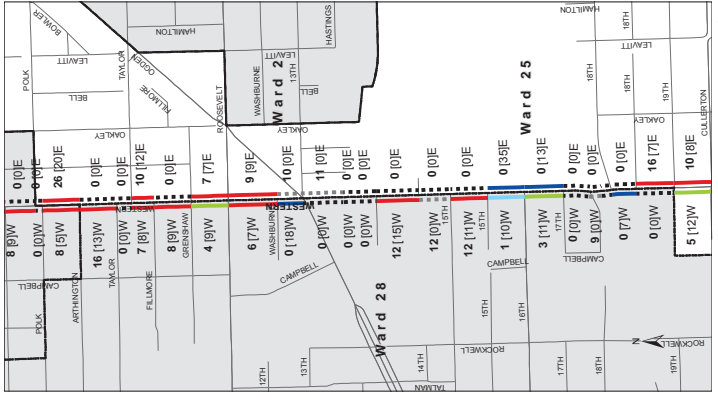
	Available Spaces	Utilized Spaces		
		Weekday Maximum	Weekday Average	Weekend Average
Ashland	573	334	156	179
Utilization		58%	27%	31%



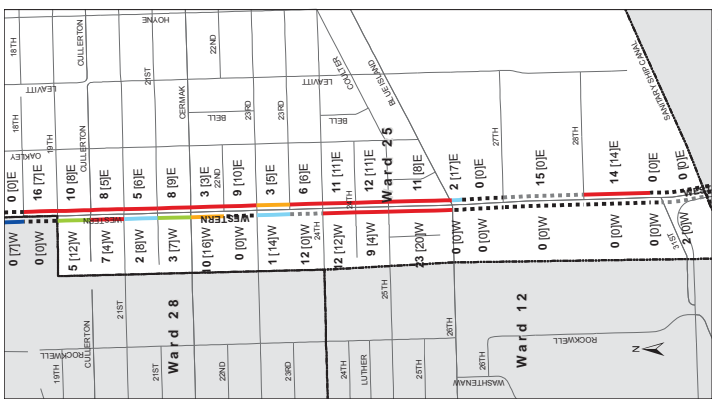
Ward 25, Ashland



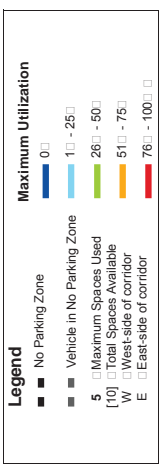
Western and Ashland BRT Corridors



Ward 25, Western North (1 of 2)



Ward 25, Western South (2 of 2)



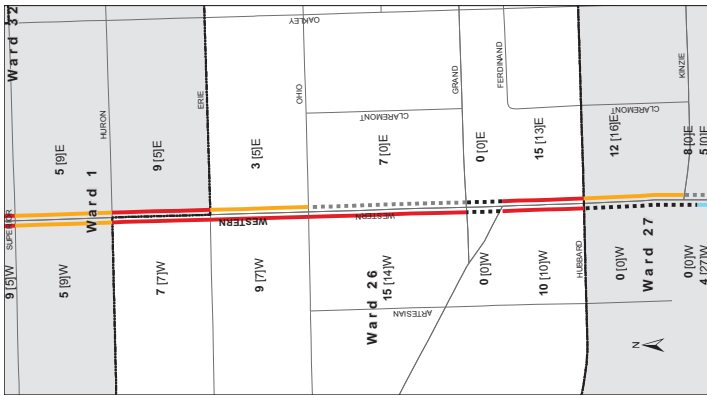
Ward 25	Utilized Spaces			
	Available Spaces	Weekday Maximum	Weekend Maximum	Weekend Average
Western	440	358	269	151
Utilization		81%	61%	34%
Ashland	229	198	137	92
Utilization		86%	60%	40%



