

VILLAGE OF GLENCOE
PLAN COMMISSION

Wednesday, February 25, 2015
7:30 p.m.

Village Hall
Council Chamber
675 Village Court

The Village of Glencoe is subject to the requirements of the Americans With Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities, are requested to contact the Village of Glencoe at least 72 hours in advance of the meeting at (847) 835-4114, or the Illinois Relay Center at (800) 526-0844, to allow the Village of Glencoe to make reasonable accommodations for those persons.

AGENDA

1. CALL TO ORDER AND ROLL CALL

Caren Thomas, Chairman, Public-at-Large Representative
Barbara Miller, Vice-Chairman, Village Board Representative
Gary Ruben, School District #35 Representative
Harriet Resnick, Public-at-Large Representative
Ed Goodale, Zoning Board of Appeals Representative
Bruce Huvad, Public-at-Large Representative
Seth Palatnik, Glencoe Park District Representative
Marya Morris, Public-at-Large Representative
Louis Goldman, Glencoe Public Library Representative
Tom Scheckelhoff, Historic Preservation Commission Representative

2. CONSIDER THE FEBRUARY 11, 2015 PLAN COMMISSION MEETING MINUTES

The minutes from the February 11th Plan Commission meeting are attached.

3. PUBLIC COMMENT TIME

Individuals interested in addressing the Commission on any matter not listed on the agenda may do so during this time.

4. CONTINUE DISCUSSION OF DOWNTOWN TUNEUP

- A) **Presentation of Glencoe Parking Study** – Village Planner Lee Brown will present the methodology, findings, and conclusions of the parking study for downtown Glencoe conducted by Teska Associates, Inc. Traffic & Parking Consultant Luay Aboona of KLOA, Inc., who assisted with the parking study, will also be in attendance.

5. STANDING COMMITTEE REPORTS

Members of standing committees will have the opportunity to make announcements of current events.

6. SCHEDULE NEXT MEETING OF THE PLAN COMMISSION

The next meeting of the Plan Commission will be held in the Council Chamber at Village Hall on Wednesday, March 11, 2015 at 7:30 p.m.

7. ADJOURNMENT

VILLAGE OF GLENCOE
PLAN COMMISSION

Regular Meeting
February 11, 2015

1. CALL TO ORDER

A regular meeting of the Plan Commission of the Village of Glencoe, Cook County was called to order by Chairman Thomas in the Village Hall Council Chamber at 6:30 p.m. on the 11th day of February 2015.

2. ROLL CALL

The following were present:

Caren Thomas, Chairman, Public-at-Large Representative
Barbara Miller, Vice-Chairman, Village Board Representative
Ed Goodale, Zoning Board of Appeals Representative
Bruce Huvad, Public-at-Large Representative
Marya Morris, Public-at-Large Representative
Seth Palatnik, Glencoe Park District Representative (*arrived 6:55 p.m.*)
Harriet Resnick, Public-at-Large Representative
Gary Ruben, School District #35 Representative
Tom Scheckelhoff, Historic Preservation Commission Representative

The following were absent:

Louis Goldman, Glencoe Public Library Representative

The following were also present:

David Mau, Director of Public Works
Nathan Parch, Planning & Development Administrator
Lee Brown, Village Planner

3. CONSIDER THE JANUARY 28, 2015 PLAN COMMISSION MEETING MINUTES

The minutes from the January 28, 2015 Plan Commission meeting were approved.

4. PUBLIC COMMENT TIME

None

5. CONTINUE DISCUSSION OF DOWNTOWN TUNEUP

The Plan Commission hosted its seventh panel discussion as part of the Downtown TuneUp planning process. The panel was focused on transit and featured the following representatives:

- (1) Heather Tabbert, Manager, Local Planning and Programs, Regional Transportation Authority;
- (2) Steven Andrews, Community Relations Representative, Pace; and

(3) David Kralik, Division Strategic Capital Planning, Metra.

Panelists recognized that Glencoe has great transit options, more so than many other communities. Passenger counts were shared supporting the robust ridership on the Metra Union Pacific North Line and Pace 213 Green Bay Road Route in both directions. Initiatives were also shared for vanpooling, rapid bus service, and bikes on trains and buses.

