



CITY OF CHICAGO

March 13, 2017

RE: User-Paid Commercial Loading Zone Pilot Program

Dear Business Owner,

The City of Chicago continues to work to optimize the use of valuable curb space in high traffic areas as well as improve traffic flow in the Central Business District by restructuring the way commercial loading zones are managed.

To that end, the City is launching a pilot program to examine the benefits of converting business-paid loading zones to user-paid loading zones in the Loop and Central Business District. The City will also assess each loading zone in the pilot area and determine the best way to optimize space on the street. This pilot builds on the City's previous work to reform the loading zone process and reduce application and installation processing time.

While your business is not currently impacted by these conversions, we are writing to provide you additional information and answer questions you may have regarding the pilot.

The pilot conversion of commercial loading zones and street optimization is starting in an area bounded by the Chicago River on the north, Lake Michigan on the east, Randolph Street on the south and Michigan Avenue on the west. The first loading zone conversions will occur on March 15, 2017, and pay boxes and signs will be updated at that time. Businesses directly impacted by these conversions have already been notified. As the City moves to other blocks through the pilot, individual businesses will be notified that their loading zone will be converted and the current signage will be updated.

Consistent with current law, only commercial vehicles¹ will be allowed to park in the new user-paid loading zones. Commercial vehicles will now pay up to \$14 per hour, in 15 minute increments, to park in these new user-paid commercial loading zones, eliminating annual maintenance fees for loading zones paid by businesses. Commercial vehicles will pay for parking through the ParkChicago app or at a nearby pay box.

¹ For the purposes of this pilot program (which allows only commercial vehicles to park in a commercial loading zone), "commercial vehicles" means vehicles that are not public passenger vehicles and: (1) carry permits issued under 9-64-160(d); or (2) bear commercial vehicle license plates; or (3) are emblazoned with the name, logo or other identifier of a business affixed either permanently (e.g. stenciled or painted) or temporarily (e.g. a magnetic sticker, or a sign attached to the antenna or placed in a clear sleeve) to the vehicle in a manner identifiable from at least twenty-five feet away. Temporary, unaffixed identification (e.g. a sheet of paper or cardboard on the dashboard or rear window deck) is not sufficient to label a vehicle a commercial vehicle.

Following any conversion to the user-paid system, businesses may receive a prorated refund on their current annual loading zone maintenance fee or a credit from the City towards outstanding debt. Any non-commercial vehicle will be ticketed for parking in the zone as well as commercial vehicles that did not pay for parking.

Along with piloting the conversion to the user-paid model, the City will make block-by block assessments in the pilot area to evaluate curb space usage and traffic flow. The City anticipates taking steps based on those evaluations to further optimize downtown streets and the public way, including:

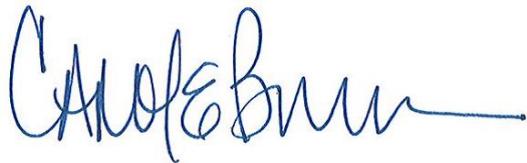
- Lengthening loading zones to better accommodate frequent deliveries and larger delivery trucks;
- Consolidating and centralizing loading zones to service multiple businesses, reducing congestion on streets;
- Shifting loading zones away from bike lanes, bus lanes and other pedestrian spaces to improve safety;
- Improving enforcement of loading zones through clear signage and regulations around loading zone use, ensuring that only authorized commercial vehicles are utilizing these zones;
- Creating additional parking options by eliminating unneeded loading zones.

Through the pilot, the City will assess proper utilization of the loading zone spaces and examine whether the user-paid system improves access for deliveries, reduces double parking, and creates higher vehicle turnover in the commercial loading zones.

The City will not convert loading zones near hospitals, private residences, day care centers, government buildings, nursing homes, houses of worship, hotels and schools. Additionally, lawful standing zones and valet zones are exempt from this pilot. The process for requesting and paying the annual maintenance fee remains the same for standing and valet zones, as well as Loading Zones outside of the pilot area. Please see the enclosed Frequently Asked Questions Guide for more information.

If you have additional questions about this new program, please contact Tom Stevens, Manager of Parking, Department of Finance, at 312-742-3477 or Thomas.Stevens@cityofchicago.org.

Sincerely,



Carole Brown
Chief Financial Officer
City of Chicago



Rebekah Scheinfeld
Commissioner
Chicago Dept. of Transportation

Encl. Frequently Asked Questions Guide on User-Paid Loading Zone Pilot