

Downtown Parking Study

Mount Prospect, Illinois



Prepared For:



**VILLAGE OF
MOUNT PROSPECT**



September 24, 2018

Contents

List of Figures and Tables, ii

1. Introduction.....	1
2. Downtown Parking Surveys.....	2
3. Existing Parking Conditions.....	4
Parking Inventory.....	4
Parking Occupancy.....	12
Key Findings.....	23
4. Projected Parking Conditions.....	25
Downtown Redevelopment Opportunities/Sites.....	25
Triangle Site.....	27
Chase Bank Site.....	28
Lions Park Site.....	29
Central and Main Site.....	31
Post Office Site.....	32
Tri-State Site.....	33
5. Findings and Recommendations.....	34
Summary of Findings.....	34
General Recommendations.....	35
Northwest Quadrant Recommendations.....	38
Northeast Quadrant Recommendations.....	48
Southeast and Southwest Quadrant Recommendations.....	49
6. Conclusions.....	51
Existing Downtown Parking Supply.....	51
Existing Downtown Parking Occupancy.....	51
Projected Parking Demand.....	52
Recommendations.....	53

Appendix

- Downtown Parking Surveys

List of Figures and Tables

Figures

1A. Public & Private Parking Locations – Downtown.....	5
1B. Public & Private Parking Locations – Downtown Core Subarea.....	6
2. Public Parking Inventory – Downtown Core Subarea.....	8
3A. Parking Time Regulations – Downtown.....	10
3B. Parking Time Regulations – Downtown Core Subarea.....	11
4A. Public Parking Utilization Weekday Midday – Downtown.....	19
4B. Public Parking Utilization Weekday Midday – Downtown Core Subarea.....	20
5A. Public Parking Utilization Saturday Midday – Downtown.....	21
5B. Public Parking Utilization Saturday Midday – Downtown Core Subarea.....	22
6. Future Redevelopment Sites.....	26
7A. Conceptual Downtown Parking Map – Weekdays Before 6:00 PM.....	39
7B. Conceptual Downtown Parking Map – Weekday Evenings and Weekends.....	40
8. Recommended Parking Time Regulations - Downtown Core Subarea.....	45
9A. Pine Street Conceptual Parking Improvements – Alternative 1.....	46
9B. Pine Street Conceptual Parking Improvements – Alternative 2.....	47

Tables

1. Downtown Parking Inventory – Public and Private.....	4
2. Downtown Core Subarea Public Parking Inventory – By Quadrant.....	7
3. Parking Inventory, Occupancy and Percent Occupied – Downtown Study Area.....	13
4. Parking Inventory, Occupancy and Percent Occupied – Downtown Core Subarea.....	14
5. Public Parking Inventory, Occupancy and Percent Occupied by Quadrant.....	15
6. Public Parking Inventory, Occupancy and Percent Occupied – Specific Locations.....	16
7. Downtown Redevelopment Opportunities/Sites.....	25

1. Introduction

This report summarizes the findings from a parking demand assessment of the public and private parking supply in downtown Mount Prospect, Illinois. The study area for the parking assessment was selected by Village staff and generally follows the boundary of the downtown tax increment financing district. The study area consists of parking lots, a parking deck and on-street parking spaces. The parking spaces are both regulated and unregulated and are used by Metra commuters and downtown employees, visitors and patrons.

This parking demand assessment was performed as a follow-up to downtown parking surveys performed by the Village over the past three years in which some residents and business owners expressed concerns about the current availability of parking in the downtown at various times. Several new downtown development projects have recently been approved by the Village or are in the planning stages. Those responding to the parking surveys, as well as Village leaders and staff, have also expressed concerns about the parking impacts that the new developments will have on future parking availability in the downtown.

As such, the purpose of this study is five-fold, as follows:

1. Inventory the downtown parking supply and posted parking regulations
2. Document the utilization of the parking supply on typical weekdays and weekend days, including weekends where downtown events were hosted
3. Evaluate the parking data to identify locations where parking surpluses and deficits exist
4. Estimate the impact on downtown parking demand from new development projects
5. Recommend improvements to address areas of parking deficit

The following chapters of this report include a description of the downtown parking data collection efforts, documentation and evaluation of existing parking conditions, estimation and evaluation of the future parking supply and demand upon completion of new downtown development projects, and a series of recommendations, policies and strategies to address areas of parking deficit.

2. Downtown Parking Surveys

The Village has conducted surveys on downtown parking conditions over the past three years. The surveys, which have mostly focused on downtown business owners, include the following:

1. *Downtown Parking Survey*. Survey distributed electronically to downtown business owners in May 2018. 10 electronic responses and 13 written/verbal responses received.
2. *Northwest Highway Businesses*. Walking survey with paper handouts of businesses along Northwest Highway from Novak & Parker at Mount Prospect Road west to Shell/7-11 at Fairview Avenue. Survey performed by Prospect High School students on Prospect Gives Back Day in October 2017. 8 responses received.
3. *Northwest Highway Businesses*. Walking survey with paper handouts of businesses along Northwest Highway from Novak & Parker at Mount Prospect Road west to Capannari Ice Cream at Pine Street. Survey performed by Prospect High School students on Prospect Gives Back Day in October 2016. Approximately 10 responses received.

Key findings from the downtown parking surveys are summarized below:

- 89% of business owners who responded are satisfied with downtown parking conditions.
- 50% of business owners who responded reported that their employees park on the street.
- Business owners who responded reported that their customers primarily park on the street with some parking on-site or other private lots. Most customers do not park in the public lots/deck.
- 20% of business owners who responded reported that their employees park in the Village Parking Deck.
- 20% of business owners who responded indicated that there is inadequate parking for their employees.
- 55% of business owners who responded reported a willingness to walk up to 3 minutes to a parking location. The remaining 45% were willing to walk further distances.
- Parking availability is most challenging during weekday afternoons and weekend evenings.
- Parking availability is most challenging during the summer and autumn months.
- Use of valet parking, shuttles and ride-sharing services for customers is generally not relevant to the business owners responding to the survey.
- Most responding businesses are open on weekdays and weekends.

Several issues were conveyed by business owners who responded, including the following:

- Lack of parking around restaurants on weekends (Capannari, Trezeros, Honey Butter, Le Peep, Dunkin Donuts, Brick City)
- Need to preserve parking along Northwest Highway
- Need for visible guidance signs for Village parking deck, particularly from Main Street (IL 83)
- Farmers' Market customers parking in private retail lots
- Enforcement of 2-hour parking regulations
- Need for parking time regulations longer than 2 hours
- Safety concerns crossing Northwest Highway to reach Farmers' Market
- Employees parking in private lots that should be reserved for customers
- Current parking issues will get worse once new developments are underway
- Awareness of orange tags for parking in Village deck

The downtown parking survey responses are contained in the Appendix of this report. It should be noted that the responses received represent just a sampling of opinions on parking in downtown Mount Prospect.

3. Existing Parking Conditions

This chapter describes existing parking conditions in downtown Mount Prospect, parking usage characteristics, and an evaluation of parking supply and demand. The data presented in this chapter was determined from field reviews and parking occupancy surveys of the downtown parking system.

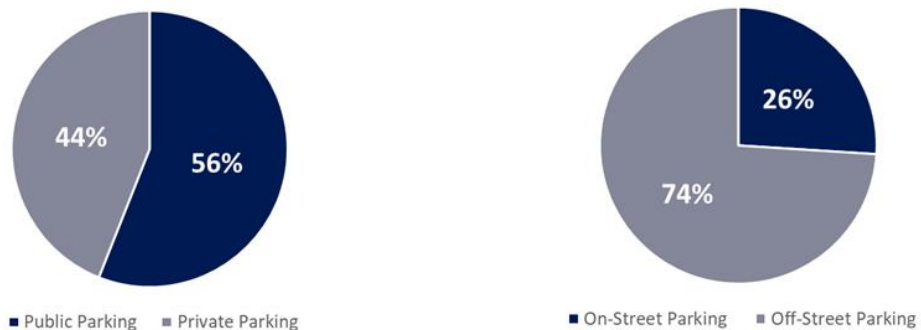
Parking Inventory

An inventory of the public and private parking spaces in the downtown Mount Prospect study area was performed by the Village. **Figure 1A** shows the location of these parking facilities with respect to the entire downtown study area. **Figure 1B** shows the parking facilities within the downtown core subarea.

The downtown study area provides a total of 4,521 parking spaces, as shown in **Table 1**, including 1,356 spaces in public parking lots, 1,179 spaces on the street, and 1,986 spaces in private lots. Approximately 74 percent of the parking spaces in downtown Mount Prospect are located in off-street locations with the remaining 26 percent located on-street. In addition, the public parking supply comprises 56 percent of the total parking supply in the downtown area, with the remaining 44 percent reserved private parking.

Table 1
DOWNTOWN PARKING INVENTORY – PUBLIC AND PRIVATE

Parking Facility	Parking Spaces
Public Parking Lots / Village Deck	1,356
Public On-Street Spaces	1,179
Private Parking Lots	<u>1,986</u>
TOTAL	4,521










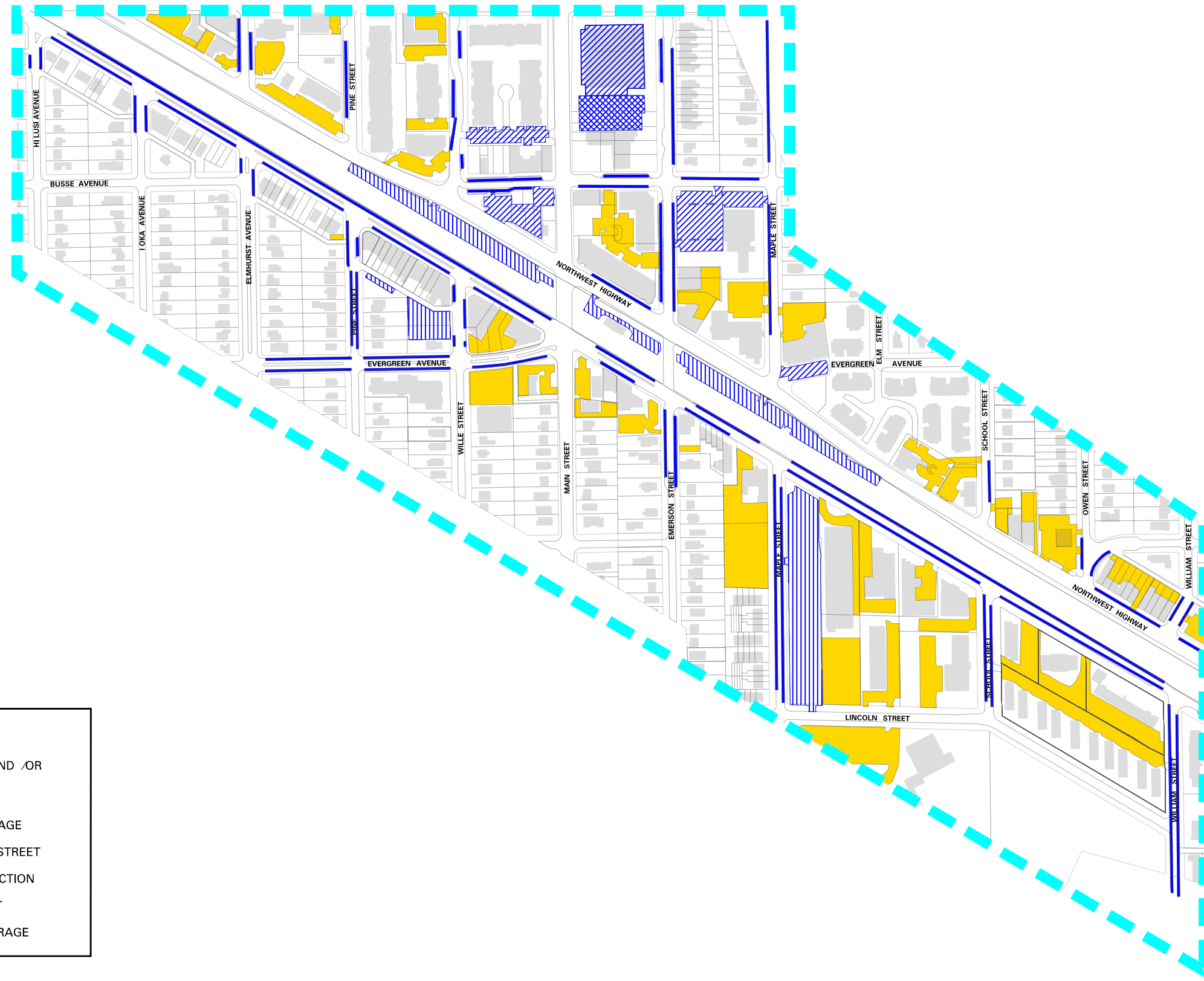
Total Downtown Parking Breakdown










SEE FIG. 1B

LEGEND

-  PUBLIC COMMUTER AND /OR PERMIT PARKING LOT
-  PUBLIC PARKING LOT
-  PUBLIC PARKING GARAGE
-  PUBLIC PARKING ON-STREET
-  LOT UNDER CONSTRUCTION
-  PRIVATE PARKING LOT
-  PRIVATE PARKING GARAGE



LEGEND

-  PUBLIC COMMUTER AND /OR PERMIT PARKING LOT
-  PUBLIC PARKING LOT
-  PUBLIC PARKING GARAGE
-  PUBLIC PARKING ON-STREET
-  LOT UNDER CONSTRUCTION
-  PRIVATE PARKING LOT
-  PRIVATE PARKING GARAGE

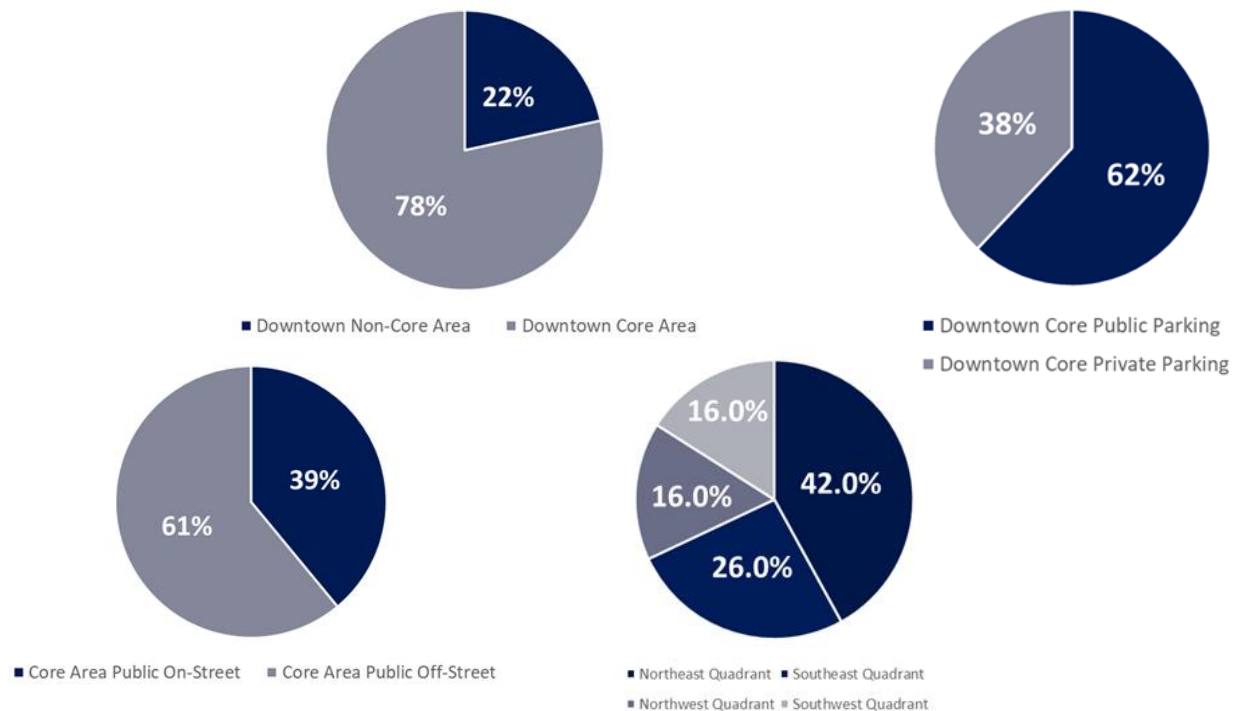
The downtown core subarea offers the majority of parking for downtown businesses, commuters and events. Approximately 78 percent of the study area parking supply is located within the downtown core subarea. Of the 3,546 parking spaces in the downtown core subarea, 62 percent (2,209 spaces) are public spaces and 38 percent (1,337 spaces) are private spaces.

For purposes of analysis, the public spaces in the downtown core subarea were separate into quadrants. **Figure 2** shows the four quadrants of the downtown core subarea, including the northeast, northwest, southeast and southwest quadrants. Figure 2 and **Table 2** show a breakdown of the public parking supply by quadrant. As shown, approximately 61 percent of the public spaces are in off-street locations and 39 percent are on-street. The northeast quadrant contains the largest concentration of public parking (42%) followed by the southeast quadrant (26%).