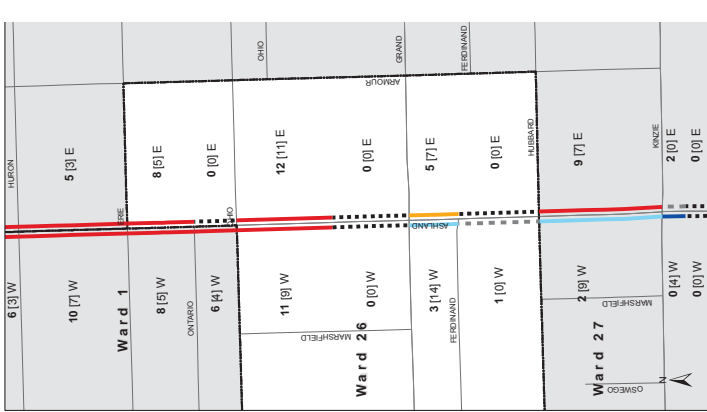
Western and Ashland BRT Corridors



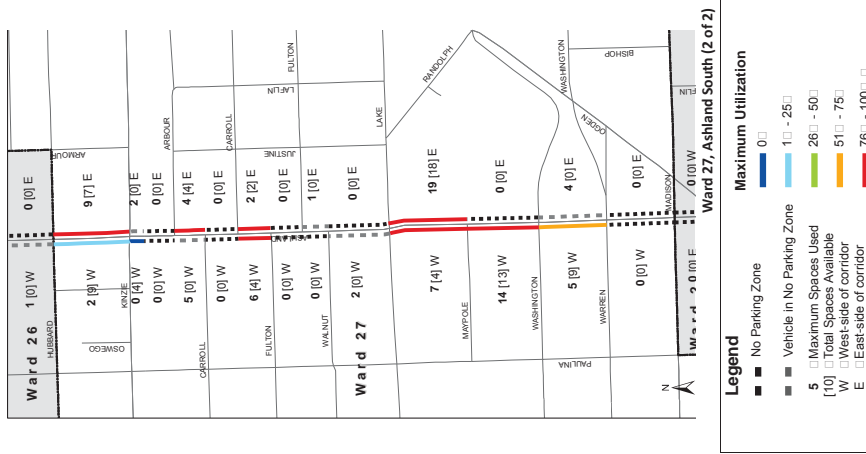
Ward 27, Ashland North (1 of 2)



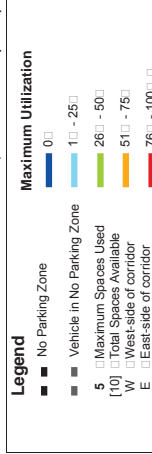
Ward 26, Western



Ward 26, Ashland



Ward 27, Ashland South (2 of 2)



Legend

Legend

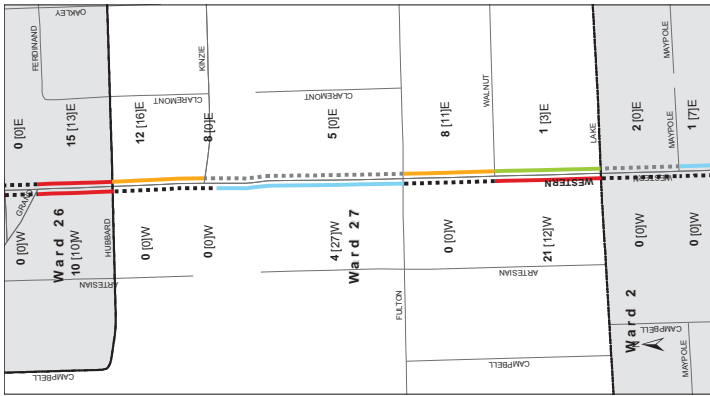
Legend

Ward 26	Available Spaces	Utilized Spaces		
		Weekday Maximum	Weekday Average	Weekend Average
Western	61	72	43	29
Utilization		118%*	70%	48%
Ashland	55	51	24	27
Utilization		93%	44%	49%

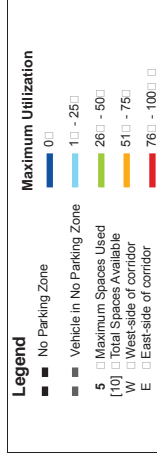
*Note: Number of vehicles observed > assumed number of spaces available