Panelists shared their observations on possible conflicts between pedestrians, bicyclists, and vehicles (cars, buses, trains) within and adjacent to downtown and what types of improvements could be made to improve safety.

Panelists also shared ideas on how to encourage more visitors to stop in downtown Glencoe who are visiting nearby attractions like the Chicago Botanic Garden and Ravinia Park or cycling through town on the Green Bay Trail.

Following discussion between panelists and members of the Plan Commission, several ideas emerged warranting further consideration, including:

- Installation of a uniform way-finding system directing people to downtown Glencoe from the Metra station, bus stops, bike trails, and commonly traveled roadways highlighting what food options, shops, etc. are available there;
- Development of additional multi-family housing downtown recognizing the growing trend of people wanting to live near public transit;
- The addition of more bike parking options in downtown; and
- The addition of a midblock pedestrian crossing on Green Bay Road between Lincoln Ave. and Tudor Ct. recognizing that many cross midblock and do not utilize the controlled intersection at Park Ave.

Debbie Dresner, 614 Sheridan Rd., suggested an expansion in the 213 bus route to include service to the new development at Dundee and Skokie Blvd.

Scott Padiak, 1170 Terrace Ct., shared his suggestions and concerns as a cyclist.

6. STANDING COMMITTEE REPORTS

None

7. SCHEDULE NEXT MEETING OF THE PLAN COMMISSION

The next meeting of the Plan Commission was scheduled for 7:30 p.m. on Wednesday, February 25, 2015.

8. ADJOURNMENT

The meeting was adjourned at 7:45 p.m.

Respectfully submitted,

Nathan Parch
Planning & Development Administrator

DRAFT
Glencoe Parking Study

Methodology and Findings Report

February 16th, 2015



Background

In conjunction with the Village's Downtown Tune-up, Teska Associates, Inc. conducted a parking survey in downtown Glencoe to document existing conditions and to anticipate potential future parking problems. As documented herein, the results allow us to see – in maps, color-coded spreadsheets and in graphs - which areas have parking availability issues. Throughout the analysis we make reference to % of full occupancy. In order to understand the implication of the figures quoted below, it is important to be familiar with the following general parking guidelines: a parking lot or street segment that is at 85% of full occupancy indicates a constraint on availability, meaning parking is perceived as being difficult to find. A lot or segment which is over 90% of full occupancy generates the perception that the given street segment or lot is nearly full, and 95% of full occupancy will begin to generate traffic back-ups as drivers either slow down with the hope of finding parking or stop completely to wait for a space to become available.

Methodology

- Parking occupancy in Downtown Glencoe was studied over a 3-day period, Thursday-Saturday, October 23-26, 2014. These dates were selected to represent typical conditions for weekdays (including full school attendance at Central School and commuter impact), and weekend low-commuter, higher restaurant peaks. It should be noted, however, that the survey dates fell after the initiation of demolition of Writers' Theatre and concomitant closure of portions of on-street parking on Tudor Court.
- 23 existing street segments/parking lots in downtown Glencoe were identified and numbered
- Parking counts were done for each numbered segment/lot
- Counts were conducted each hour, between the hours of 8am to 9pm, on each study day (except where indicated)
- Street segments and parking lots were grouped into 5 Parking Study Areas based on geography and similarity of function, to allow us to interpret data within the context of each specific study area

Summary and Conclusions

- Based on the survey of occupancy, and with the expectation that Writers Theatre projections from KLOA are consistent with these data, we conclude that Downtown Glencoe has adequate parking capacity, but does in fact have periods when parking is perceived to be difficult to find or inconveniently located. Sufficient capacity of combined on-street and off-street spaces currently exists to accommodate daily parking demand, and is projected to be adequate even after the reintroduction of Writers Theatre performances. Occasionally, perhaps in peak shopping or event conditions (no counts were taken during holidays), it is probable that parking availability rises above the level of inconvenience and into the level of dysfunction, but that is likely to be very rare. When this does happen however, a block of available spaces may quite often be found a block or more away from the target destination. This is an inconvenience, and is compounded by shopper and employee behavior and little way-finding in support of finding open spaces.
- Parking for business customers, employees and commuters is functionally independent with overlapping demand for some spaces. This presents great opportunities for "shared parking", and the need for fewer total parking spaces than if each function were accommodated separately. Commuters have followed a reasonably predictable pattern and can take advantage of more than adequate supply of parking east of the RROW (even if parking at the far north end is a healthy walk.) Employees rarely completely fill the Temple Ct. lot (perhaps because they are filling areas they should not), so the timing or location of B permit spaces within that lot deserves reconsideration. The "convenient" distance from parking space to store front is apparently quite short, as witnessed by the "perceived inconvenience" voiced when spaces on Park and Vernon Avenues are occupied only a few hundred feet (or around the corner) from open spaces in the Village Court Lot or other nearby on-street segments.