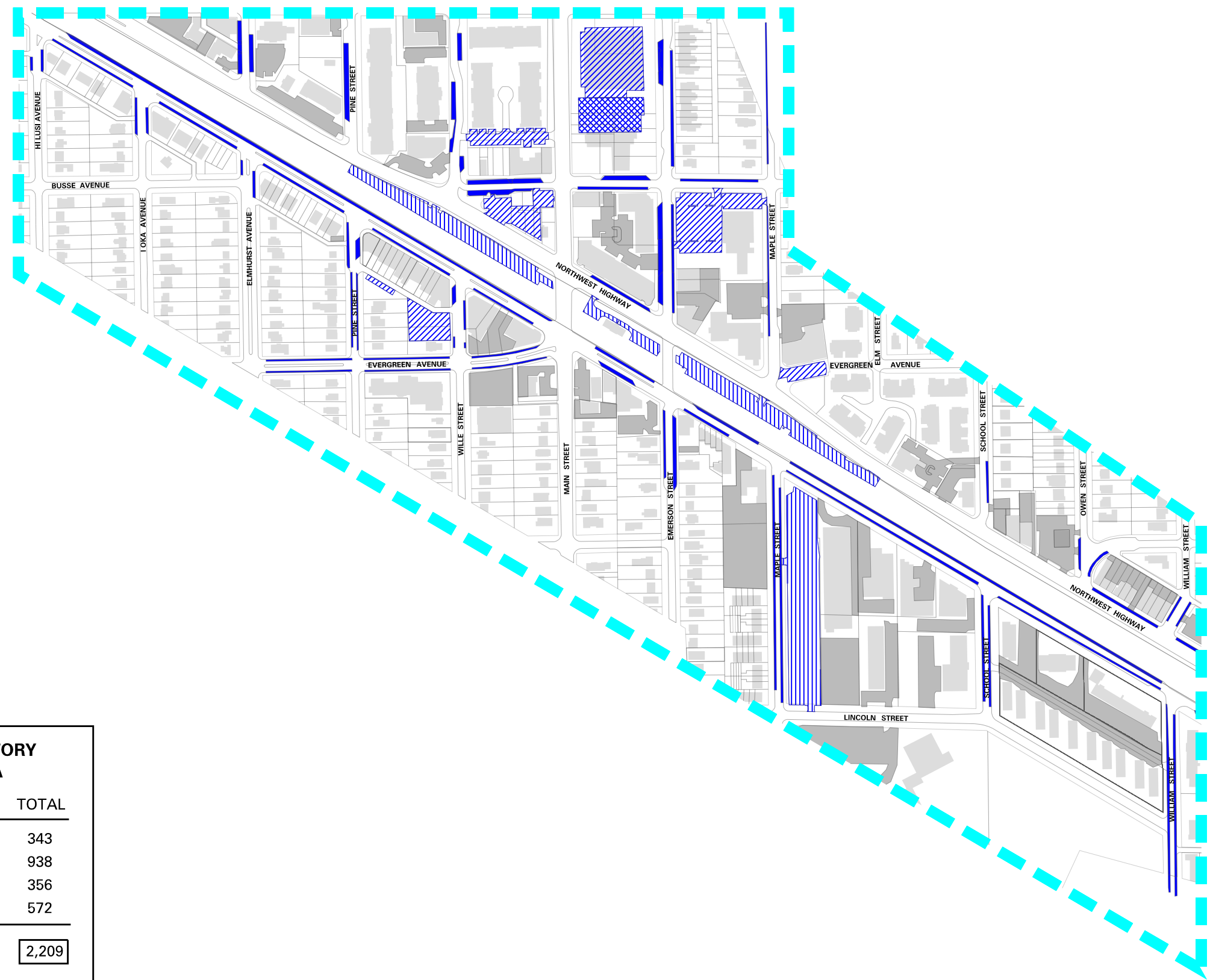
Table 2

DOWNTOWN CORE SUBAREA PUBLIC PARKING INVENTORY – BY QUADRANT

Downtown Core Subarea Parking Spaces					
Parking Location	NE Quadrant	NW Quadrant	SE Quadrant	SW Quadrant	TOTAL
Off-Street Spaces	787	223	285	61	1,356
On-Street Spaces	<u>151</u>	<u>120</u>	<u>287</u>	<u>295</u>	<u>853</u>
TOTAL	938	343	572	356	2,209



Downtown Core Subarea Parking Breakdown



LEGEND

- DOWNTOWN CORE SUBAREA
- DOWNTOWN QUADRANT SUB AREAS
- PUBLIC COMMUTER AND /OR PERMIT PARKING LOT
- PUBLIC PARKING LOT
- PUBLIC PARKING GARAGE
- PUBLIC PARKING ON-STREET

**TOTAL PUBLIC PARKING INVENTORY
DOWNTOWN CORE SUBAREA**

QUADRANT	OFF-STREET	ON-STREET	TOTAL
NW	223	120	343
NE	787	151	938
SW	61	295	356
SE	285	287	572
TOTAL	853	1,356	2,209

On-Street Public Parking

In total, there are 1,179 on-street parking spaces in the downtown study area spread over 54 blocks, as shown in Figure 1A. In the downtown core subarea alone, there are 853 on-street spaces spread over 36 blocks, as shown in Figure 1B. These spaces are all free for public use, with the exception of the commuter spaces along Prospect Avenue that have a \$2 daily fee on weekday days.

Several of the spaces are regulated during the daytime period between 7:00 A.M. and 6:00 P.M. The most prevalent time regulation is a 2-hour limit, with a few locations limited to 4-hour parking. **Figure 3A** shows the time regulations for the on-street parking in the downtown study area. **Figure 3B** shows the time regulations for the on-street parking in the downtown core subarea.



Off-Street Public Parking

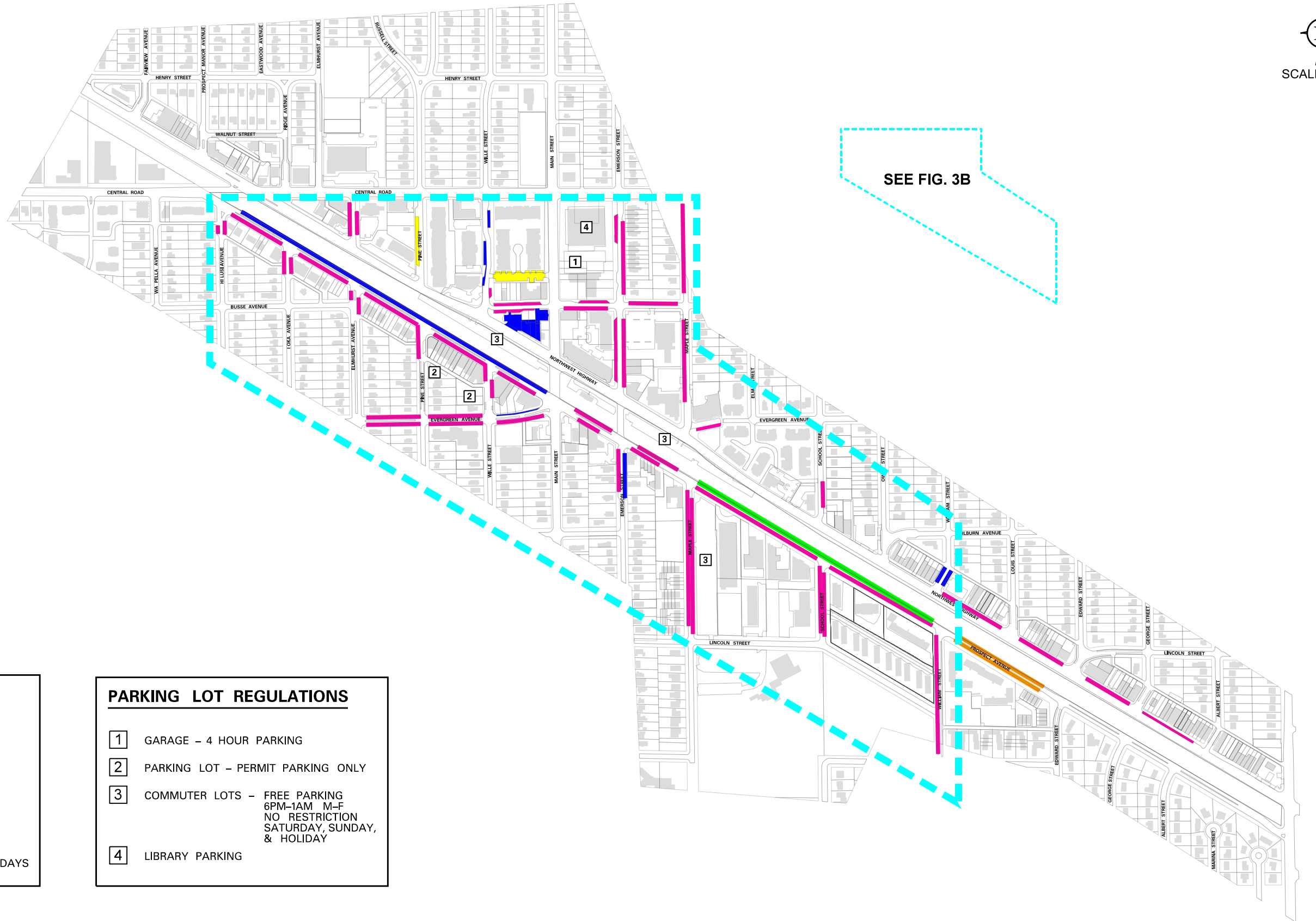


The off-street public parking facilities are all located in the downtown core subarea. There are 13 total public parking facilities, consisting of 12 surface lots and one parking deck, as shown in Figure 1B. Five of the parking lots serve Metra commuters including four lots along the north side of the Union Pacific Railroad and one lot at Maple Street and Prospect Avenue on the south side of the railroad. The Village sells monthly permits to park in these lots or they can be used for a \$2 daily fee. The commuter lots are free to the public after 6:00 P.M. on weekdays and all day on weekends. The other public parking lots and the Village deck are all free of charge with no time limits, with the exception of the Water Tower lot that has a 2-hour time regulation between 7:00 A.M. and 6:00 P.M. and the Village deck that has a 4-hour time regulation. The Village also offers orange tags to local businesses for employees to park in the deck free of charge.








The commuter lots are free to the public after 6:00 P.M. on weekdays and all day on weekends. The other public parking lots and the Village deck are all free of charge with no time limits, with the exception of the Water Tower lot that has a 2-hour time regulation between 7:00 A.M. and 6:00 P.M. and the Village deck that has a 4-hour time regulation. The Village also offers orange tags to local businesses for employees to park in the deck free of charge.







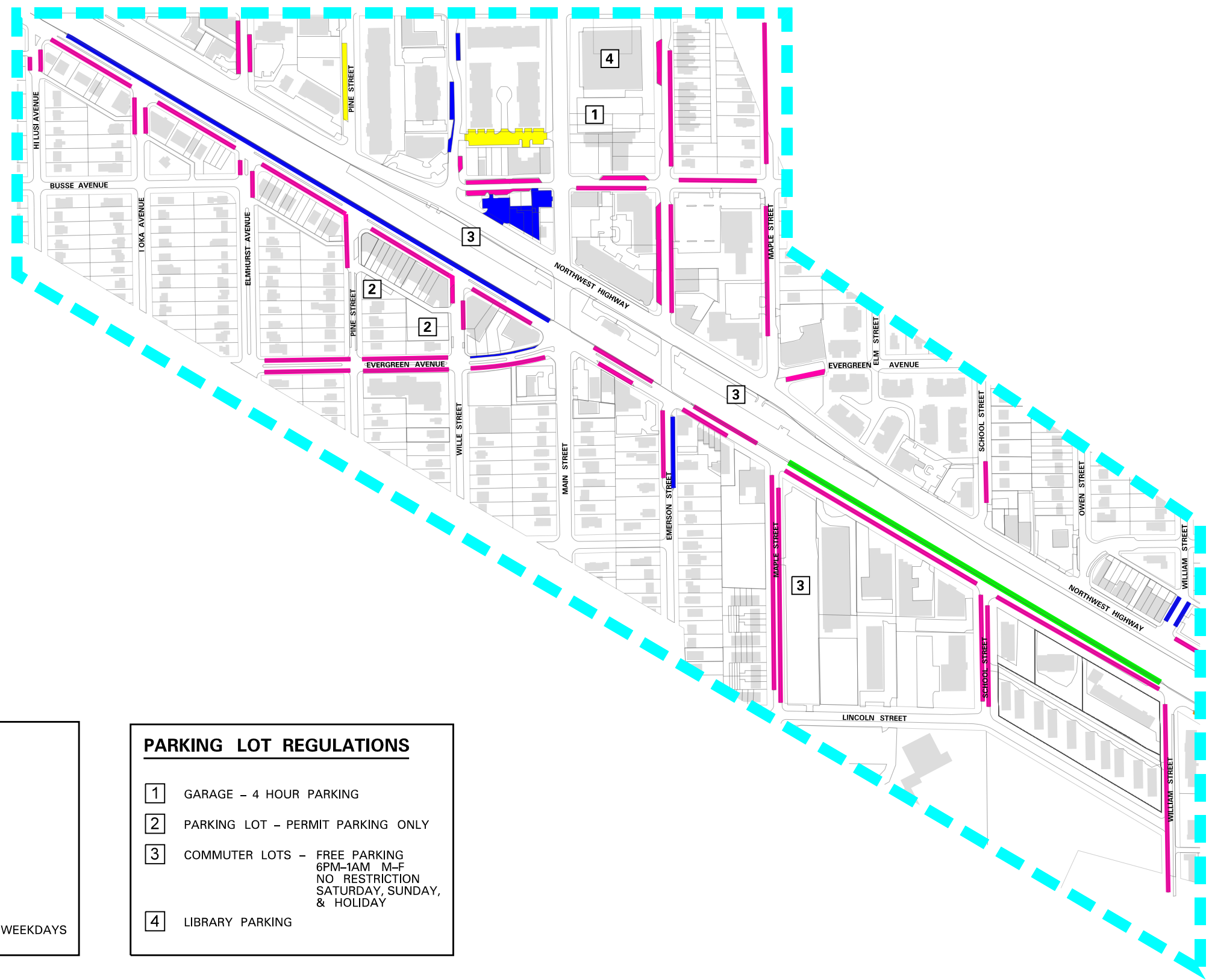


LEGEND

-  2 HOUR PARKING
7:00 AM TO 6:00 PM
-  4 HOUR PARKING
-  4 HOUR PARKING
7:00 AM TO 6:00 PM
-  2 HOUR PARKING
7:00 AM TO 6:00 PM
MONDAY - FRIDAY
-  COMMUTER PARKING WEEKDAYS

PARKING LOT REGULATIONS

-  1 GARAGE - 4 HOUR PARKING
-  2 PARKING LOT - PERMIT PARKING ONLY
-  3 COMMUTER LOTS - FREE PARKING
6PM-1AM M-F
NO RESTRICTION
SATURDAY, SUNDAY,
& HOLIDAY
-  4 LIBRARY PARKING



LEGEND

	2 HOUR PARKING 7:00 AM TO 6:00 PM
	4 HOUR PARKING
	4 HOUR PARKING 7:00 AM TO 6:00 PM
	2 HOUR PARKING 7:00 AM TO 6:00 PM MONDAY - FRIDAY
	COMMUTER PARKING WEEKDAYS

PARKING LOT REGULATIONS

	GARAGE - 4 HOUR PARKING
	PARKING LOT - PERMIT PARKING ONLY
	COMMUTER LOTS - FREE PARKING 6PM-1AM M-F NO RESTRICTION SATURDAY, SUNDAY, & HOLIDAY
	LIBRARY PARKING

Off-Street Private Parking

There are 74 off-street private parking facilities throughout the downtown study area, as shown in Figure 1A, all of which are surface lots. Approximately 57 percent of these spaces (42 spaces) are located in the downtown core subarea, as shown in Figure 1B. The spaces are reserved for customers, employees and residents of the downtown businesses and residential buildings.



Parking Occupancy

Parking occupancy surveys were performed by the Village on seven days during May and June 2018. The survey days included a Wednesday and several Saturdays and Sundays, including weekends featuring events in the commuter parking lots such as the Lions Club Farmers' Market and the Bluesmobile Cruise Nights Car Show. The parking surveys were performed for all parking spaces in the study area, including on-street spaces, public parking lots and the Village deck, and private parking lots.

Table 3 shows the parking utilization on each of the seven survey days for the downtown study area. The parking utilization for the downtown core subarea on the seven survey days is shown in **Table 4**. **Table 5** shows the core subarea parking utilization by quadrant. **Table 6** shows the core subarea parking utilization by specific “hot spot” locations including the commuter parking lots, Village deck and library lot, and along sections of Pine Street, Emerson Street, and Prospect Avenue.



Village Deck Entrance



Village Deck Time Regulations

Table 3

PARKING INVENTORY, OCCUPANCY, AND PERCENT OCCUPIED – DOWNTOWN STUDY AREA

	Parking Inventory (Spaces)	Survey Period/Date											
		Sat Mid May 5	Sat Eve May 5	Sun Mid May 6	Sun Eve May 6	Wed Mid May 9	Wed Eve May 9	Sat Eve May 19	Sun Mid May 27	Sat Morn June 23	Sat Eve June 23	Sun Morn June 24	Sun Eve June 24
On-Street Parking													
Occupancy	1,179	318	230	182	163	273	263	206	151	226	201	214	180
Percent Occupied		27.0%	19.5%	15.4%	13.8%	23.2%	22.3%	17.5%	12.8%	19.2%	17.0%	18.2%	15.3%
Public Parking Lots													
Occupancy	1,356	271	192	198	169	848	602	183	127	235	180	169	138
Percent Occupied		20.0%	14.2%	14.6%	12.5%	62.5%	44.4%	13.5% ^a	9.4% ^a	17.3% ^b	13.3% ^b	12.5% ^b	10.2%
Total Public Parking													
Occupancy	2,535	589	422	380	332	1,121	865	389	278	461	381	383	318
Percent Occupied		23.2%	16.6%	15.0%	13.1%	44.2%	34.1%	16.2% ^a	11.6% ^a	19.3% ^b	15.9% ^b	16.0% ^b	12.5%
Private Parking Lots													
Occupancy	1,986	635	452	530	495	817	591	557	482	636	485	544	481
Percent Occupied		32.0%	22.8%	26.7%	24.9%	41.1%	29.8%	28.0%	24.3%	32.0%	24.4%	27.4%	24.2%
^a The Metra West Lot was closed for the Car Show and Farmers' Market. Inventory was reduced by 140 parking spaces.													
^b The Metra East Lot was closed for the Car Show and Farmers' Market. Inventory was reduced by 143 parking spaces.													
Morn = Morning Mid = Midday Eve = Evening													

Table 4

PARKING INVENTORY, OCCUPANCY, AND PERCENT OCCUPIED – DOWNTOWN CORE SUBAREA

	Parking Inventory (Spaces)	Survey Period/Date											
		Sat Mid May 5	Sat Eve May 5	Sun Mid May 6	Sun Eve May 6	Wed Mid May 9	Wed Eve May 9	Sat Eve May 19	Sun Mid May 27	Sat Morn June 23	Sat Eve June 23	Sun Morn June 24	Sun Eve June 24
On-Street Parking													
Occupancy	853	244	196	155	134	197	210	187	122	171	173	188	159
Percent Occupied		28.6%	23.0%	18.2%	15.7%	23.1%	24.6%	21.9%	14.3%	20.0%	20.3%	22.0%	18.6%
Public Parking Lots													
Occupancy	1,356	271	192	198	169	848	602	183	127	235	180	169	138
Percent Occupied		20.0%	14.2%	14.6%	12.5%	62.5%	44.4%	15.0% ^a	10.4% ^a	19.4% ^b	14.8% ^b	13.9% ^b	10.2%
Total Public Parking													
Occupancy	2,209	515	388	353	303	1,045	812	370	249	406	353	357	297
Percent Occupied		23.3%	17.6%	16.0%	13.7%	47.3%	36.8%	16.7% ^a	11.3% ^a	18.4% ^b	16.0% ^b	16.2% ^b	13.4%
Private Parking Lots													
Occupancy	1,087	383	284	361	295	524	320	334	318	362	301	340	271
Percent Occupied		35.2%	26.1%	32.3%	27.1%	48.2%	29.4%	30.7%	29.3%	33.3%	27.7%	31.3%	24.9%
^a The Metra West Lot was closed for the Car Show and Farmers' Market. Inventory was reduced by 140 parking spaces. ^b The Metra East Lot was closed for the Car Show and Farmers' Market. Inventory was reduced by 143 parking spaces. Morn = Morning Mid = Middy Eve = Evening													