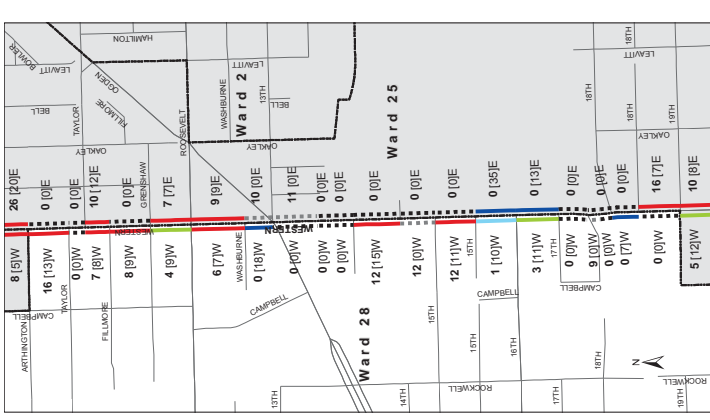
Western and Ashland BRT Corridors



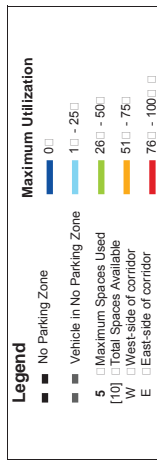
Ward 27



	Available Spaces	Utilized Spaces		
		Weekday Maximum	Weekday Average	Weekend Maximum
Western	69	19	23	17
Utilization		28%	33%	25%
Ashland	169	160	82	148
Utilization		95%	48%	88%
				69
				41%



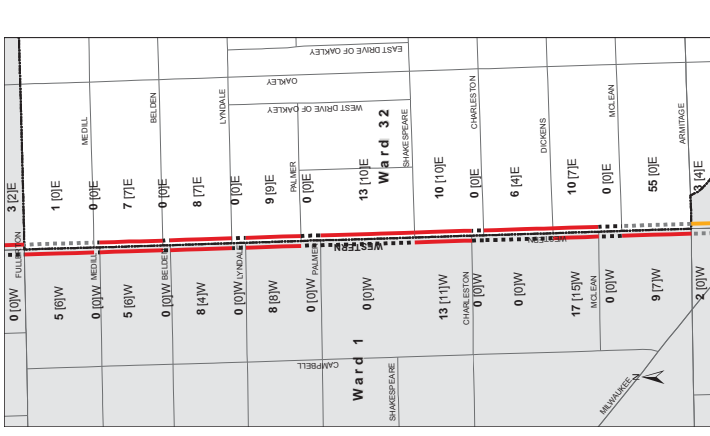
Ward 28



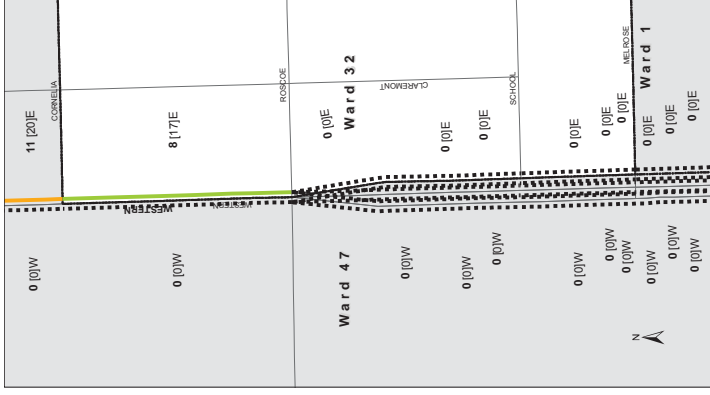
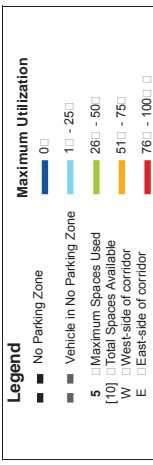
	Available Spaces	Utilized Spaces		
		Weekday Maximum	Weekday Average	Weekend Maximum
Western	177	174	79	119
Utilization		98%	45%	67%
				72
				41%