The Following table shows each street segment or lot and it's corresponding number.

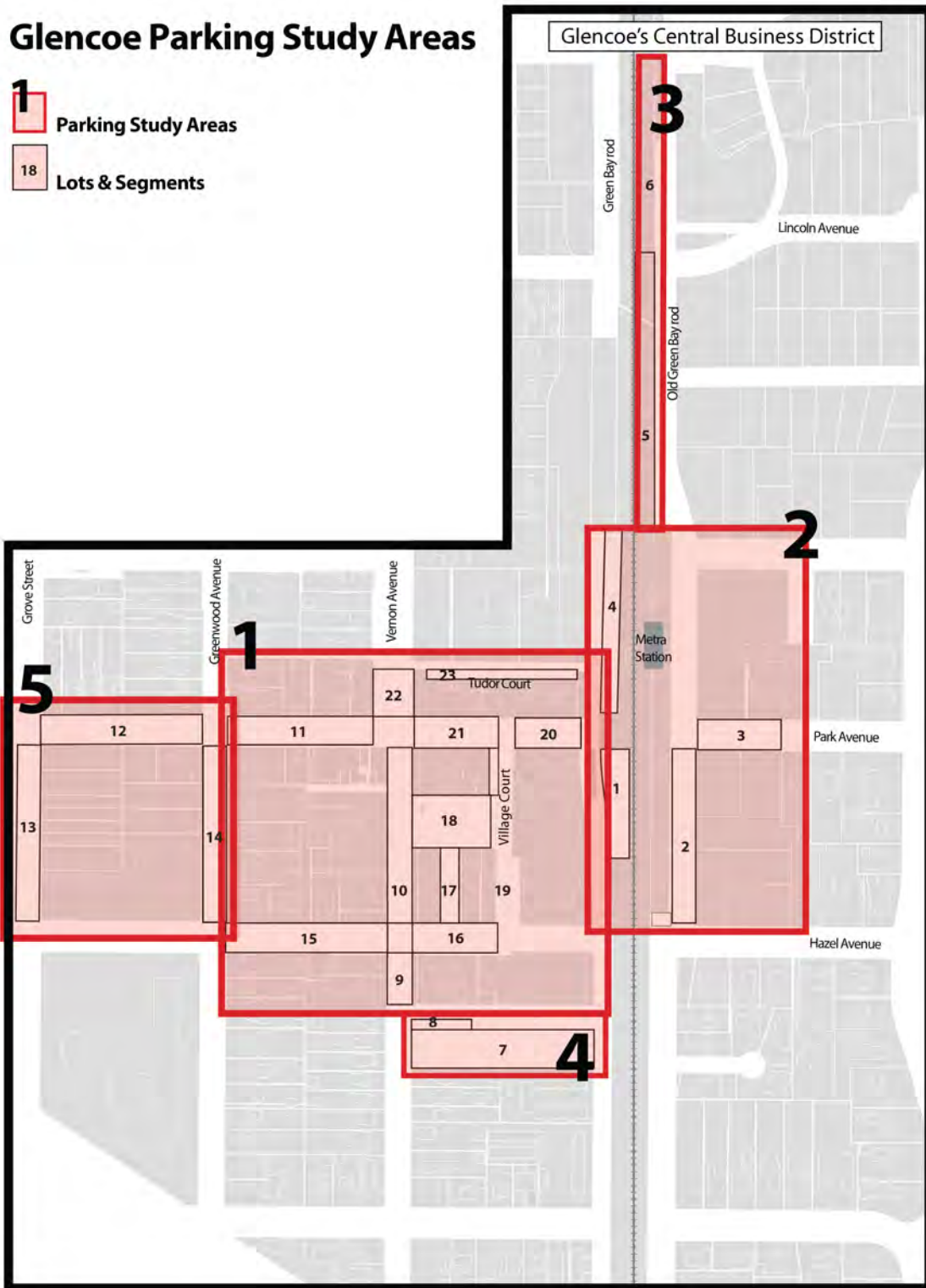
PARKING STUDY AREA 1	
9	Vernon (Temple to Hazel)
10	Vernon (Hazel to Park)
11	Park Avenue (Vernon Avenue to Greenwood)
15	Hazel (Vernon to Greenwood)
16	Hazel (Village to Vernon)
17	Village Court A (Grand Foods - Private)
18	Village Court Parking Lot
19	Village Court (Street)
20	Park Avenue (Green Bay to Village Ct)
21	Park Avenue (Village Ct to Vernon Ave)
22	Vernon (Park to Tudor Ct)
23	Tudor Ct.
PARKING STUDY AREA 2	
1	SW Commuter Lot
2	SE Commuter Lot
3	Park Avenue (East of RR)
4	NW Commuter Lot
PARKING STUDY AREA 3	
5	Old Green Bay - South of Lincoln
6	Old Green Bay - North of Lincoln*
PARKING STUDY AREA 4	
7	Temple Court Lot (B)
8	Temple Court Street
PARKING STUDY AREA 5	
12	Park Avenue (Greenwood to Grove)*
13	Grove (Park to Hazel)*
14	Greenwood (Park to Hazel)