Table 5

PUBLIC PARKING INVENTORY, OCCUPANCY, AND PERCENT OCCUPIED – DOWNTOWN CORE SUBAREA BY QUADRANT

	Parking Inventory (Spaces)	Survey Period/Date											
		Sat Mid May 5	Sat Eve May 5	Sun Mid May 6	Sun Eve May 6	Wed Mid May 9	Wed Eve May 9	Sat Eve May 19	Sun Mid May 27	Sat Morn June 23	Sat Eve June 23	Sun Morn June 24	Sun Eve June 24
Northwest Quadrant													
On-Street	120	59	48	54	44	30	42	52	34	44	48	23	50
Off-Street	<u>223</u>	<u>29</u>	<u>58</u>	<u>28</u>	<u>40</u>	<u>164</u>	<u>111</u>	<u>74</u>	<u>30</u>	<u>21</u>	<u>78</u>	<u>46</u>	<u>43</u>
Total	343	88	106	82	84	194	153	126	64	65	126	69	93
Percent Occupied		25.7%	30.9%	23.9%	24.5%	56.6%	44.6%	62.1% ^a	31.5% ^a	19.0%	36.7%	20.1%	27.1%
Northeast Quadrant													
On-Street	151	71	60	64	38	55	53	36	39	45	41	59	53
Off-Street	<u>787</u>	<u>222</u>	<u>118</u>	<u>153</u>	<u>106</u>	<u>408</u>	<u>341</u>	<u>94</u>	<u>83</u>	<u>183</u>	<u>72</u>	<u>105</u>	<u>76</u>
Total	938	293	178	217	144	463	394	130	122	228	113	164	129
Percent Occupied		31.2%	19.0%	23.1%	15.4%	49.4%	42.0%	13.9%	13.0%	28.7% ^b	14.2% ^b	20.6% ^b	13.8%
Southeast Quadrant													
On-Street	287	42	32	17	21	81	83	44	25	33	45	83	32
Off-Street	<u>285</u>	<u>3</u>	<u>4</u>	<u>7</u>	<u>5</u>	<u>258</u>	<u>124</u>	<u>8</u>	<u>9</u>	<u>18</u>	<u>20</u>	<u>12</u>	<u>12</u>
Total	572	45	36	24	26	339	207	52	34	51	65	95	44
Percent Occupied		7.9%	6.3%	4.2%	4.5%	59.3%	36.2%	9.1%	5.9%	8.9%	11.4%	16.6%	7.7%
Southwest Quadrant													
On-Street	295	72	56	20	31	31	32	55	24	49	39	23	24
Off-Street	<u>61</u>	<u>17</u>	<u>12</u>	<u>10</u>	<u>18</u>	<u>18</u>	<u>26</u>	<u>7</u>	<u>5</u>	<u>13</u>	<u>10</u>	<u>6</u>	<u>7</u>
Total	356	89	68	30	49	49	58	62	29	62	49	29	31
Percent Occupied		25.0%	19.1%	8.4%	13.8%	13.8%	16.3%	17.4%	8.1%	17.4%	13.8%	8.1%	8.7%

^a The Metra West Lot was closed for the Car Show and Farmers' Market. Inventory was reduced by 140 parking spaces.

^b The Metra East Lot was closed for the Car Show and Farmers' Market. Inventory was reduced by 143 parking spaces.

Morn = Morning Mid = Midday Eve = Evening

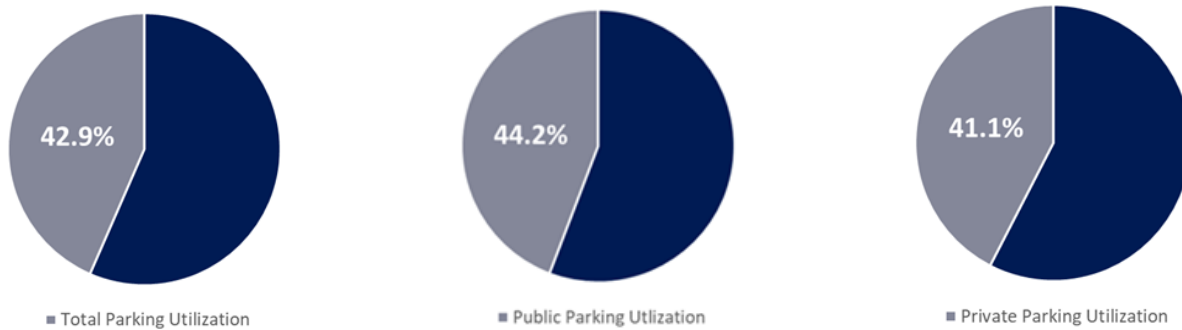
Table 6

PUBLIC PARKING INVENTORY, OCCUPANCY, AND PERCENT OCCUPIED - SPECIFIC LOCATIONS AND FACILITIES

	Parking Inventory (Spaces)	Survey Period/Date											
		Sat Mid May 5	Sat Eve May 5	Sun Mid May 6	Sun Eve May 6	Wed Mid May 9	Wed Eve May 9	Sat Eve May 19	Sun Mid May 27	Sat Morn June 23	Sat Eve June 23	Sun Morn June 24	Sun Eve June 24
Pine Street between Central Road and Northwest Highway													
Occupancy	19	18	15	13	13	7	15	10	13	9	14	3	18
Percent Occupied		94.7%	78.9%	68.4%	68.4%	36.8%	78.9%	52.6%	68.4%	47.4%	73.7%	15.8%	94.7%
Emerson Street between Central Road and Northwest Highway													
Occupancy	47	37	33	40	26	29	31	22	22	22	22	23	36
Percent Occupied		78.7%	70.2%	85.1%	55.3%	61.7%	66.0%	46.8%	46.8%	46.8%	46.8%	48.9%	76.6%
Prospect Avenue between Hi Lusi Avenue and Maple Street													
Occupancy	210	61	44	11	15	25	26	48	17	43	42	46	19
Percent Occupied		29.0%	21.0%	5.2%	7.1%	11.9%	12.4%	22.9%	8.1%	20.5%	20.0%	21.9%	9.0%
Village Parking Deck and Library Lot													
Occupancy	498	132	36	113	53	184	174	20	46	141	34	49	26
Percent Occupied		26.5%	7.2%	22.7%	10.6%	36.9%	34.9%	4.0%	9.2%	28.3%	6.8%	9.8%	5.2%
Commuter Parking Facilities													
West Lot	140	9	8	1	1	140	79	0	0	0	41	25	24
East Lot	143	32	37	10	11	143	92	35	14	0	0	0	13
South Lot	285	3	4	7	5	258	124	8	9	18	20	12	12
Prospect Avenue	<u>63</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>58</u>	<u>51</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>16</u>	<u>1</u>
Total	631	44	49	18	17	599	346	44	23	21	61	53	50
Percent Occupied		7.0%	7.8%	2.9%	2.7%	94.9%	54.8%	9.0% ^a	4.7% ^a	4.3% ^b	12.5% ^b	10.9% ^b	7.9%
^a The Metra West Lot was closed for the Car Show and Farmers' Market. Inventory was reduced by 140 parking spaces.													
^b The Metra East Lot was closed for the Car Show and Farmers' Market. Inventory was reduced by 143 parking spaces.													
Morn = Morning Mid = Midday Eve = Evening													

Downtown Study Area Parking

As shown in Table 3, peak parking utilization of all parking in downtown Mount Prospect (public and private combined) occurred during the weekday midday period when 1,938 of the 4,521 spaces (or 42.9%) were utilized. The peak utilization of the public and private parking spaces in the study area also occurred during the weekday midday period when 44.2 percent and 41.1 percent of the spaces were utilized, respectively.

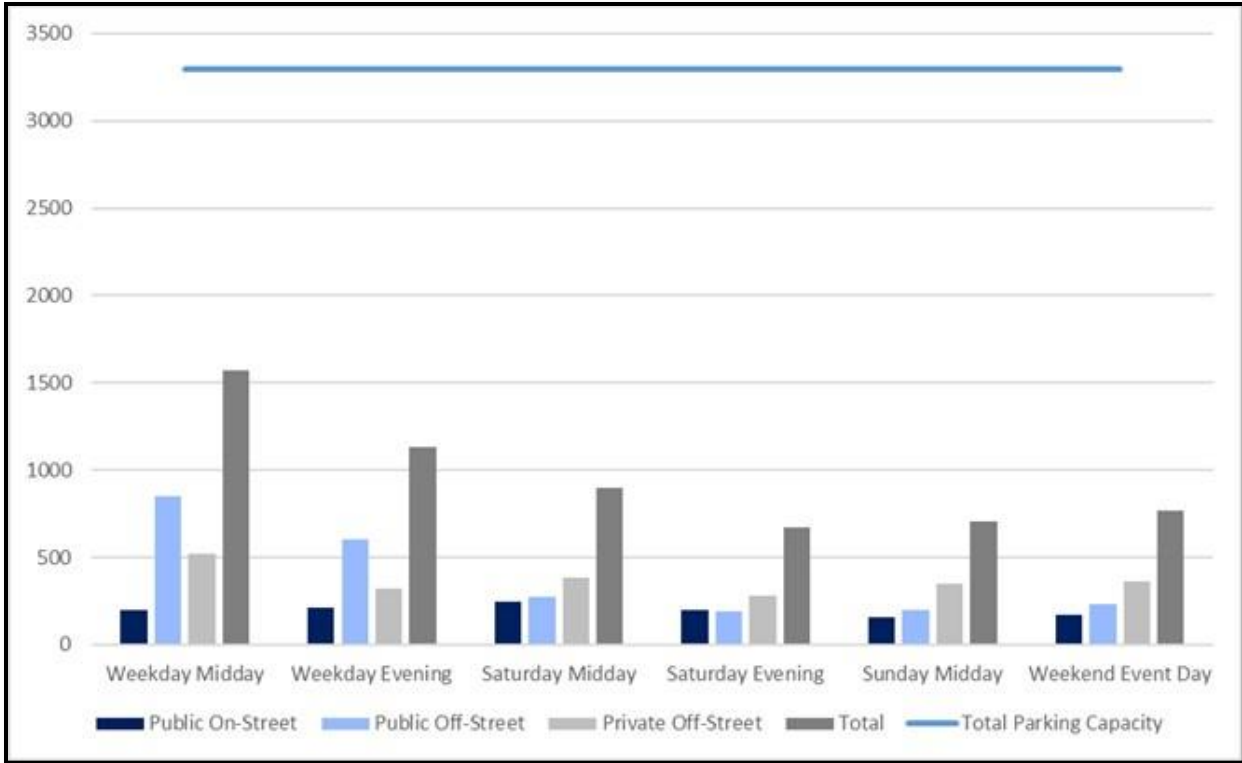


Downtown Core Subarea Parking

Table 4 shows that the peak utilization of all parking in the downtown core subarea also occurred during the weekday midday period when 47.6 percent of the parking was utilized. The utilization of both public and private parking also peaked at this time with 47.3 percent and 48.2 percent of the spaces utilized, respectively.

A closer look at the public parking spaces during the peak weekday midday period indicates that the highest parking utilization occurred in the southeast quadrant of the core subarea where 59.3 percent of the spaces were utilized, as shown in Table 5, the majority of which was commuter spaces. The parking utilization in the northeast quadrant was also highest at this time (49.4%), the majority of which were cars parked in the east commuter lot, Village parking deck and library lot. The parking utilization in the northwest quadrant peaked on a Saturday evening when 62.1 percent of the spaces were utilized, much of which were on-street spaces. The parking utilization in the southwest quadrant peaked during the Saturday midday period when 25 percent of the spaces were utilized, most parking on-street.

While the off-street public lots experience their greatest use during a weekday midday period, the on-street spaces experienced greater utilization on weekday evenings and Saturday afternoons, as shown in the bar chart below. *On weekends during downtown events such as the Car Show and Farmers' Market, the utilization of public parking in the core subarea was less than 25 percent.*



Downtown Core Subarea Parking Utilization

On-Street Public Parking

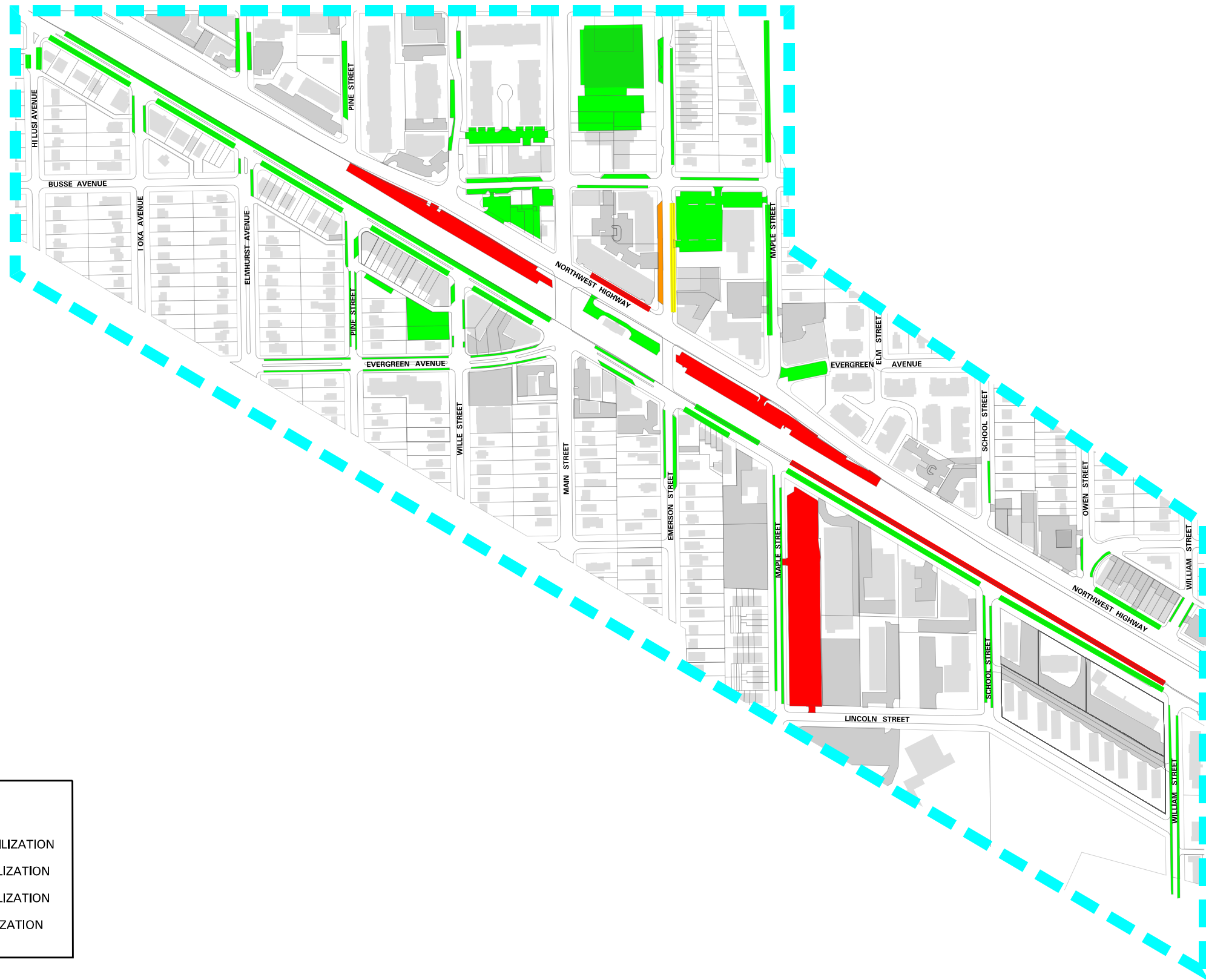
Figure 4A shows the utilization of the on-street parking in the downtown study area during the peak weekday mIDDAY period. **Figure 4B** highlights the on-street parking utilization for the downtown core subarea. As shown in both figures, the highest utilization occurred in the commuter parking spaces along Prospect Avenue and the spaces along Northwest Highway between Emerson Street and Main Street in front of the Lofts at Village Centre where parking utilization exceeded 90 percent of capacity. The parking spaces along Emerson Street between Northwest Highway and Busse Avenue also experienced high parking utilization at over 70 percent of capacity.

Figure 5A shows the utilization of the on-street parking in the downtown study area during the Saturday mIDDAY period and **Figure 5B** highlights the on-street parking utilization for the downtown core subarea. As shown in both figures, parking utilization exceeded 90 percent of capacity on several blocks, including on Pine Street (Northwest Highway-Central Road), Prospect Avenue (Pine Street-Wille Street), Busse Avenue (Main Street-Emerson Street), Emerson Street (Busse Avenue-Central Road), Wille Street (Prospect Avenue-Evergreen Avenue), and Pine Street (Prospect Avenue-Prospect Alley). The parking utilization exceeded 80 percent of capacity along Northwest Highway (Main Street-Emerson Street), Emerson Street (Northwest Highway-Busse Avenue, and Prospect Avenue (Main Street-Maple Street).



SEE FIG. 4B

LEGEND	
	90-100% PARKING UTILIZATION
	80-89% PARKING UTILIZATION
	70-79% PARKING UTILIZATION
	0-69% PARKING UTILIZATION



LEGEND	
	90-100% PARKING UTILIZATION
	80-89% PARKING UTILIZATION
	70-79% PARKING UTILIZATION
	0-69% PARKING UTILIZATION







SEE FIG. 5B

LEGEND

- 90-100% PARKING UTILIZATION
- 80-89% PARKING UTILIZATION
- 70-79% PARKING UTILIZATION
- 0-69% PARKING UTILIZATION



LEGEND

	90-100% PARKING UTILIZATION
	80-89% PARKING UTILIZATION
	70-79% PARKING UTILIZATION
	0-69% PARKING UTILIZATION

The block of Pine Street between Northwest Highway and Central Road, which offers parking for Capannari Ice Cream, had a parking utilization over 90 percent on two of the weekend survey days, including a Saturday afternoon and a Sunday evening, as shown in Table 6. The roadways surrounding the Village Centre block (Emerson Street, Busse Avenue, Northwest Highway) experience high levels of parking utilization on weekdays and weekends. Prospect Avenue generally experienced a low parking utilization except for the commuter spaces on weekdays and spot locations on weekends, such as the block between Pine Street and Wille Street in front of Mia's Cantina, as shown in Table 6.