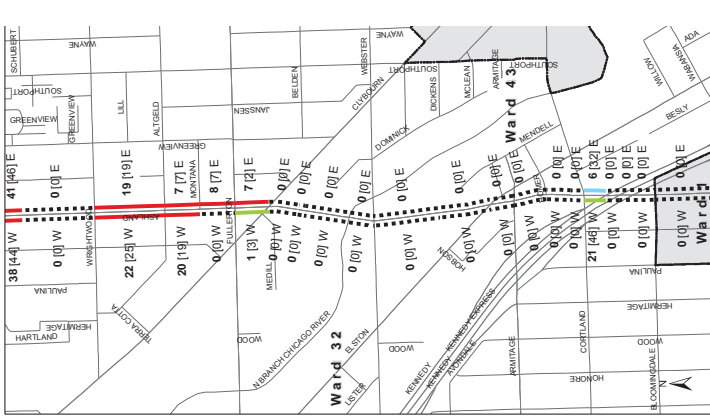
Western and Ashland BRT Corridors



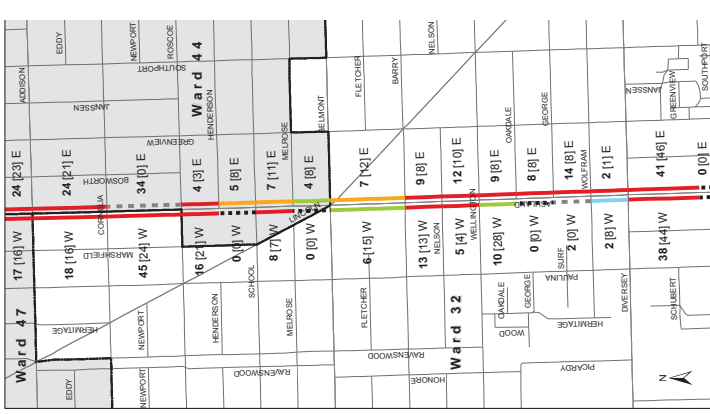
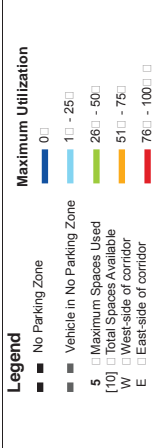
Ward 32, Western (2 of 3)



Ward 32, Western (1 of 3)



Ward 32, Ashland South (2 of 2)



Ward 32, Ashland North (1 of 2)



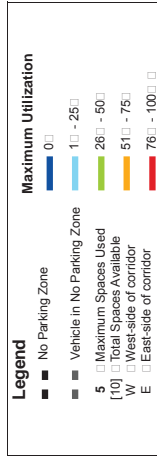


Western and Ashland BRT Corridors



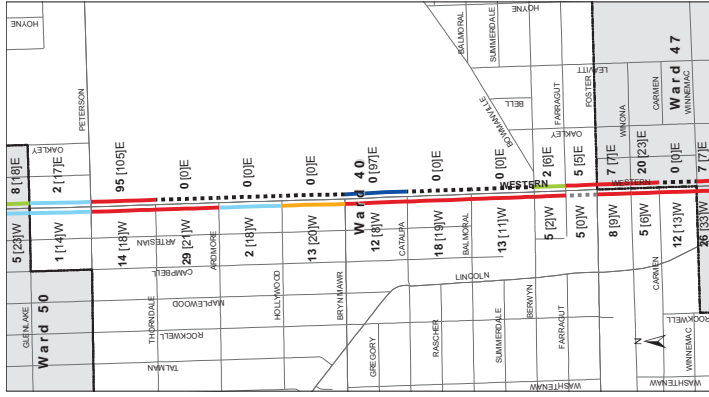
Ward 32

Ward 32, Western (3 of 3)



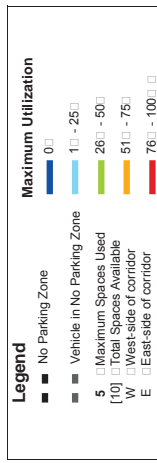
	Available Spaces	Utilized Spaces		
		Weekday Maximum	Weekday Average	Weekend Average
Western	262	277	159	210
Utilization		106%*	61%	80%
Ashland	450	379	236	318
Utilization		84%	52%	71%

*Note: Number of vehicles observed > assumed number of spaces available



Ward 40

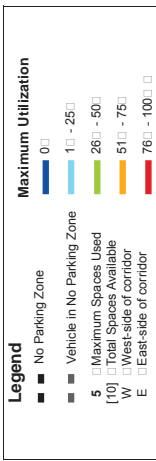
Field observations found that a number of parked vehicles between Berwyn and Peterson were damaged or impaired vehicles. It appears that a nearby Auto Body Repair Shop may be parking excess vehicles on the street. These vehicles have a significant impact on space utilization in Ward 40. The main office appears to be located at 5808 N. Western Ave.