*indicates counts done only at (9am and 5pm)

Downtown Parking Study Area Map

Glencoe Parking Study Areas

- 1** Parking Study Areas
- 18** Lots & Segments



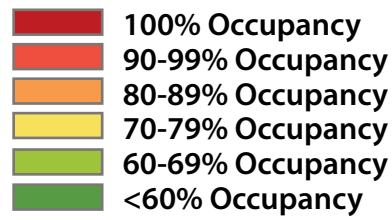
GLENCOE DOWNTOWN PARKING ANALYSIS

Writers Theater Matinee



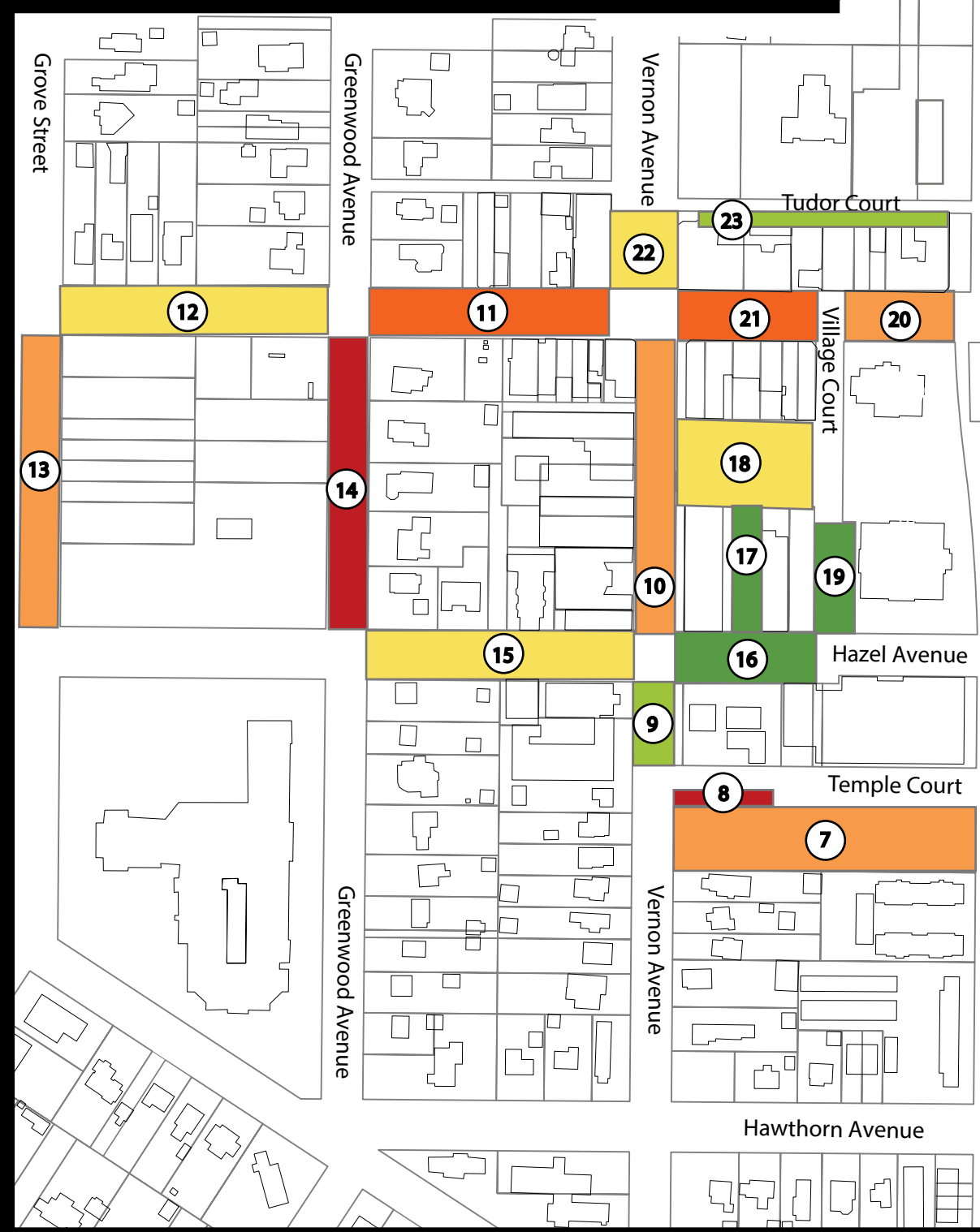
Thursday
Oct 23, 2014
1:00 pm

Parking Occupancy Rates



Parking Area Location Key

Parking Areas	# TOTAL SPACES	# SPACES OCCUPIED	% SPACES OCCUPIED
1. SW Commuter Lot	32	32	100%
2. SE Commuter Lot	147	146	99%
3. Park Avenue (East of RR)	19	19	100%
4. NW Commuter Lot	88	83	94%
5. Old Greenbay (South of Lincoln)	123	72	59%
6. Old Greenbay (North of Lincoln*)	50	12	24%
7. Temple Court Lot	164	146	89%
8. Temple Court Street	6	6	100%
9. Vernon (Temple to Hazel)	18	12	67%
10. Vernon (Hazel to Park)	53	43	81%
11. Park Avenue (Vernon to Greenwood)	29	27	93%
12. Park Avenue (Greenwood to Grove)	18	14	78%
13. Grove (Park to Hazel)*	34	29	85%
14. Greenwood (Park to Hazel)	36	36	100%
15. Hazel (Vernon to Greenwood)	24	17	71%
16. Hazel (Village to Vernon)	19	6	32%
17. Village Court A (Grand Foods)	29	9	31%
18. Village Court Parking (Lot)	65	50	77%
19. Village Court Parking (Street)	39	16	41%
20. Park Avenue (Greenbay to Village Ct)	20	16	80%
21. Park Avenue (Village Court to Vernon)	23	22	96%
22. Vernon (Park to Tudor Ct)	19	15	79%
23. Tudor Court (in front of Writers Theater)	28	18	64%