Off-Street Public Parking

Figure 4A also shows the utilization of the public parking lots and the Village parking deck in the downtown study area during the peak weekday midday period. Figure 4B highlights the parking utilization of these facilities for the downtown core subarea. As shown in both figures, the commuter parking lots were all utilized to over 90 percent of capacity while all of the other off-street public parking facilities were utilized to considerably less than 70 percent of capacity. The utilization of the Village parking deck and the library lot was less than 40 percent during the weekday, as shown in Table 6.

Figure 5A also shows the utilization of the public parking lots and the Village parking deck in the downtown subarea during the Saturday midday period. Figure 5B highlights the parking utilization of these facilities for the downtown core subarea. As shown in both figures, all off-street public parking facilities were utilized to less than 70 percent of capacity. The Village deck and library lot were utilized to less than 30 percent of capacity on all weekend survey days and the commuter lots were utilized to less than 15 percent of capacity on weekends, as shown in Table 6.

Off-Street Private Parking

Several private parking lots experience high levels of parking utilization. During the weekday midday hours, the lots serving Busse Car Wash, PM Armor, Jack Alexander Salon, and Formula Automotive were near fully-utilized. On weekday evenings, the lots serving Busse Car Wash, Jack Alexander Salon, Formula Automotive, Busse Flowers, and Trezeros Kitchen were near fully-utilized. On weekends, the lots serving Clock Tower Place, Village Centre shops, Trezeros Kitchen, Mrs. P & Me, Post Office employees lot, Formula Automotive, 415 East Prospect Apartments, were well-utilized as were the Virginia Court retail center, Busse Flowers and Friedrichs Funeral Home lots at various times.

Key Findings

- The parking utilization in the downtown core subarea was under 50% of capacity on all survey days indicating an overall abundance of public parking.
- There are spot locations, however, in which the public parking supply is heavily utilized during specific periods.
- The peak utilization of both public and private parking facilities in the downtown core subarea occurs during the weekday midday period.

- During this time, the southeast quadrant of the downtown core experiences the highest parking demand (59.3%) due to high utilization of the commuter parking spaces in the South commuter lot and along Prospect Avenue.
- The east and west commuter parking lots are fully-utilized on weekdays, and the south lot and Prospect Avenue commuter spaces are over 90% utilized.
- During weekday evenings and on weekends, the commuter lots are significantly underutilized with over 85% of the lot capacity (more than 550 spaces) available for use free of charge.
- The commuter parking lots on the north side of the railroad might receive higher use during off-peak times if pedestrian safety across Northwest Highway can be improved.
- The Village parking deck and the adjacent and connected library parking lot are also significantly underutilized. During the peak weekday midday period there were still 314 empty spaces in the deck and library parking lot, and even more spaces were empty on weekday evenings and on weekends.
- The limited amount of street parking on Pine Street in front of Capannari Ice Cream is heavily utilized on weekday evenings and weekends. Other public parking options are a block away or across busy Northwest Highway.
- Street parking along Emerson Street between Northwest Highway and Busse Avenue is also heavily utilized due to the adjoining number of retail stores. The underutilized Village parking deck is ½-block to the north.
- Many downtown patrons perceive there to be a parking problem if they are unable to park in front of their destination or within view of their destination. In most cases, public parking that is convenient to the destination is available nearby but around a corner or out of the line of sight from the destination. These available spaces can be a much shorter walking distance away than the typical walking distance from the parking field at a shopping mall or regional center.
- It is thus concluded, based on the findings from the public parking surveys performed by the Village, that there is an adequate supply of public parking in the downtown core subarea, with the exception of commuter parking. At spot locations where parking utilization is high, there is adequate public parking available within a short walking distance (i.e., one block or two). However, improvements are needed to guide motorists to these nearby parking opportunities and increase safety on the walk to and from these parking opportunities.

4. Projected Parking Conditions

The future parking conditions in the downtown will be impacted by redevelopment projects within the study area. With the redevelopment of any parcel or site, the following changes in the parking characteristics must be examined:

- *Type of Parking.* The change in the type of parking (i.e., public vs. private) and/or the parking regulations (i.e., reserved parking, time restrictions, etc.), if any.
- *Parking Inventory.* The net gain or loss in the number of parking spaces resulting from the redevelopment project.
- *Parking Demand.* The net gain or loss in parking demand resulting from the redevelopment.

Downtown Redevelopment Opportunities/Sites

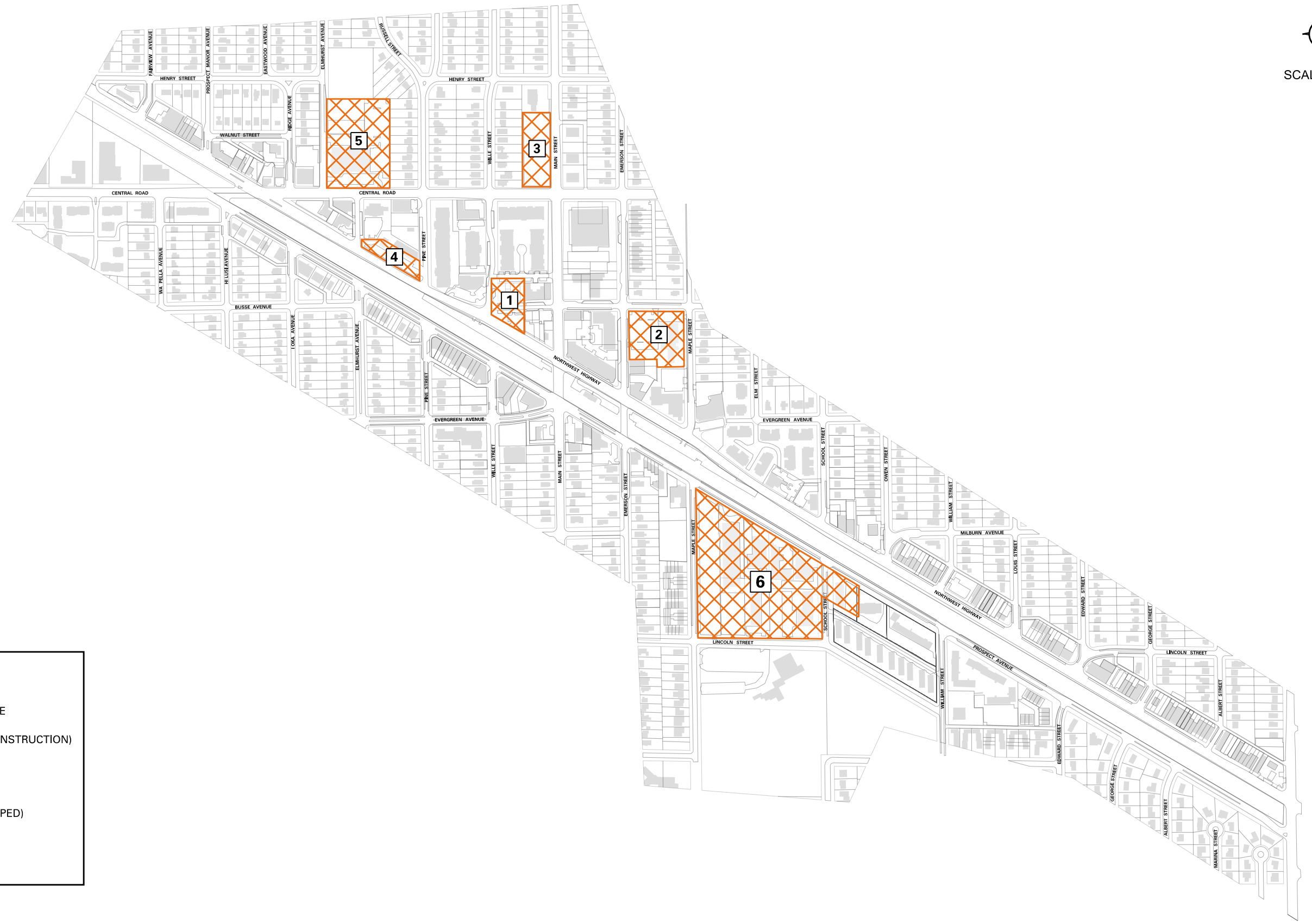
The *Village of Mount Prospect Downtown Implementation Plan*, which was adopted in November 2013, identified six potential redevelopment opportunities (sites) in the downtown area. **Table 7** lists and **Figure 6** illustrates the locations of each of the redevelopment sites and indicates the current stage of redevelopment.

Table 7








DOWNTOWN REDEVELOPMENT OPPORTUNITIES/SITES

Redevelopment Site	Location	Current Condition
Triangle Site	Northeast corner of Northwest Highway with Wille Street	Redevelopment under construction
Chase Bank Site	South of Busse Avenue between Emerson Street and Maple Street	No changes to date
Central and Main Site	Northwest corner of Central Road with Main Street	Existing building has been demolished
Tri-State Site	North of Northwest Highway between Elmhurst Avenue and Pine Street	Has been redeveloped
Post Office Site	Northeast corner of Central Road with Elmhurst Avenue	No changes to date
Lions Park Site	Bounded by Prospect Avenue, School Street, Lincoln Street and Maple Street	Some buildings have been demolished

The following summarizes each of the redevelopment sites, evaluates the potential changes they would have on the downtown parking supply and demand, and identifies any positive or negative impacts they would have on downtown parking conditions.



LEGEND

-  FUTURE DEVELOPMENT SITE
-  1 TRIANGLE SITE (UNDER CONSTRUCTION)
-  2 CHASE BANK SITE
-  3 CENTRAL AND MAIN SITE
-  4 TRI-STATE SITE (REDEVELOPED)
-  5 POST OFFICE SITE
-  6 LIONS PARK SITE

Triangle Site

Site Location and Approved Redevelopment

This site is located in the northwest quadrant of the downtown and is bounded by Main Street on the east, Northwest Highway on the south, Wille Street on the west, and a public parking lot on the north. When the parking surveys were performed, the site contained several surface parking lots and a vacant lot. A mixed-use, transit-oriented development (TOD) was recently approved for the site and is under construction. According to the approved development plan shown below, the development is to consist of the following:

- 73 apartment units
- 4,600 square-foot restaurant
- 78 private indoor parking spaces reserved for apartment residents



Change in Parking Characteristics

- *Parking Inventory.* The redevelopment of the site will result in a loss of approximately 59 public parking spaces in the northwest quadrant of downtown. The lost public spaces will be offset by a gain of 78 private parking spaces located within the development and reserved for the residents.

- *Parking Demand.* It is anticipated that the parking demand of the residents will be accommodated by the 78 indoor parking spaces. Only restaurant patrons/employees and apartment guests are expected to generate additional parking demand that will need to be accommodated by the downtown public parking supply. Factoring in the captive market effects associated with the site's downtown location, it is estimated that the restaurant and apartment guests will have a peak parking demand of 50 to 75 spaces, which will typically occur during evenings.

Impact on Public Parking Conditions

Given the net loss in public parking (59 spaces) and the net gain in public parking demand (50-75 spaces), the approved development could effectively utilize a maximum of 110 to 135 of the current public parking supply in the downtown, typically during evenings. The following summarizes the impact of the project on public parking conditions.

- *Downtown Core Subarea.* When compared to overall parking utilization within the downtown core subarea, the development will have a limited impact on the availability of public parking. As discussed in the previous section, ample public parking is available in the downtown core subarea.
- *Northwest Quadrant.* Of the four quadrants, the northwest quadrant has the least amount of available public parking. During evenings, the public parking supply in northwest quadrant is utilized to approximately 25-62% of capacity with a minimum of approximately 166 to 234 public parking spaces available. Further, many of the vacant public parking spaces during the evenings are located in the 140-space Metra West Lot, which is located on the south side of Northwest Highway and accessed from the signalized intersection of Main Street and Northwest Highway. As such, the development will utilize a good portion of the vacant public parking spaces in the northwest quadrant of downtown. The Village parking deck is another convenient parking option on the opposite side of Main Street, but there is not a signalized pedestrian crossing at Busse Avenue.

Chase Bank Site

Site Location and Redevelopment Concepts

The Chase Bank site is located in the northeast quadrant of the downtown and is bounded by Busse Avenue on the north, Maple Street on the east, Emerson Street on the west, and Emerson's Ale House and the Mount Prospect Police and Fire Department on the south. Currently the site contains a 6-story office building, a Chase Bank with drive-through facilities, and 120 parking spaces. During weekday business hours, the parking spaces are reserved for the office building and Chase Bank. During weekday evenings (after 6:00 P.M.) and on weekends, the parking spaces are available to the public.



The *Village of Mount Prospect Downtown Implementation Plan* did not identify a specific redevelopment concept for this site. Instead it developed recommendations to mitigate the existing site’s impact on the “urban fabric on an otherwise pedestrian-oriented streetscape found along Emerson Street and Busse Avenue”. The recommendations included new landscaping around and within the site, enhanced access, parking and circulation, and other streetscape improvements (see inset previous page).

Change in Parking Characteristics

- *Parking Inventory.* Even with the recommended improvements, the site is anticipated to maintain the existing 120 parking spaces.
- *Parking Demand.* Since no additional development density is anticipated on the site, the parking demand is expected to essentially remain the same.

Impact on Public Parking Conditions

As discussed above, the recommended site improvements are anticipated to have limited, if any, impact on the availability of public parking in this lot. It should be noted that if the site is redeveloped, the Village parking deck, which is located one block northwest of the site, has a significant amount of parking available to mitigate any potential parking loss and accommodate potential additional parking demand from the redevelopment.

Lions Park Site

Site Location and Redevelopment Concepts

This site is located in the southeast quadrant of the downtown and is generally bounded by Prospect Avenue on the north, School Street on the east, Lincoln Street on the south, and Maple Street on the east. The site also includes a small parcel at the southeast corner of Prospect Avenue and School Street. In addition to the 285-space Metra South lot, the site includes several parcels that contain light industrial and manufacturing buildings and associated parking lots, service areas, and loading docks. Some of the former buildings on the block have been demolished.

The *Village of Mount Prospect Downtown Implementation Plan* suggests the following two alternative redevelopment concepts for this site:

Concept A (see inset): 228 residential units with 390 private parking spaces (1.7 spaces/unit) and the expansion of the Metra South lot to 435 parking spaces (increase of 150 spaces).



Concept B: 294 residential units with 492 private parking spaces (1.7 parking spaces/unit) and the expansion of the Metra South lot to 435 parking spaces (increase of 150 parking spaces).

Change in Parking Characteristics

- *Parking Inventory.* Under either redevelopment concept, the Metra South lot would increase by 150 parking spaces. The remainder of the site, which currently contains land uses with private parking, would be replaced with residential uses with private parking. As such, the redevelopment concepts would result in a net gain of 150 public parking spaces.
- *Parking Demand.* Excluding the Metra South parking, the redevelopment would continue to contain private parking that would likely meet the needs of the development and/or the Village's parking requirements. As such, the redevelopment concepts would result in limited, if any, changes to the existing public parking demand.

Impact on Public Parking Conditions

The redevelopment concepts would have a positive impact on the availability of public parking in the downtown with limited, if any, increase in the public parking demand, and the addition of 150 commuter parking spaces on weekdays and general public spaces on weekday evenings and weekends.

Maple Street Lofts Development

The Maple Street Lofts development is currently proposed for the western portion of the Lions Park site. As currently proposed, this Transit Oriented Development (TOD) is to consist of the following (see inset):

- 257 apartments, 10,000 square feet of commercial space, and 318 private parking spaces (1.24 parking spaces per unit).
- 66 rowhomes and 132 private parking spaces (2.0 parking spaces per unit).
- 250-space parking garage that will replace the existing 285-space Metra South lot.



It is anticipated that the parking demand of the residents and a large portion of the residential guests will be accommodated by the private parking to be provided for the apartments and the rowhomes. Only the commercial patrons/employees and a small portion of the residential guests are expected to generate additional parking demand that will need to be accommodated by the downtown public parking supply. Factoring in the captive market effects associated with the site's downtown location, it is estimated that the commercial space and residential guests will have a peak parking demand of 25 to 35 spaces. In addition, approximately 35 public parking spaces in the Metra South lot will be lost with the proposed parking garage.

When compared to the overall parking utilization within the southeast quadrant, the additional public parking demand and loss of parking from the development will have a limited impact on the availability of public parking. As discussed in the previous section, ample public parking is available in the southeast quadrant of downtown. Further, it is important to note that the development will be able to utilize the proposed Metra South parking garage on weekday evenings and weekends when significant parking is available in this facility.

Central and Main Site

Site Location and Redevelopment

This site is located in the northwest quadrant of the downtown and is bounded by Huntington Bank on the north, Main Street on the east, Central Road on the south, and single-family homes on the west. The site is on the periphery of the downtown core subarea and is currently vacant. It previously contained a small retail center with approximately 62 private parking spaces, which has since been demolished. The *Village of Mount Prospect Downtown Implementation Plan* suggests the following two alternative redevelopment concepts for this site:



Central and Main Site Concept Plan

- *Commercial Redevelopment (see inset)*: 12,000 square feet of commercial space with approximately 93 private parking spaces (7.75 spaces/1,000 sf).
- *Residential Redevelopment*: 60 residential units with 90 private parking spaces (1.5 spaces/unit).

Change in Parking Characteristics

- *Parking Inventory*. Under either redevelopment concept, the parking supply on the site will remain private. The private parking capacity, however, will increase by approximately 45-50% (25-30 spaces).

- **Parking Demand.** The parcel previously contained a retail center with private parking for the patrons and employees of the center. Under either redevelopment concept, the site would continue to provide private parking that would likely meet the needs of the development and/or the Village’s parking requirements. As such, the redevelopment concepts would result in limited, if any, changes to the existing public parking demand.

Impact on Public Parking Conditions

The redevelopment concepts will not change the public parking inventory and will have limited, if any, impact on the availability of public parking in the downtown area. The redevelopment concepts will increase the private parking supply in the area by 45-50% (25-30 spaces).