	Available Spaces	Utilized Spaces		
		Weekday Maximum	Weekday Average	Weekend Average
Western	435	277	198	239
Utilization		64%	46%	55%

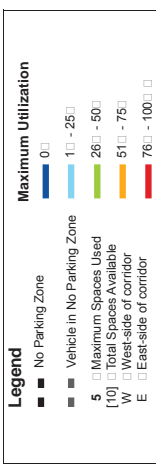


Western and Ashland BRT Corridors



Ward 47

Ward 47, Ashland



Ward 44

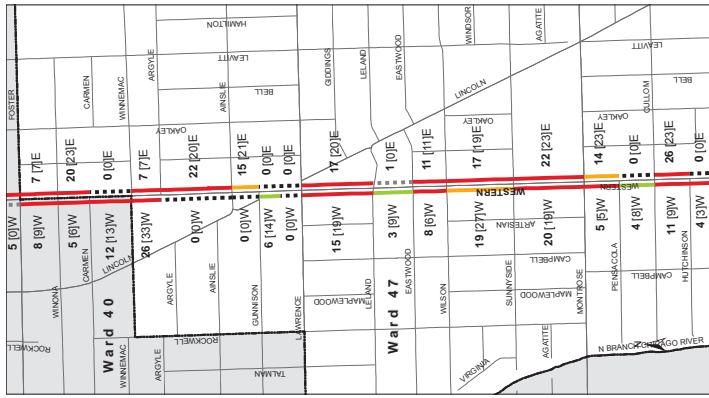
Ward 44

Ward 44	Available Spaces	Utilized Spaces		
		Weekday Maximum	Weekday Average	Weekend Average
Ashland	209	255	155	165
Utilization		122%*	74%	79%

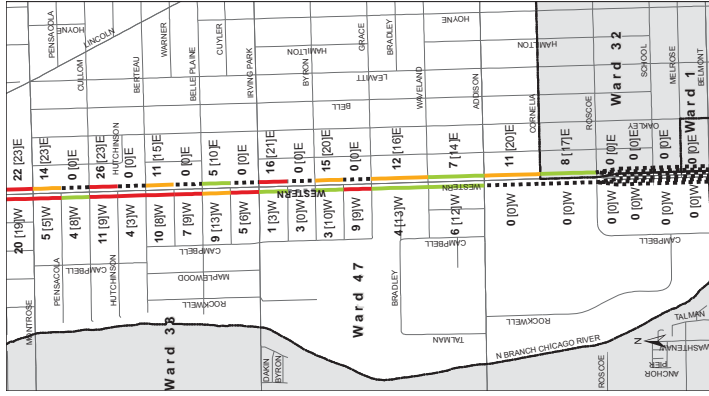
*Note: Number of vehicles observed > assumed number of spaces available



Western and Ashland BRT Corridors

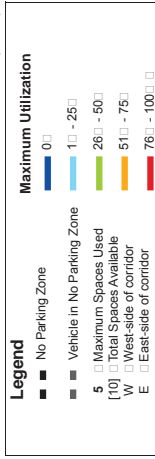


Ward 47, Western North (1 of 2)

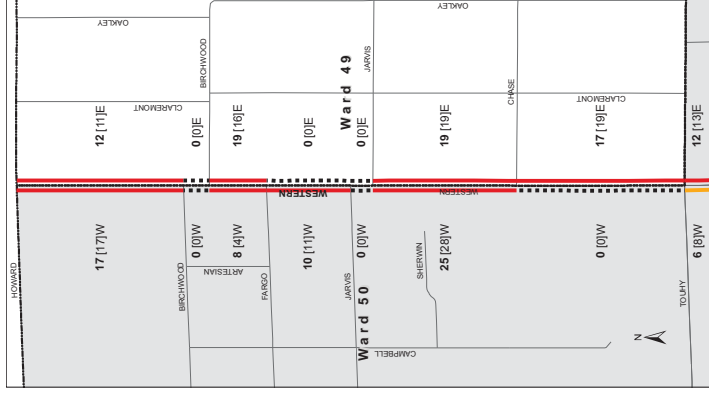


Ward 47, Western South (2 of 2)