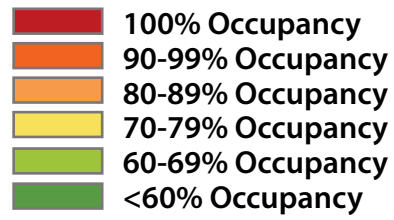
GLENCOE DOWNTOWN PARKING ANALYSIS

Writers Theater Matinee



Saturday
Oct 25, 2014
7:00 pm

Parking Occupancy Rates



Parking Area Location Key

Parking Areas	# TOTAL SPACES	# SPACES OCCUPIED	% SPACES OCCUPIED
1. SW Commuter Lot	32	5	16%
2. SE Commuter Lot	147	10	7%
3. Park Avenue (East of RR)	19	1	5%
4. NW Commuter Lot	88	13	15%
5. Old Greenbay (South of Lincoln)	123	2	2%
6. Old Greenbay (North of Lincoln*)	50	0	0%
7. Temple Court Lot	164	14	9%
8. Temple Court Street	6	0	0%
9. Vernon (Temple to Hazel)	18	0	0%
10. Vernon (Hazel to Park)	53	51	96%
11. Park Avenue (Vernon to Greenwood)	29	6	21%
12. Park Avenue (Greenwood to Grove)	18	0	0%
13. Grove (Park to Hazel)*	34	0	0%
14. Greenwood (Park to Hazel)	36	19	53%
15. Hazel (Vernon to Greenwood)	24	5	21%
16. Hazel (Village to Vernon)	19	3	16%
17. Village Court A (Grand Foods)	29	9	31%
18. Village Court Parking (Lot)	65	53	82%
19. Village Court Parking (Street)	39	12	31%
20. Park Avenue (Greenbay to Village Ct)	20	7	35%
21. Park Avenue (Village Court to Vernon)	23	14	61%
22. Vernon (Park to Tudor Ct)	19	5	26%
23. Tudor Court (in front of Writers Theater)	28	2	7%



Current Conditions

Parking Study Area 1

Study Area 1 is bounded by Tudor Court to the north, Temple Court to the south, Green Bay Road to the east, Greenwood Ave to the west. This area is comprised of 11 on-street parking segments and 1 public parking lot, totaling 366 spaces. This area supports the downtown retail core.

As the largest of the Parking Study Areas, we found significant fluctuation in occupancy, both between different segments and lots, between the same segments/lots at different times of day, and between the same segments/lots on different days of the week. In order to break down the information into a size that was both manageable and useful, in this particular Parking Study Area the data is organized in groupings based on chronology and frequency of use.

Parking Area 1 Summary

Parking Study Area 1 encompasses Glencoe's downtown core and is comprised of 10 street parking segments and 2 public parking lots. As the main east-west road in town, Park Avenue is the primary retail area. Parking along Park Avenue was split into 3 different segments: Park Avenue - Green Bay to Village Court (Street Segment 20), Park Avenue - Village Court to Vernon (Street Segment 21), and Park Avenue - Vernon to Greenwood (Street Segment 11). The parking counts show that without question this is the most desired parking in Glencoe, with occupancy rates well above 90% for large portions of each of the 3 days surveyed. Further "Hot Spots" list above indicate that at many times throughout the study period these lots approached and often reached full occupancy.

The occupancy conditions as they current exist suggest that parking issues in this portion of downtown Glencoe are not issues of total capacity and availability, but rather and issues of location and convenience: that Glencoe patrons are less willing to settle for, park in and walk from places that cause any perceived "inconvenience".

Parking Area 2

Study Area 2 is comprised of 3 commuter parking lots and 1 small segment of street parking downtown by the Metra Station. 2 of the 3 commuter lots are located off Park Avenue immediately west of the tracks, both to the north and south of Park Avenue (Lot 4 and Lot 1 respectively). Both lots are accessed via Park Avenue and exit onto Green Bay Road. The third commuter lot is just east of the railway right-of-way and is accessed from, and exits onto Park Avenue. The street parking segment is located just to the east of the railway right-of-way on Park Avenue. The total number of parking spaces in the study area is 286.

Parking Area 2 Summary

Study Area 2 is comprised of 3 commuter parking lots and 1 small segment of street parking. 2 of the 3 commuter lots are immediately to the west of the tracks, both north and south of Park Avenue (Lot 4 and Lot 1 respectively) both lots are accessible from Park Avenue. The remaining commuter lot is just east of the railway right-of-way and on the south side of Park Avenue. This lot is also accessed via Park Avenue. The on-street parking segment is on Park Avenue just east of the Metra station, and includes parking on both the north and south sides of the street.

This parking area consists of primarily commuter lots, with the exception of Segment 3, which is 2 hour on-street parking and does not follow the commuter occupancy pattern. All of the lots/segments in this study area are in immediate proximity of the Metra station. All 3 of the commuter lots of which this area is comprised are very well-used with occupancy well over 85% for long periods of the day. The study does show that numbers vary from Thursday to Friday, with a notable drop on Fridays (presumably, as people who work a

less traditional workweek typically opt to keep Fridays free. This decrease in commuter parking on Friday may explain an increase in downtown parking during the same period, as people take care of their personal needs and business at that time, leaving weekends free for family.)