Post Office Site

Site Location and Redevelopment

This site is located in the northwest quadrant of the downtown and is bounded by St. Paul Lutheran Cemetery on the north, single-family homes on the east, Central Road on the south, and Elmhurst Road on the west. The site is on the periphery of the downtown core subarea and currently contains the Mount Prospect Post Office and two vacant, former residential parcels. The *Village of Mount Prospect Downtown Implementation Plan* suggests a mixed-use development for the site with the following uses (see inset):



Post Office Site Concept Plan

- 144 residential units with 216 private parking spaces (1.5 spaces/unit)
- 10,000 square feet of commercial space with 40 private parking spaces (4 spaces/1,000 sf)

Change in Parking Characteristics

The parcel currently contains the Post Office with private parking for Post Office patrons, employees and vehicles/ trucks. Under the redevelopment concept, the development would provide private parking that would likely meet the needs of the redevelopment and/or the Village’s parking requirements. As such, the redevelopment concept would result in limited, if any, impact of the existing public parking demand or inventory.

Impact on Public Parking Conditions

The redevelopment concept would likely have limited, if any, impact on the availability of public parking in the downtown.

Park Terrace Development

The Park Terrace development is a recently approved townhome development that is to be constructed on the vacant parcels north of the Post Office site. As proposed, the development is to consist of 12 townhomes and 24 garage spaces and 20 private parking spaces (3.67 parking spaces per unit). The parking to be provided by the development exceeds both the needs of the development and the Village's parking requirements. As such, the development will have limited, if any, impact on the availability of public parking in the downtown.

Tri-State Site

This site was recently redeveloped, and its parking inventory and demand was captured in the existing parking conditions inventory and parking occupancy surveys.

5. Findings and Recommendations

Based on the findings from the parking surveys, and the evaluation of existing and projected parking conditions, recommendations were developed to increase utilization of the public parking supply and mitigate areas where the availability of public parking is constrained. Recommendations were developed for the entire downtown study area as well as specific locations where parking is currently constrained or may be constrained in the future.

Summary of Findings

As the parking surveys have shown, the overall parking supply within the downtown study area, as well as within the downtown core subarea, is more than sufficient to accommodate the peak parking demand. The following summarizes the results of the parking surveys:

- The peak utilization of public parking (on-street and off-street) in downtown Mount Prospect was 44.2% and occurred during the weekday midday period. A minimum of approximately 1,400 of the 2,535 public parking spaces were available at this time.
- The peak utilization of public parking (on-street and off-street) in the downtown core subarea was 47.3% and also occurred during the weekday midday period. A minimum of approximately 1,045 of the 2,209 public parking spaces were available at this time.

While the overall parking supply in the downtown area and the downtown core subarea is sufficient to meet the peak parking demand, several specific areas within the downtown currently experience parking capacity constraints or are projected to experience constraints in the future. These locations include:

- The northwest quadrant of downtown core subarea
- Emerson Street between Central Road and Northwest Highway (northeast quadrant)
- Busse Avenue between Main Street and Emerson Street (northeast quadrant)
- Northwest Highway between Main Street and Emerson Street (northeast quadrant)
- Pine Street between Central Road and Northwest Highway (northwest quadrant)
- Sections of Prospect Avenue (southeast and southwest quadrants)

General Recommendations

Better Utilization of the Village Parking Deck

The Village parking deck has a total of 383 parking spaces and is centrally located between the northeast and northwest quadrants of the downtown core subarea. Currently, the parking deck is open to the public and regulated with four-hour time limits. In addition, downtown employees can park free in the deck by obtaining an orange permit tag from the Village.

The results of the parking surveys have shown that the parking deck is significantly underutilized with a peak utilization of 36 percent, which occurred on a weekday. A minimum of approximately 245 parking spaces were available when the parking survey was conducted. Given its convenient location to both the northeast and northwest quadrants, the following recommendations aimed at a better utilization of the deck.



- Allow additional users to park in the deck, including commuters and overnight parkers.
 - Commuters. The parking surveys have shown that commuter parking lots are currently over 90% utilized. Demand for commuter parking will likely increase as new residential developments are approved in the Village. To provide some relief for the high demand for commuter parking and to reduce circulation by commuters traveling between lots in search of parking, a portion of the deck could be reserved for commuters (daily fee and/or permits) on weekdays before 6:00 P.M. To entice commuters to park in the deck, which is less convenient to the train station/platforms than the other commuter lots, a different commuter permit could be sold at a discounted rate.
 - Overnight Parkers. Currently, limited overnight parking is permitted in several public parking facilities in downtown Mount Prospect. Demand for overnight parking will likely increase as well with the new residential and transit-oriented developments either under construction or proposed in the downtown area. Parking spaces in the deck could be reserved by Mount Prospect residents for overnight parking via the sale of daily guest permits or monthly/quarterly permits, similar to the permits sold by other communities such as Arlington Heights.
- Extend the parking time limit within the deck from 4 hours to 6 or 8 hours to entice more long-term parkers to use the deck as opposed to other parking facilities and/or on-street parking. However, the time limits must be enforced to ensure that commuters do not park in the deck without a permit.

- Evaluate the feasibility of improving the pedestrian crossing at the Main Street/Busse Road intersection to provide a safer pedestrian connection between the parking deck and the northwest quadrant of the downtown. This recommendation is discussed in more detail later.
- Better market the location and convenience of the parking deck and enhance the wayfinding signage in the vicinity of the deck, which is discussed in more detail later.
- Allow valet parking operators to park in the deck during the evening. This recommendation is discussed in more detail later.

Better Utilization of the Commuter Parking Lots During Evenings and Weekends

During weekday evenings (6:00 P.M. to 1:00 A.M.) and on weekends, the commuter parking lots are open to the public. Similar to the parking deck, the commuter lots are significantly underutilized on weekday evenings and weekends. The peak utilization of the commuter lots on weekday evenings was 52 percent (273 available spaces). The peak utilization of the lots on the weekends was 11 percent (507 available spaces). The following recommendations were developed to better utilize the commuter parking lots during these off-peak times.

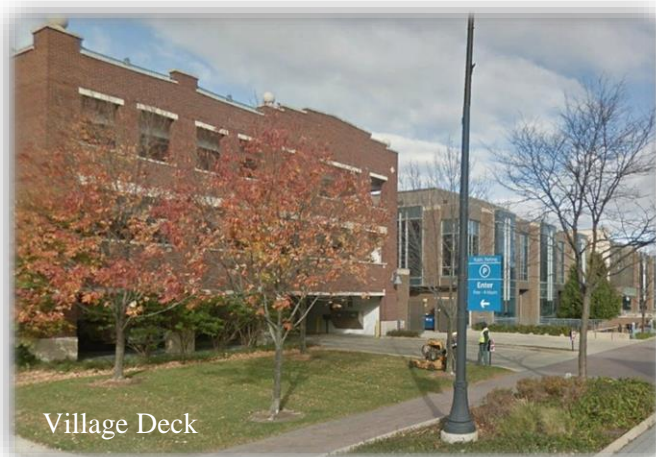
- Evaluate the feasibility of improving the pedestrian crossing at the Main Street/Northwest Highway intersection and/or add an additional pedestrian crossing on Northwest Highway to the west of Main Street to provide a safer pedestrian connection between the Metra West lot and the northwest quadrant. This recommendation is discussed in more detail later.
- Overnight spaces could be reserved in the commuter parking lots for those using Metra to stay overnight in downtown Chicago or to travel out of town.
- Better market the location and convenience of the commuter lots and enhance the wayfinding signage in the vicinity of the lots, which is discussed in more detail later.
- Allow valet parking operators to park in the commuter lots on weekdays after 6:00 P.M. and on weekends. This recommendation is discussed in more detail later.



Enhanced Marketing and Wayfinding

The parking surveys revealed that, in general, there is an adequate supply of public parking in the downtown core subarea, with the exception of commuter parking and a few spot locations where parking utilization is high at various times of the day. However, many downtown patrons perceive there to be a parking problem if they are unable to park in front of or within view of their destination. In most cases, public parking that is convenient to the destination is available nearby but around a corner or out of the line of sight from the destination. These available spaces can be a much shorter walking distance away than the typical walking distance from the parking field at a shopping mall or regional center. A robust marketing effort and an enhanced wayfinding plan for the downtown parking system is critical to achieving better utilization of the existing public parking system in the downtown.

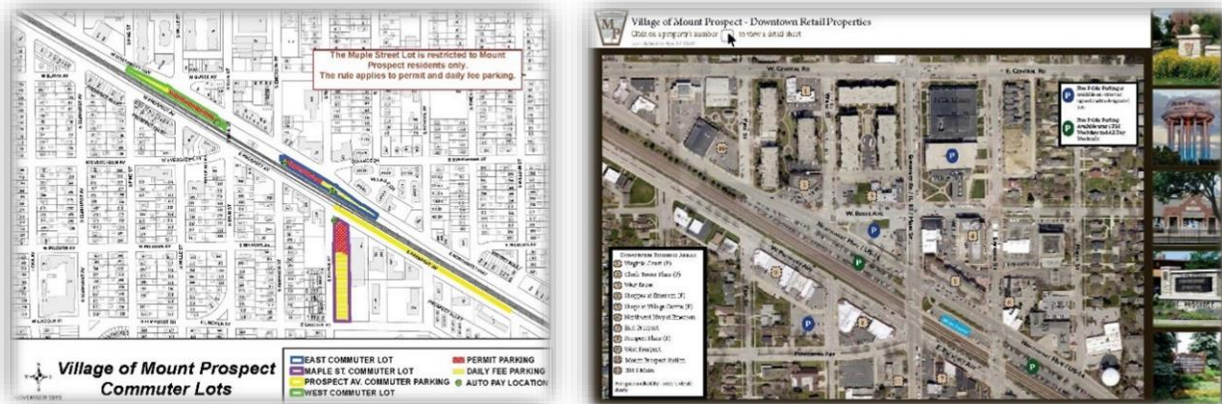
- The Village deck is visibly marked at the entrance to the facility on Emerson Street, similar to the entry signs at the other public lots. To increase usage of the deck, additional signage could be installed on the west face (Main Street side) of the deck to guide motorists to the Emerson Street entry, similar to the public parking deck in downtown Des Plaines.



- The availability of public parking in the deck and the Chase Bank and commuter lots (weekday evenings and weekends only) should be marketed with wide distribution via websites, social media platforms, and through the Mount Prospect Chamber of Commerce. Pamphlets can also be developed and left with merchants and/or posted on information boards/kiosks.
- Wayfinding to the public parking lots in the downtown core subarea could be improved with a uniform and comprehensive wayfinding signage system that guides motorists to the respective lots.
- The Village currently has a commuter parking map, which works well and should be continued.



- The Village does not currently have a downtown parking map for patrons, visitors and employees. The only available map currently identifies select downtown retail properties and parking facilities. Two maps could be developed for the downtown (non-commuter) users and can be printed back-to-back. Each map would depict all public parking facilities, regulations and time limitations. One map would be for weekdays before 6:00 P.M. The other would be for weekdays after 6:00 P.M. and weekends. **Figure 7A** shows a concept of the downtown parking maps for weekdays before 6:00 P.M. **Figure 7B** shows a concept of the downtown parking map for weekday evenings and weekends.

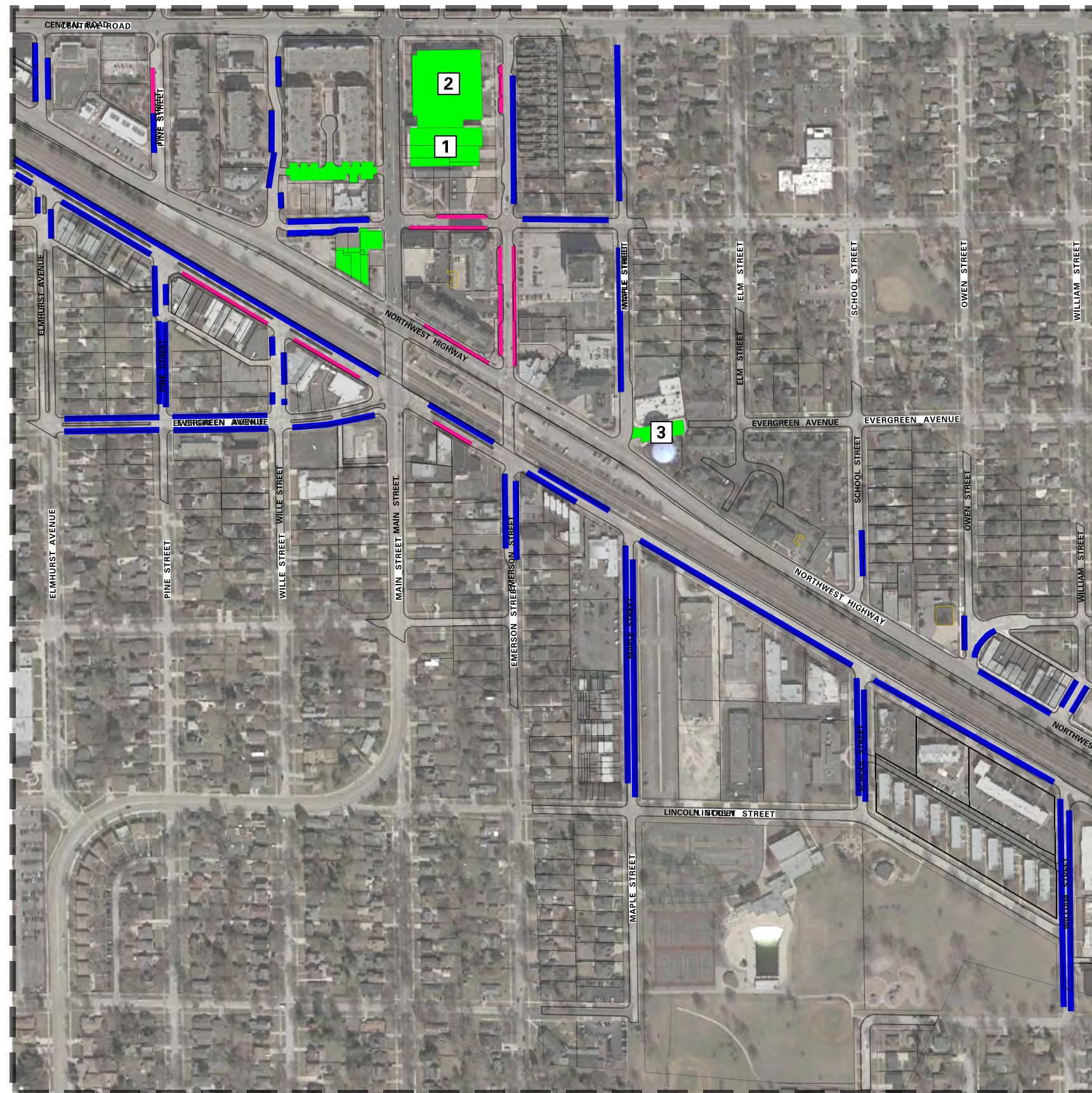


Northwest Quadrant Recommendations

The only quadrant within the downtown area that is close to experiencing any parking capacity constraints is the northwest quadrant. During weekday and weekend evenings, the peak utilization of the public parking spaces in the quadrant ranges from 25 to 62 percent, with a minimum of 166 to 234 public parking spaces available. Many of the vacant parking spaces during evenings are located in the Metra West lot, which is on the south side of Northwest Highway. In addition, a significant number of parking spaces are available nearby in the Village parking deck on the east side of Main Street. However, both Main Street and Northwest Highway are viewed by many as a pedestrian barrier to these parking facilities. Further, the TOD development under construction on the Triangle site is projected to utilize a good portion of the available public parking spaces in the northwest quadrant, particularly during the evenings. In addition to the recommendations outlined above, the following summarizes additional recommendations to help mitigate the potential parking capacity constraints in the northwest quadrant.

Valet Parking Service

Establish valet parking services with the restaurant establishments in the quadrant. One model is for each business to establish and manage their own valet service. An alternate model is to establish a single valet operation, managed by the Village or Chamber of Commerce, that would serve multiple businesses and would operate from a fixed centralized point. The valet service(s) should be required to park vehicles within the Village deck or the Metra West lot to better utilize these parking facilities and free up additional public parking in the northwest quadrant.