Ward 47

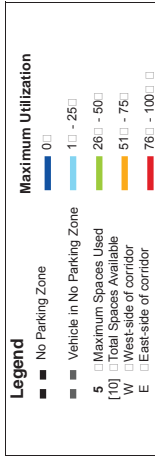


Ward 47	Available Spaces	Utilized Spaces		
		Weekday Maximum	Weekday Average	Weekend Average
Western	633	430	242	238
Utilization		68%	38%	38%
Ashland	148	142	104	115
Utilization		96%	70%	77%



Ward 49

Ward 49



Ward 49	Available Spaces	Utilized Spaces		
		Weekday Maximum	Weekday Average	Weekend Average
Western	133	125	84	81
Utilization		94%	63%	61%

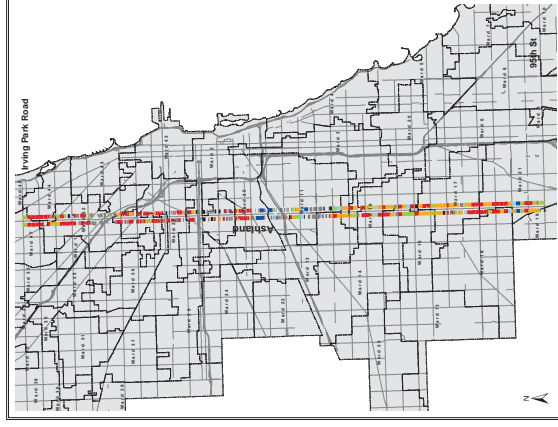


Western and Ashland BRT Corridors



Ward 50
Field observations found that 40% - 80% of parked vehicles between Arthur and Pratt were taxi cabs. These vehicles have a significant impact on space utilization in Ward 50. The main Taxi Office and Dispatch appears to be located at 6500 N. Western Ave.

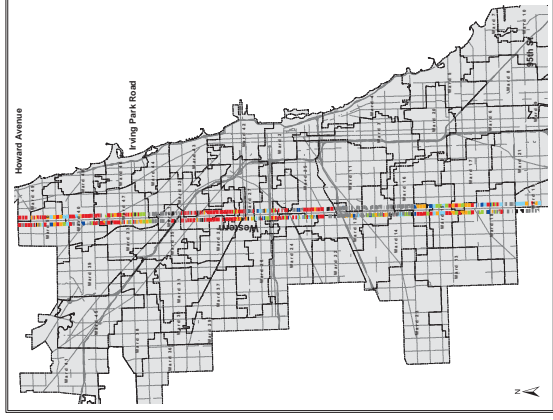
Corridor	Available Spaces	Utilized Spaces	
		Weekday Maximum	Weekend Average
Western	485	399	246
Utilization		82%	51%



Ashland Corridor

Corridor

Corridor	Available Spaces	Utilized Spaces	
		Weekday Maximum	Weekend Average
Western	4370	3666	1710
Utilization		84%	39%
Ashland	3676	3016	1215
Utilization		82%	33%



Western Corridor

Legend

- No Parking Zone
- Vehicle in No Parking Zone
- Maximum Spaces Used
- Total Spaces Available
- West-side of corridor
- East-side of corridor

Maximum Utilization

- 0
- 1 - 25
- 26 - 50
- 51 - 75
- 76 - 100



Appendix B
Sample data collection field record form

Run # 1

Ashland Avenue - Irving Park Rd to 95th St

Surveyor Name	Amva
Date	07/29/2022

notes	time	West Curbline	#	Parking Spaces Occupied	#	East Curbline	time	notes
	7:36am	Irving Park	0		4	Irving Park	7:34am	
		Byron	19		14	Byron		
		Grace	21		18	Grace		
		Waveland	13		20	Waveland		
		Addison	10		16	Addison		
		Cornelia			14	Cornelia		
		CTA Brown Line	18			CTA Brown Line		
		Roscoe			1	Roscoe		
					1	Henderson		
					7	School		
					0	Melrose		
					0	Belmont / Lincoln		
					3	Barry	7:30am	
					2	Nelson		