Excerpts from a pamphlet by:

Lindsay Bayley,
Jane Wilberding,
&
Vitaliy Vladimirov
THE BIG IDEAS:

- Parking can support businesses, public life & city revenue
- Streets are generators of value, not just movement conduits
- Parking is a resource constrained by supply & demand
- Despite the “parking meter deal” Chicago can still do better
- Policy and leadership must look to the future

— JANE HOLTZ KAY
Parking can support businesses, public life & city revenue

- When a customer can’t find a convenient parking space, they won’t stop.
- Meters force turnover, discourage circling, and encourage walking, biking, transit use, and ride-hailing services.
Parking can support businesses, public life & city revenue

- If there is low demand for street parking, there should not be meters.
- Parking with no turnover prevents potential customers from stopping.
- If metered parking is consistently full, the price needs to go up and/or meter hours to be extended.
- Additional meter revenue – if the City allowed it to be diverted from other CPM payments – could be used to pay for other city services and improvements.
Streets are generators of value, not just movement conduits

**STREETS FOR TRAFFIC**
- Allow drivers to speed through neighborhoods
- Depress housing values
- Hurt health by discouraging walking and biking, and increasing pollution
- Increase crashes and fatalities
- Lost sense of place

**STREETS FOR PEOPLE**
- Generate more tax revenue per acre
- Incentivize active transportation
- Support local commerce
- Boost property values
- Build a sense of place & community
Streets are generators of value, not just movement conduits.
Transporting 2 dozen people
Parking is a resource constrained by supply & demand

- Parking is like any resource. When demand is high and supply is low, it will be quickly used up – unless managed well and appropriately priced.

- Imagine a street festival with free beer. You would run out of beer and people would be very drunk. The only thing that prevents that from happening (to the extreme) is pricing and limits.

- Cities are drunk on free parking. When street parking is free, people leave their cars for hours or days at a time, forcing potential customers and visitors to drive in circles or abandon their trip.
Despite the “parking meter deal,” Chicago can still do better

36,000 number of meters sold in original deal

$11.6 billion. Upfront payment from concessionaire

2083 year the contract is over
Despite the “parking meter deal,” Chicago can still do better

- Reserve meters
- Enforcement
- Extend meter hours/days of enforcement
- Alter meter locations

Potential for parking benefit districts
Despite the “parking meter deal,” Chicago can still do better

$0.07

The daily cost to park with a residential permit, even in the most expensive neighborhoods.
Policy and leadership must look to the future

• Prioritize flexibility for the curb
• Use technology to increase parking efficiency and influence mode choice
• Develop partnerships, and be more transactional
• Create nimble policies
• Draft parking policies that serve the community
Prioritize flexibility for the curb

NACTO. Blueprint for autonomous vehicles. Fall 2017
Use technology to increase efficiency
Create nimble policies

Draft parking policies that serve the community
We are starting to see some of this change in Chicago now....

• Pilot paid loading zone
• Some aldermen have added meters
• Extensive bicycle network, Divvy Bikeshare, allowance of dockless bikes
• TOD ordinance, eliminating residential parking requirements for buildings within
• CDOT did a quick install of bicycle and pedestrian improvements along Milwaukee Avenue
• Make Way for People program
What will the future hold?
Thank you!

Jane Wilberding
Sam Schwartz Consulting
jwilberding@samschwartz.com

Lindsay Bayley
CMAP
lbayley@cmap.illinois.gov