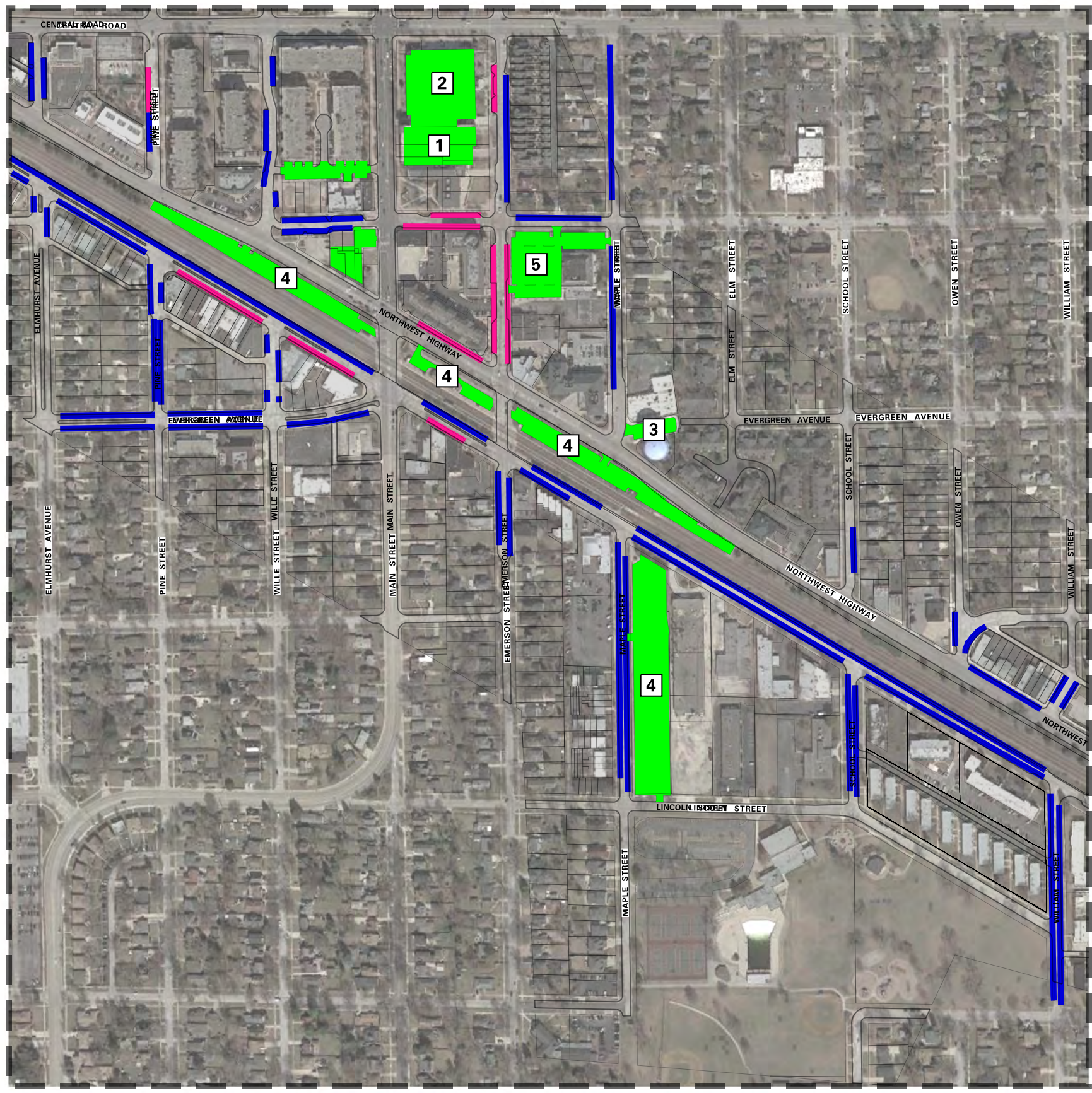


LEGEND

- PUBLIC PARKING FACILITIES
- ON-STREET PARKING 1 HOUR OR LESS
- ON-STREET PARKING 2 HOURS OR GREATER
- 1 VILLAGE PARKING DECK
- 2 LIBRARY PARKING LOT
- 3 WATER TOWER LOT

LEGEND

- PUBLIC PARKING FACILITIES
- ON-STREET PARKING
1 HOUR OR LESS
- ON-STREET PARKING
2 HOURS OR GREATER
- 1 VILLAGE PARKING DECK
- 2 LIBRARY PARKING LOT
- 3 WATER TOWER LOT
- 4 COMMUTER PARKING LOTS
- 5 CHASE BANK PARKING LOT



Improved Pedestrian Crossings

In order to better utilize the Village deck and the Metra West lot, and provide additional parking capacity for the northwest quadrant, consideration should be given to improving the pedestrian crossings along Main Street and Northwest Highway. The intent of these improvements is to enhance the crossings to provide for more efficient, orderly, and safe pedestrian connections between the northwest quadrant and these public facilities. Both Main Street and Northwest Highway are four-lane, arterial roadways that carry a high volume of traffic and are viewed by many as a pedestrian barrier.

Main Street / Busse Avenue Intersection

The *Village of Mount Prospect Downtown Implementation Plan* recommends several pedestrian improvements at the Main Street/Busse Avenue intersection, as noted below and shown in the inset. This intersection is presently unsignalized with no pedestrian crossings on Main Street. As such, it is a significant barrier to pedestrian travel between the Village deck and northwest quadrant businesses.



- Remove the existing southbound left-turn lane on Main Street and replace with a landscaped median with pedestrian refuge island. The raised median provides a protected midway point across Main Street if pedestrians are not able to cross the entire road at once. Southbound left-turn movement would have to occur from the inside through lane and are recommended to be prohibited between 7:00 A.M. and 9:00 A.M. and between 4:00 P.M. and 6:00 P.M.
- Install pedestrian crossing warning signs in the median and/or along the curb indicating that traffic must stop for pedestrians in the crosswalk.
- Install a high-visibility, ladder style crosswalk across the north leg of Main Street to provide an additional visual cue of the pedestrian crossing to motorists traversing Main Street.

As indicated in the *Village of Mount Prospect Downtown Implementation Plan*, it is important to note that the recommendations are only conceptual and will require further study. In addition, since Main Street is under the jurisdiction of the Illinois Department of Transportation (IDOT), any improvements will require IDOT review and approval.

Northwest Highway Pedestrian Crossings

The signalized intersection of Northwest Highway and Main Street includes a signalized pedestrian crossing between the Metra West lot and the northwest quadrant. However, the intersection only has standard parallel-line crosswalks on the east, south and west legs (see inset). To enhance the visibility of the pedestrian crossings, high-visibility, ladder style crosswalks should be installed on these legs. It should be noted that pedestrian countdown timers are not permitted at this intersection given its proximity to the rail crossing.



The signalized pedestrian crossing is located at the east end of the Metra West lot and the southeast corner of the northwest quadrant, which can result in circuitous walking routes between the lot and the quadrant. Consideration should be given to performing the necessary studies to determine if an unsignalized pedestrian crossings can be installed on Northwest Highway west of Main Street. Given the following, the most appropriate location for the new pedestrian crossing would be at the central entrance to the Metra West lot opposite Wille Street, for the following reasons:

- The location is at the approximate midpoint of the Metra West lot.
- The location is at an existing intersection as opposed to a mid-block location.
- The east leg of Main Street at this intersection currently has a striped median that could be replaced with a raised median providing a pedestrian refuge space, similar to the existing pedestrian crossing on Northwest Highway in downtown Des Plaines, IL.

Once again, the appropriate studies would need to be performed to ensure that a unsignalized pedestrian crossing is appropriate along Northwest Highway and can be designed in a safe manner for pedestrians. Further, any pedestrian crossing will require IDOT's review and approval as Northwest Highway is under their jurisdiction.



Pine Street Parking Improvements

The utilization of on-street parking on Pine Street between Central Road and Northwest Highway exceeded 90 percent at various times on the weekends. The high parking demand is primarily generated by Capannari Ice Cream and the Clocktower Condominiums. Currently, Pine Street has 18 angle spaces along the west side of the street. Parking is prohibited on the east side. The following recommendations should be considered.

Modified Time Regulations

Currently, all on-street parking along this block of Pine Street is regulated by a four-hour time limit. To increase turnover of these spaces, which are very convenient for Capannari Ice Cream customers, consideration should be given to reducing the regulated time limits on a portion of the spaces from four hours to 30 minutes, or to one hour at the maximum. A portion of the parking spaces should continue to provide four-hour parking to accommodate condominium guests on the east side of the street. **Figure 8** shows the recommended modifications to the time regulations.



Enforcement

Enforcement is the most successful means to ensure that parkers observe the on-street parking regulations, particularly if the time limits are reduced. It is our understanding that the Village currently enforces the parking regulations. If possible, the Village should consider temporarily increasing the enforcement where the time regulations are changed, particularly during peak times.

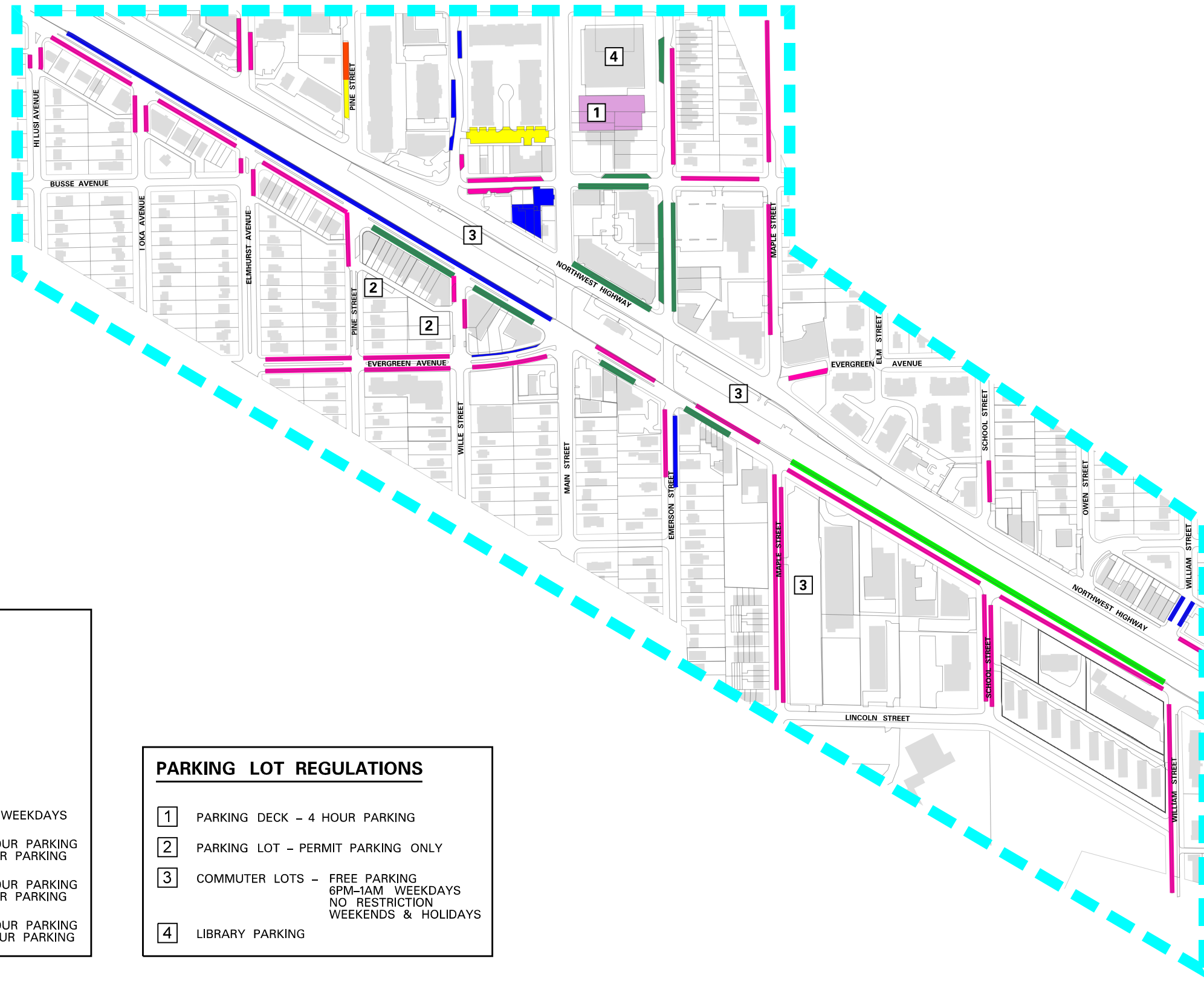
Physical Modifications to Pine Street

The on-street parking capacity can be increased on the east side of Pine Street with physical modifications or widening of the street. The following two alternatives could be considered:









1. **Alternative 1.** Widen Pine Street by approximately 5 to 6 feet to accommodate approximately 13 parallel parking spaces on the east side of the street. When combined with the existing 18 angle parking on the west side, the street would have a total parking capacity of 31 spaces. **Figure 9A** illustrates this alternative.
2. **Alternative 2.** Restripe Pine Street to provide one moving lane in each direction with parallel parking on both sides of the street. The majority of Pine Street is wide enough to accommodate parallel parking on both sides. However, there are 3 curb extensions along the west side that would need to be reduced in size or eliminated. A total of approximately 24 parallel parking spaces could be provided along Pine Street with the restriping and curb modifications, which reflects an increase of 6 spaces over existing conditions. **Figure 9B** illustrates this alternative.

3. Alternative 3. Convert Pine Street to a one-way southbound road to accommodate approximately 13 parallel parking spaces on the east side of the street. This alternative would be similar to Alternative 1, but instead of widening the street to accommodate the parallel parking, the existing northbound lane would be restriped for parallel parking. When combined with the 18 angle parking spaces on the east side of the street, the street would have a total parking capacity of 31 spaces.





Further studies should be conducted to determine the feasibility and costs of each alternative.



LEGEND

-  2 HOUR PARKING
7:00 AM TO 6:00 PM
-  4 HOUR PARKING
-  4 HOUR PARKING
7:00 AM TO 6:00 PM
-  2 HOUR PARKING
7:00 AM TO 6:00 PM
MONDAY - FRIDAY
-  COMMUTER PARKING WEEKDAYS
-  CONVERT FROM 2 HOUR PARKING
TO 30 MIN OR 1 HOUR PARKING
-  CONVERT FROM 4 HOUR PARKING
TO 30 MIN OR 1 HOUR PARKING
-  CONVERT FROM 4 HOUR PARKING
TO 6 HOUR OR 8 HOUR PARKING

PARKING LOT REGULATIONS

-  1 PARKING DECK - 4 HOUR PARKING
-  2 PARKING LOT - PERMIT PARKING ONLY
-  3 COMMUTER LOTS - FREE PARKING
6PM-1AM WEEKDAYS
NO RESTRICTION
WEEKENDS & HOLIDAYS
-  4 LIBRARY PARKING



SCALE: 1" = 50'

CENTRAL ROAD

**EXISTING ON-STREET
PARKING SPACES = 18**
**PROPOSED ON-STREET
PARKING SPACES = 31**

PINE STREET

NORTHWEST HWY



SCALE: 1" = 50'

CENTRAL ROAD

**EXISTING ON-STREET
PARKING SPACES = 18**

**PROPOSED ON-STREET
PARKING SPACES = 24**

PINE STREET

NORTHWEST HWY

Northeast Quadrant Recommendations

On-street parking on the following block was utilized to a high level on several of the days when the parking surveys were performed (see inset):

- Emerson Street between Central Road and Northwest Highway
- Busse Avenue between Main Street and Emerson Street
- Northwest Highway between Main Street and Emerson Street

The on-street parking constraint is primarily due to the parking demand generated by visitors to Village Hall and by the commercial businesses in the Village Centre development. Most of these on-street spaces are located adjacent to or in proximity to the commercial businesses and, as such, are very convenient and desirable. The following recommendations should help mitigate the parking capacity constraints on this block.



Modified Time Regulations

Currently, all on-street parking on this block is regulated by a two-hour time limit between 7:00 A.M. and 6:00 P.M. To increase turnover of these spaces, which are very convenient to the commercial businesses in the Village Centre development, consideration should be given to reducing the regulated time limits from two hours to 30 minutes, or to one hour at the maximum. Longer-term parkers can utilize the Village parking deck. On weekday evenings and weekends, longer-term parkers can utilize the Chase Bank and Metra East lots, which have ample parking available and are located just a block or two away. The modifications to the time regulations will both mitigate the on-street parking capacity constraints on the block and make better use of the Village parking deck, Chase Bank lot and Metra East lot. Figure 8 shows the recommended modifications to the time regulations.

Marketing and Wayfinding

Any modifications to the time regulations will require a strong marketing campaign to ensure that downtown patrons, visitors, and employees understand their parking options, particularly the longer-term parking options. As discussed previously, recommendations include developing public parking maps that clearly identify both the short-term and long-term parking options on weekdays and during weekday evenings and weekends. The maps should be available on the websites of the Village of Mount Prospect and the Mount Prospect Chamber of Commerce, as well as other Village media platforms. The maps can also be printed by the Village and distributed as

pamphlets to the Chamber of Commerce and downtown merchants. The maps can also be incorporated into information boards or kiosks. Wayfinding signage, as discussed previously, will guide motorists to the available long-term parking locations.

Enforcement

Enforcement is the most successful means to ensure that parkers observe the on-street parking regulations, particularly if the time limits are reduced. It is our understanding that the Village currently enforces the parking regulations. However, if possible, the Village should consider temporarily increasing the enforcement where the on-street time regulations are changed, particularly during the peak times.

Southeast and Southwest Quadrant Recommendations

Prospect Avenue Parking Improvements

On-street parking along several blocks of the south side of Prospect Avenue were utilized to a high level on several of the days when the parking surveys were performed (see inset). These blocks are generally located between Pine Street and Maple Street. The on-street parking constraint is primarily due to the parking demand generated by the commercial businesses along the south side of Prospect Avenue, such as Prospect Place, Mrs. P & Me restaurant, and Mia’s Cantina. Similar to the recommendations for the northeast quadrant, the following should be considered for Prospect Avenue.



Modified Time Regulations

Currently, all on-street parking along the south side of Prospect Avenue, between Pine Street and Maple Street, is regulated by a two-hour time limit between 7:00 A.M. and 6:00 P.M. To increase turnover of these spaces, which are very convenient to the commercial businesses along Prospect Avenue, consideration should be given to reducing the regulated time limits along the south side of these blocks of Prospect Avenue from two hours to 30 minutes, or to one hour at the maximum. Longer-term parkers can utilize the parking spaces along the north side of Prospect Avenue which are regulated by either two-hour parking limits or four-hour limits. Figure 8 shows the recommended modifications to the time regulations.



Marketing

Any modifications to the time regulations will require a strong marketing campaign to ensure that downtown patrons, visitors, and employees understand their parking options, particularly the longer-term parking options. As discussed previously, recommendations include developing public parking maps that clearly identify both the short-term and long-term parking options on weekdays and during weekday evenings and weekends. The maps should be available on the websites of the Village of Mount Prospect and the Mount Prospect Chamber of Commerce, as well as other Village media platforms. The maps can also be printed by the Village and distributed as pamphlets to the Chamber of Commerce and downtown merchants. The maps can also be incorporated into information boards or kiosks. Wayfinding signage, as discussed previously, will guide motorists to the available long-term parking locations.

Enforcement

Enforcement is the most successful means to ensure that parkers observe the on-street parking regulations, particularly if the time limits are reduced. It is our understanding that the Village currently enforces the parking regulations. However, if possible, the Village should consider temporarily increasing the enforcement where the on-street time regulations are changed, particularly during the peak times.

6. Conclusions

This report summarizes the findings from a parking demand assessment of the public and private parking supply in downtown Mount Prospect, Illinois. The study area for the parking assessment was selected by Village staff and generally follows the boundary of the downtown tax increment financing district. The study area consists of parking lots, a parking deck, and on-street parking spaces and includes both regulated and unregulated parking spaces that are used by Metra commuters and downtown employees, visitors and patrons. The purpose of this study was to (1) inventory the downtown parking supply, (2) document the utilization of the parking supply on typical weekdays and weekend days, including weekends where downtown events were hosted, (3) evaluate the parking data to identify locations where parking surpluses and deficits exist, (4) estimate the impact on downtown parking demand from new development projects, and (5) recommend improvements to address areas of parking deficit.

The following summarizes the findings and results of the study.

Existing Downtown Parking Supply

- The downtown study area provides a total of 4,521 parking spaces including 1,356 spaces in public parking lots, 1,179 spaces on the street, and 1,986 spaces in private lots. Of the total parking supply in the downtown area, approximately 56% consists of public parking spaces and 44% consists of reserved private parking.
- Approximately 78% of the study area parking supply is located within the downtown core subarea. Of the 3,546 parking spaces in the downtown core subarea, 62% (2,209 spaces) are public spaces and 38% (1,337 spaces) are private spaces.
- The downtown study area has a total of 1,179 on-street parking spaces distributed over 54 blocks and the downtown core subarea has 853 on-street spaces distributed over 36 blocks.
- There are 13 total public parking facilities, consisting of 12 surface lots and one parking deck, with five of the parking lots serving Metra commuters. The commuter lots and the Chase Bank lot are available to the public after 6:00 P.M. on weekdays and all day on weekends.

Existing Downtown Parking Occupancy

- The peak parking utilization of all parking in downtown Mount Prospect (both public and private) occurred during the weekday midday period when 1,938 of the 4,521 spaces (or 42.9%) were utilized. The peak utilization of the public and private parking spaces also occurred during the weekday midday period when 44.2% and 41.1% of the spaces were utilized, respectively.

- The peak utilization of all parking in the downtown core subarea also occurred during the weekday midday period when 47.6% of the parking was utilized. The utilization of both public and private parking also peaked at this time with 47.3% and 48.2% of the spaces utilized, respectively.
- The east and west commuter parking lots are fully-utilized on weekdays, and the south lot and Prospect Avenue commuter spaces were over 90% utilized. During weekday evenings and on weekends, the commuter lots are significantly underutilized with over 85% of the lot capacity (more than 550 spaces) available for use free of charge.
- The Village parking deck is also significantly underutilized. During the peak weekday midday period there were still 314 empty spaces in the deck, and even more spaces were empty on weekday evenings and on weekends.
- While the parking utilization in the downtown area and the downtown core subarea is operating under 50% of capacity, there are spot locations in which the public parking supply is heavily utilized during specific periods. However, there is adequate public parking available within a short walking distance (i.e., one block or two) of the spot locations. The following lists the spot locations that are experiencing heavy parking utilization.
 - The northwest quadrant of the downtown area and the downtown core subarea
 - Emerson Street between Central Road and Northwest Highway (NE quadrant)
 - Busse Avenue between Main Street and Emerson Street (NE quadrant)
 - Northwest Highway between Main Street and Emerson Street (NE quadrant)
 - Pine Street between Central Road and Northwest Highway (NW quadrant)
 - Sections of Prospect Avenue between Pine Street and Maple Street (SE & SW quadrants)

Projected Parking Demand

- The study examined the parking impact of 6 potential downtown redevelopment sites, as identified in the *Village of Mount Prospect Downtown Implementation Plan*. One of the sites has been redeveloped (Tri-State Site) and one of the sites is under construction (Triangle Site).
- The site that is under construction, a mixed-use transit-oriented development in the northwest quadrant of the intersection of Northwest Highway and Main Street, will eliminate 59 public parking spaces and is projected to have a public parking demand of 50 to 75 spaces. It is anticipated that the development will utilize a good portion of the vacant public parking spaces in the northwest quadrant of the downtown during evenings.
- The other 5 redevelopment sites are anticipated to have a limited impact on future downtown parking conditions as (1) most of the sites currently do not contain public parking, (2) the *Village of Mount Prospect Downtown Implementation Plan* assumes that each redevelopment will provide sufficient parking to meet the needs of the redevelopment and/or the Village's parking requirements, and/or (3) some of the parcels are located outside of the downtown core subarea.

Recommendations

As part of the study, recommendations were developed to better utilize the public parking supply in the downtown and to mitigate area of parking deficit. The following recommendations are made:

- *Better Utilization of the Parking Deck.* The study has shown that the Village parking deck is significantly underutilized, particularly during weekday evenings and weekends. Several recommendations were developed to better utilize the parking within the deck, including (1) offering permits for additional users including commuters and overnight parkers, (2) extending the parking time limit from 4 hours to 6 or 8 hours, (3) evaluating the feasibility of installing a pedestrian crossing on Main Street at Busse Avenue, (4) marketing the deck better and improving wayfinding to the deck, and (5) allowing valet services to park in the deck.
- *Better Utilization of the Commuter Lots.* The study also has shown that the commuter lots are significantly underutilized on weekday evenings and weekends. As such, similar to the parking deck, several recommendations were developed to better utilize the available parking within the lots, including (1) improving the pedestrian crossing on Northwest Highway at Main Street and evaluating the feasibility of installing a new pedestrian crossing on Northwest Highway at Wille Street, (2) marketing the commuter lots better and improving the wayfinding to the lots, and (3) allowing valet services to park in the lots.
- *Enhance Marketing and Wayfinding.* Various measures have been suggested to better market the public parking facilities within the downtown, particularly the parking deck and commuter lots. Measure include (1) development of two downtown parking maps for patrons, visitors and employees, one for weekdays and one for weekday evenings and weekends, (2) developing pamphlets identifying all public parking facilities, regulations and time limits and distributing them via websites, social media, merchants, information boards/kiosks, and through the Chamber of Commerce, (3) developing a uniform and comprehensive wayfinding signage system that guides motorists to the public lots, and (4) installing signage on the west (Main Street) face of the parking deck.
- *Valet Parking.* Establish valet parking services with the popular restaurant establishments in the northwest quadrant of downtown. Individual services could be managed by each business separately or a single collective service could be managed by the Village to serve all uses in the quadrant. The valet service(s) should be required to park vehicles in the parking deck or the Metra West lot to better utilize these facilities and to free up additional public parking.
- *New Pedestrian Crossings.* In order to better utilize the Village parking deck and the Metra West lot, and to free up additional public parking capacity within the northwest quadrant, consideration should be given to evaluating the feasibility of installing pedestrian crossings on Main Street at Busse Avenue and on Northwest Highway at Wille Street.
- *Modified On-Street Time Regulations.* Generally, the on-street parking along the blocks experiencing parking constraints is restricted to 2 hours between 7:00 A.M. and 6:00 P.M. To increase turnover of these spaces, which are very convenient to the commercial businesses,

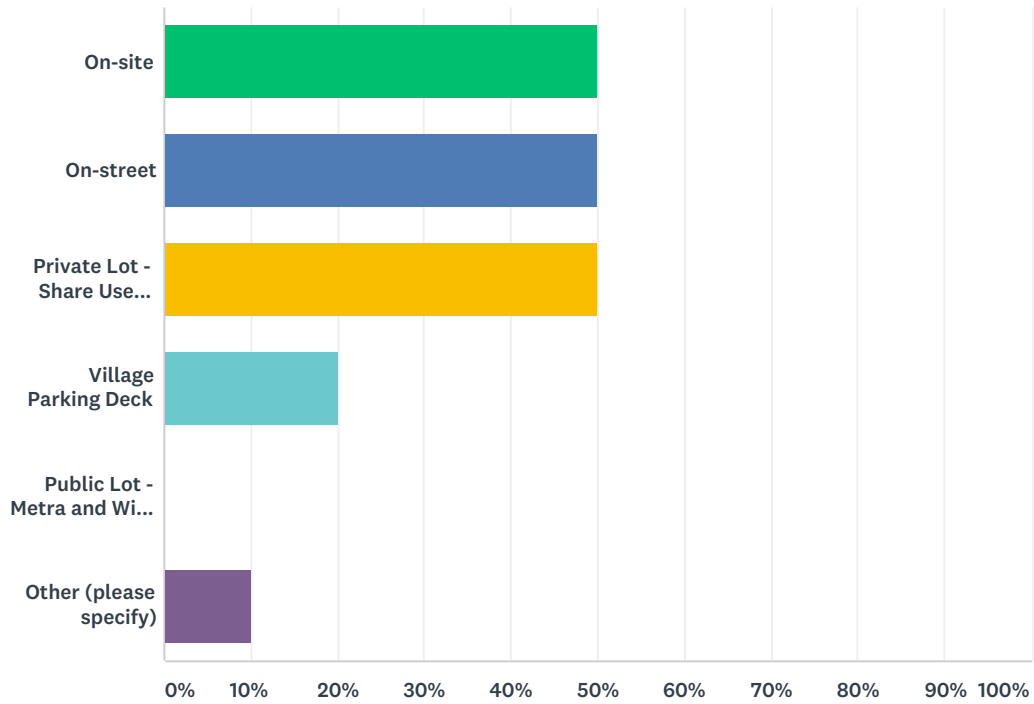
consideration should be given to reducing the regulated time limits from 2 hours to 30 minutes, or to 1 hour at the maximum. Longer-term parking is available within one or two blocks.

- *Physical Modifications to Pine Street.* Additional on-street parking capacity can be gained along Pine Street between Northwest Highway and Central Road with physical modifications or widening of the road. Two concepts were developed that could provide an additional 6 to 13 parking spaces along the street.
- *Enforcement.* To ensure the success of any changes in parking regulations, a temporary increase in parking enforcement will be needed, particularly during the peak times when parking is in the greatest demand.

APPENDIX

Q1 Where do your employees park?

Answered: 10 Skipped: 0

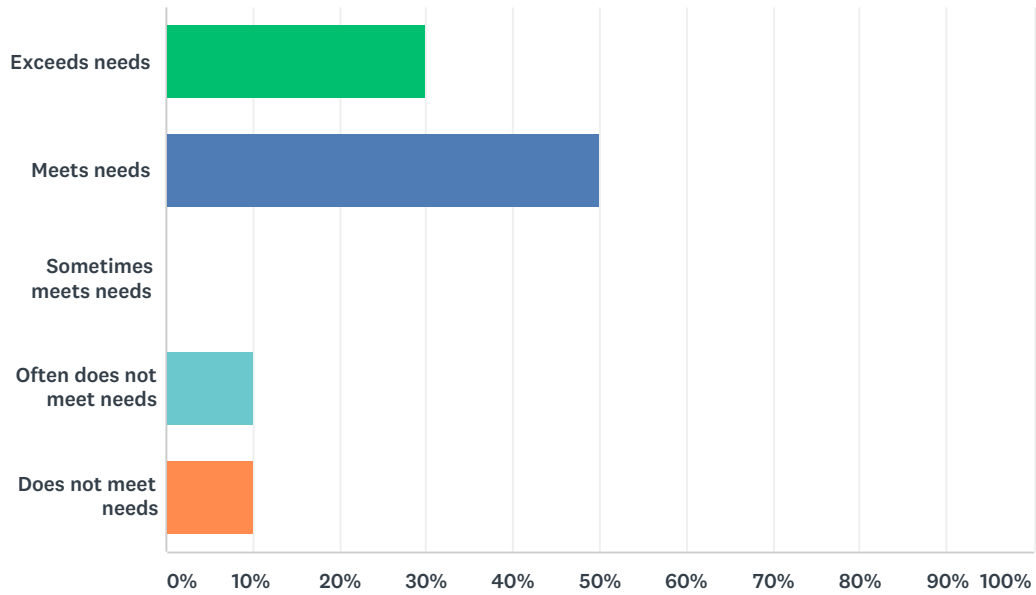


ANSWER CHOICES	RESPONSES
On-site	50.00% 5
On-street	50.00% 5
Private Lot - Share Use (Examples: Chase Lot, Village Centre, Prospect Place, Mt. Prospect State Bank)	50.00% 5
Village Parking Deck	20.00% 2
Public Lot - Metra and Wille Street Lots (after 4 pm & weekends)	0.00% 0
Other (please specify)	10.00% 1
Total Respondents: 10	

#	OTHER (PLEASE SPECIFY)	DATE
1	Safety issue teenage staff leaving late	5/14/2018 1:44 PM

Q2 How would you describe available parking for employees?

Answered: 10 Skipped: 0

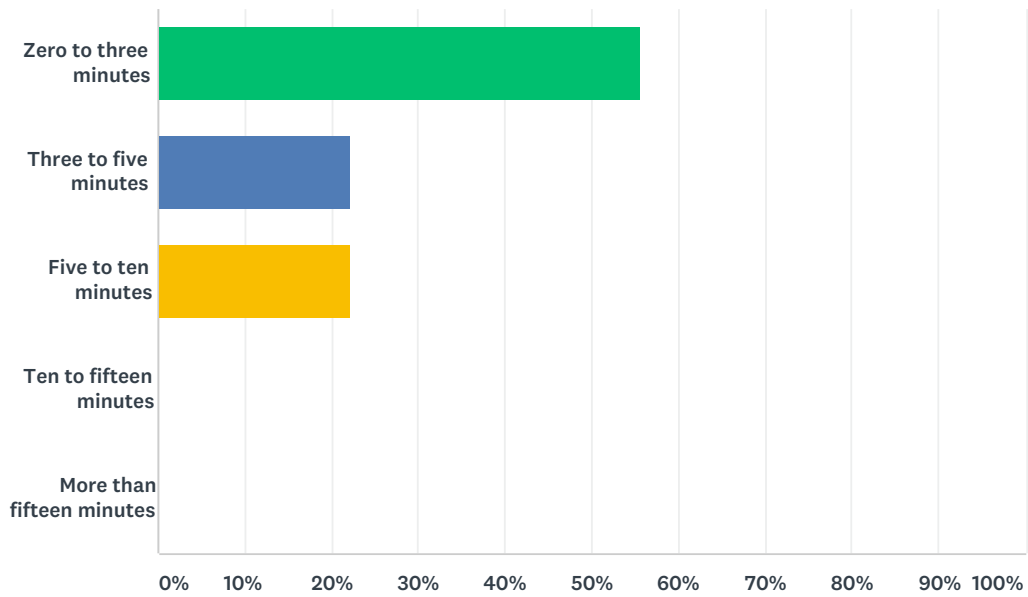


ANSWER CHOICES	RESPONSES	
Exceeds needs	30.00%	3
Meets needs	50.00%	5
Sometimes meets needs	0.00%	0
Often does not meet needs	10.00%	1
Does not meet needs	10.00%	1
TOTAL		10

#	IF MORE PARKING SPACES ARE NEEDED, HOW MANY ADDITIONAL SPACES?	DATE
1	More passes needed for employees	5/14/2018 2:08 PM

Q3 How far would you be willing to walk from your work location to your car?

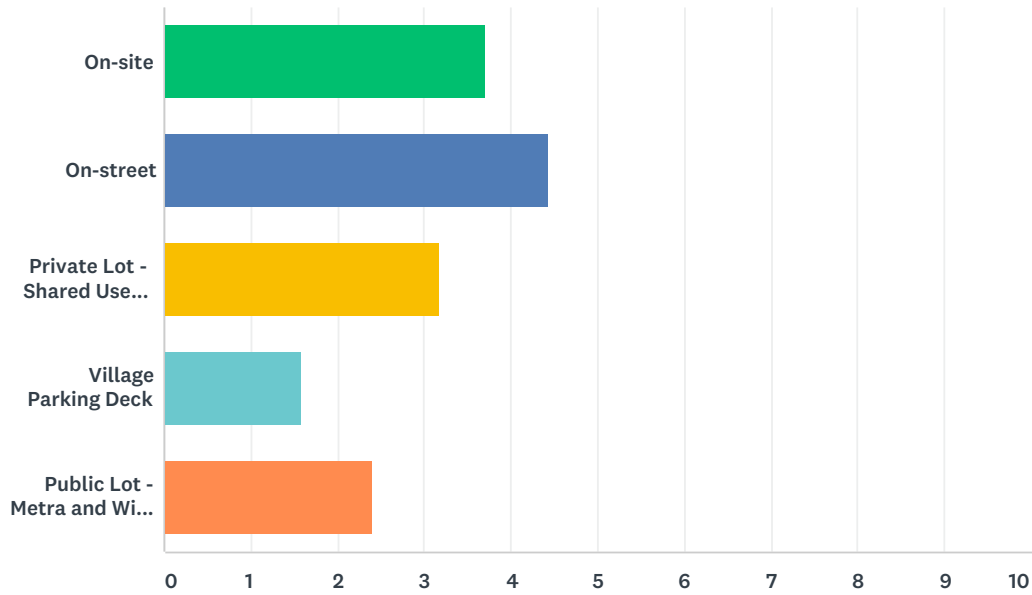
Answered: 9 Skipped: 1



ANSWER CHOICES	RESPONSES	
Zero to three minutes	55.56%	5
Three to five minutes	22.22%	2
Five to ten minutes	22.22%	2
Ten to fifteen minutes	0.00%	0
More than fifteen minutes	0.00%	0
TOTAL		9

Q4 Where do your customers park?

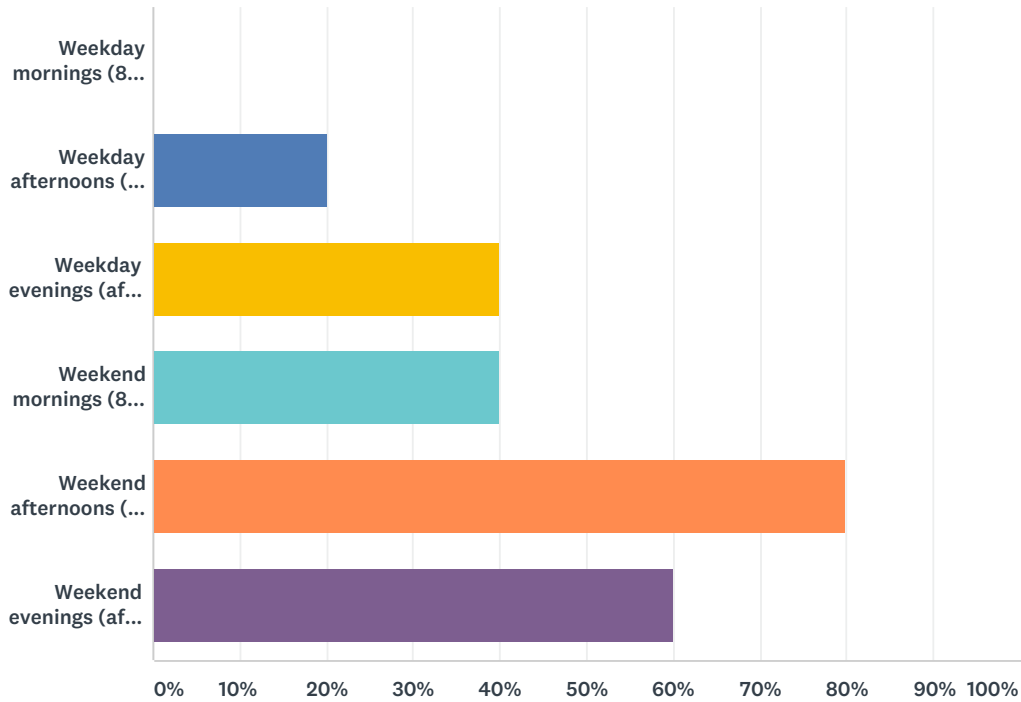
Answered: 10 Skipped: 0



	NEVER	RARELY	OCCASIONALLY	FREQUENTLY	ALWAYS	TOTAL	WEIGHTED AVERAGE
On-site	14.29% 1	0.00% 0	14.29% 1	42.86% 3	28.57% 2	7	3.71
On-street	0.00% 0	0.00% 0	0.00% 0	55.56% 5	44.44% 4	9	4.44
Private Lot - Shared Use (Examples: Chase Lot, Village Centre, Prospect Place, Mt. Prospect State Bank)	33.33% 2	0.00% 0	16.67% 1	16.67% 1	33.33% 2	6	3.17
Village Parking Deck	60.00% 3	20.00% 1	20.00% 1	0.00% 0	0.00% 0	5	1.60
Public Lot - Metra and Wille Street Lots (after 4 pm & weekends)	40.00% 2	20.00% 1	20.00% 1	0.00% 0	20.00% 1	5	2.40

Q5 Parking is most difficult during the following days/times (choose all that apply):

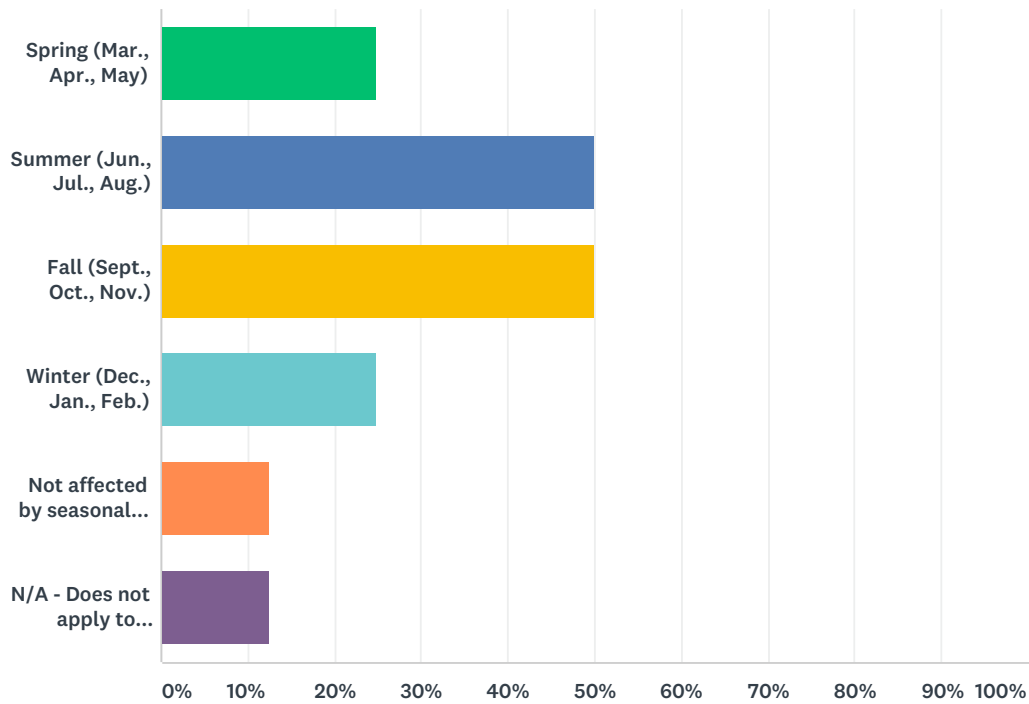
Answered: 5 Skipped: 5



ANSWER CHOICES	RESPONSES	
Weekday mornings (8 a.m. to 12 p.m.)	0.00%	0
Weekday afternoons (12 p.m. to 5 p.m.)	20.00%	1
Weekday evenings (after 5 p.m.)	40.00%	2
Weekend mornings (8 a.m. to 12 p.m.)	40.00%	2
Weekend afternoons (12 p.m. to 5 p.m.)	80.00%	4
Weekend evenings (after 5 p.m.)	60.00%	3
Total Respondents: 5		

Q6 Parking is most difficult during the following seasons (Choose all that apply):

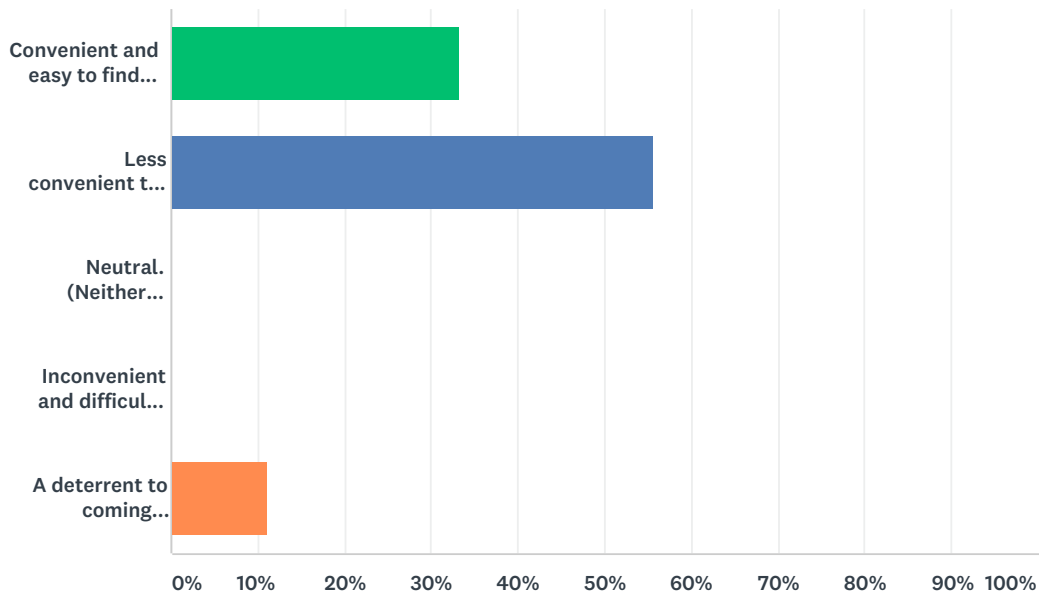
Answered: 8 Skipped: 2



ANSWER CHOICES	RESPONSES	
Spring (Mar., Apr., May)	25.00%	2
Summer (Jun., Jul., Aug.)	50.00%	4
Fall (Sept., Oct., Nov.)	50.00%	4
Winter (Dec., Jan., Feb.)	25.00%	2
Not affected by seasonal parking demands.	12.50%	1
N/A - Does not apply to business.	12.50%	1
Total Respondents: 8		

Q7 What is your overall perception of parking in Downtown Mount Prospect?

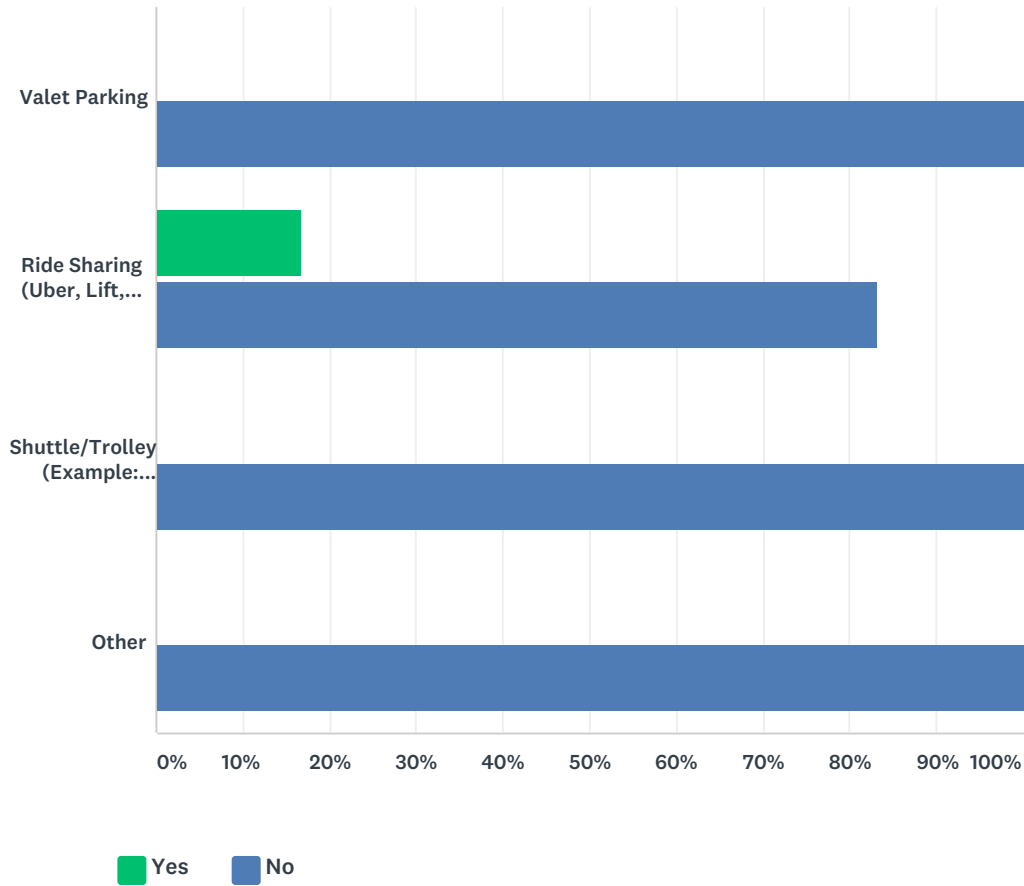
Answered: 9 Skipped: 1



ANSWER CHOICES	RESPONSES	
Convenient and easy to find. (Very Satisfied)	33.33%	3
Less convenient than other areas but good for a downtown. (Satisfied)	55.56%	5
Neutral. (Neither satisfied nor dissatisfied)	0.00%	0
Inconvenient and difficult to find. (Dissatisfied)	0.00%	0
A deterrent to coming downtown. (Very dissatisfied)	11.11%	1
TOTAL		9

Q8 Would the following customer parking alternatives be applicable to your business model or customer base?

Answered: 6 Skipped: 4



	YES	NO	TOTAL
Valet Parking	0.00% 0	100.00% 5	5
Ride Sharing (Uber, Lift, etc)	16.67% 1	83.33% 5	6
Shuttle/Trolley (Example: Customer parks in Parking Deck and is shuttled around downtown)	0.00% 0	100.00% 6	6
Other	0.00% 0	100.00% 1	1

#	OTHER (PLEASE SPECIFY)	DATE
1	Shuttle/Trolley - Maybe	5/14/2018 1:44 PM

Q9 What are your business hours?

Answered: 8 Skipped: 2

#	RESPONSES	DATE
1	Sun - Thur, 11 am - 9 pm; Fri. - Sat, 11 am - 10 pm.	5/14/2018 2:08 PM
2	M - Th, 11:30 - 1 am; Fri, 11:30 - 2 am; Sat, Noon - 2 am; Sun, Noon - 1 am.	5/14/2018 2:01 PM
3	M - F, 9 -6; Sat, 9-4; Sun, 9- 3	5/14/2018 1:55 PM
4	9 - 5	5/14/2018 1:52 PM
5	Vary	5/14/2018 1:44 PM
6	Open daily from 7am - 3pm	5/14/2018 1:41 PM
7	7 - 7, M-F: 7 - 2, Sat	5/14/2018 1:36 PM
8	9 - 5, M - F	5/14/2018 1:33 PM

Q10 Please provide any additional comments or suggestions about parking in Downtown Mount Prospect.

Answered: 7 Skipped: 3

#	RESPONSES	DATE
1	Keeping all downtown shared lots available to our customers.	5/14/2018 2:08 PM
2	Not enough parking for Capannari's or Trezero's or Honey Butter on weekends.	5/14/2018 2:05 PM
3	I feel the village has done a great job letting the public know what their parking options are and I truly feel there is adequate parking to serve our area. I believe the public simply needs to alter their routine, out parking garage is safe and in close proximity, yet remains to be underused.	5/14/2018 2:01 PM
4	Years ago, Cathy Maloney, Elmhurst downtown consultant told me, "Don't worry these downtown parking problems will work themselves out. When a downtown area attains the tipping point of popular establishments people will not be so sensitive to parking issues." Look at downtown Chicago, talk about parking problems.	5/14/2018 1:55 PM
5	I really think it's important to maintain parking on NW Hwy - Lofts/LePeep/Etc. I also think the Village garage should have a large "Parking" sign on 83 and perhaps enhance 83 entry for pedestrians.	5/14/2018 1:52 PM
6	We have issues with parking on Sundays when the Farmers Market is going on the street parking is filled up by customers of the Farmers Market and when there is no more street parking, Farmers Market customers park in strip mall parking lot.	5/14/2018 1:41 PM
7	2 hour parking limitations are rarely enforced.	5/14/2018 1:36 PM

Q11 For contact purposes, please provide the following information:

Answered: 8 Skipped: 2

ANSWER CHOICES	RESPONSES	
Contact Person	100.00%	8
Business	100.00%	8
Street Address	87.50%	7
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	87.50%	7
Phone Number	87.50%	7

#	CONTACT PERSON	DATE
1	Michael McDermott	5/14/2018 2:08 PM
2	Chris Bozonelos	5/14/2018 2:01 PM
3	Tom Zander	5/14/2018 1:55 PM
4	Christy Watychowicz	5/14/2018 1:52 PM
5	Katie Dolan Dix	5/14/2018 1:44 PM
6	George Tselos	5/14/2018 1:41 PM
7	John Eilering	5/14/2018 1:36 PM
8	Erich Held	5/14/2018 1:33 PM

#	BUSINESS	DATE
1	Canta Napoli	5/14/2018 2:08 PM
2	Mrs. P + Me	5/14/2018 2:01 PM
3	Picket Fence Realty	5/14/2018 1:55 PM
4	Law Office of Mark Watychowicz	5/14/2018 1:52 PM
5	Capannari Ice Cream	5/14/2018 1:44 PM
6	Honey Butter	5/14/2018 1:41 PM
7	Mount Prospect State Bank	5/14/2018 1:36 PM
8	Farmers Insurance	5/14/2018 1:33 PM

#	STREET ADDRESS	DATE
1	90 E Busse Ave	5/14/2018 2:08 PM
2	100 E Prospect	5/14/2018 2:01 PM
3	400 W. Central Rd	5/14/2018 1:55 PM
4	518 E. Northwest Hwy.	5/14/2018 1:52 PM

5	106 W Northwest Hwy	5/14/2018 1:41 PM
6	299 W Central	5/14/2018 1:36 PM
7	800 E. Northwest Hwy	5/14/2018 1:33 PM
#	ADDRESS 2	DATE
	There are no responses.	
#	CITY/TOWN	DATE
	There are no responses.	
#	STATE/PROVINCE	DATE
	There are no responses.	
#	ZIP/POSTAL CODE	DATE
	There are no responses.	
#	COUNTRY	DATE
	There are no responses.	
#	EMAIL ADDRESS	DATE
1	Michael@cantanapliopizza.com	5/14/2018 2:08 PM
2	Chrisbozonelos@gmail.com	5/14/2018 2:01 PM
3	tomzander@gmail.com	5/14/2018 1:55 PM
4	Christy@LawMJW.com	5/14/2018 1:52 PM
5	george@emersonsalehouse.com	5/14/2018 1:41 PM
6	Jeilering@gsb.com	5/14/2018 1:36 PM
7	eheld@farmersagents.com	5/14/2018 1:33 PM
#	PHONE NUMBER	DATE
1	847-670-1440	5/14/2018 2:08 PM
2	847-293-1339	5/14/2018 2:01 PM
3	847-259-8600	5/14/2018 1:55 PM
4	847-870-1200	5/14/2018 1:52 PM
5	847-668-0769	5/14/2018 1:41 PM
6	847-832-0480	5/14/2018 1:36 PM
7	847-637-5037	5/14/2018 1:33 PM

October 2016* walking surveys and paper handouts from PHS students

Downtown Parking Results: ss = south side of tracks; ns = north side of tracks

	YES	NO	??	
Is parking an issue for owner/employees on ss of tracks?		1	4	2
Customers?		1	5	1
Is parking an issue for owner/employees on ns of tracks?		6	2	0
Customers?		7	0	1

Comments welcomed:

- parking behind LePeep says 2 hour, not enforced
- need more than 2 hours sometimes
- Farmers Market people take up all parking
- dangerous crossing from Farmers Market to parking
- Capannari does not have enough parking
- need more parking for Crave and Cleaners - okay Sat morning not Sat night
- not enough parking for LePeep on Sunday mornings
- bakery people employees park in lot and should not
- Athletico and Dry Cleaners should not be allowed to have their own spaces with signs

October 2016* Students walked into businesses from Novak & Parker to Capannari Ice Cream

October 2017* walking surveys from PROSPECT GIVES BACK Day
and comments/complaints/suggestions received in Chamber office

RE: Downtown Parking

inadequate parking at Trezeros Kitchen + Tap
parking enforced in back of Athletico not in front
not enough parking for Capannari's customers
Honey Butter loses customers on Sundays (Farmers Market)
Owner/Customer complaints
Trezeros and Dog Play Day Care parking spaces issue
complaints about employees parking where customers could be parking
83 and NW Hwy light is a nightmare
how many spaces belong to owners behind UPS
is that public parking for or Emersons and UPS
no place for bakery customers on Paczki Day
pave the gravel lot for more parking by bakery
handicapped space always filled at Subway every day
kids skateboarding at Oberweiss by cars
not enough parking on north side of tracks between LePeep and Trezeros
more signage to get to parking garage

October 2017* Students walked into businesses from
Novak & Parker to Shell/7-11 at Fairview and NW Hwy

Summary, calls/comments re: Parking Survey for downtown MP
for those who did NOT fill out survey monkey and did NOT turn in form

Parking issues now, several anticipating more once development is underway

Sunday morning a problem for Honey Butter

Saturday morning lot full for Dunkin'/Mt. Prospect Place (with 2 vacancies)

Capannari parking full on Pine

Many of business owners did not know about orange tags for parking garage

Need to educate

Brick City concerns known

Remove handicap parking where Perfect Petal was (if appropriate)

street parking - no handicap designation?

Alley parking behind Brick City for residents of condos or patrons of Honey

Butter and Brick City and Karma Hair Salon?

Is parking behind Gathered public parking or for owners and staff of business

Bakery trucks parking make it difficult to pull into lot sometimes

Not enough parking

not enough enforcement of 2 hour parking

need more education/promotion of parking garage