Due to its' positioning, close to both the Metra Station and to downtown and the resulting high "convenience" factor, Lot 1 is the most popular, with occupancy well over 85% occupancy throughout the day on both Thursday and Friday. Our study indicated that this lot was at full capacity for 7 hours from 9-4 on Thursday (almost the entire workday), and well over 95% occupancy for 8 hours from 8-4pm on Friday.

The southeast commuter lot (Lot 2) is the next well used, again with very high numbers for a large portion of the day. The period of 11am-4pm is over 97% occupancy, and it peaks at 100% at 12pm on Friday. Lot 4, the north-west commuter lot is the one with the most capacity available, albeit limited on Thursdays.

As expected with commuter lots, these lots are far less populated during the weekend, with peak usage of 66% occupancy at 11am on Saturday morning and numbers significantly lower throughout the day. Street parking in Lot 3 peaks at 3pm on Saturday at 42% occupancy, and is also significantly lower throughout the other parts of the day.

Parking Area 3

Parking Study Area 3 is comprised of Glencoe's 2 northern most and more remote commuter lots. Both lots are to the east of the railroad tracks and north of the Metra station on Old Green Bay road. Lot 5 consists of the lot adjacent to the tracks and to the north of Lincoln Drive. Lot 6 consists of the parking spaces south of Lincoln Drive. The total number of parking spaces in this study area is 173. These segments were surveyed only at 9am and 5pm.

Parking Area 3 Summary

Situated adjacent to the Metra tracks, these 2 lots accommodate overflow parking from the main commuter lots (Parking Study Area 2, Lots 1-4). Because Lot 5 is in closer proximity to both the Metra station and the level crossing, usage numbers are higher in this location than in Lot 6 which is further north and consequently necessitates a longer walk to both the station and downtown. Usage for Lot 6 peaked on Friday mornings with 95% of full occupancy at 8am. The numbers dropped briefly below 65% at 9am, then peaked again from 10-11 AM, after the lot becomes "free" of parking fees, at 98% occupancy.

These Friday numbers vary significantly from those on Thursday when lot 6 remained below 60% of full capacity. It is likely that this increase reflects the increased demand for Friday parking in downtown Glencoe seen overall. As noted above, street parking in particular is difficult in downtown Glencoe throughout the day on Fridays. It is likely that Lot 5 is being used by Glencoe patrons not just for commuting, but also for accessing downtown shops and services, as it is as close, if not closer to the downtown core than the Temple Court Lot, and easier to access, particularly to patrons and visitors entering Glencoe from the east.

On the weekend, both lots remain close to empty, reaching maximum occupancy at 10am Saturday morning at which time the north and south lots peaked with 4 and 2% respectively.

Parking Area 4

Parking Study Area 4 is comprised of a large public lot designated as (employee) permit parking just south of the downtown area retail core and a small segment of on street parking. The lot is accessed via and exits onto Temple Court, and a small segment of unrestricted street parking on Temple Court. The total number of parking spaces is 170.

Parking Area 4 Summary

Parking Area 4 is used by local employees/permit holders. On weekdays, usage numbers start high and increase gradually toward the middle of the day, then begin decreasing in the late afternoon, at the end of the workday. During the week on both Thursday and Friday, Lot 7 (Temple Court Lot) gradually reaches a peak of 90% occupancy at 12pm Friday, reflective of the later start time of downtown employees. On both weekdays these numbers begin to decline at 3pm. Street parking (Street Segment 8) peaks on Thursday at 1pm with 100% occupancy, after which the numbers steadily decline. Friday, this segment stayed almost at full occupancy from 12pm until 4pm, after which the numbers decline.

The Temple Court Lot (Lot 7) has plenty of parking throughout the day on Saturday, with occupancy peaking at only 37% on Saturday at 11am, and averaging much lower (22%) throughout the rest of the day. Street parking (Temple Court Street, Segment 8) is well used and fills much more quickly than the adjacent lot. The street spaces were at 83% occupancy at 9am on Saturday and become increasingly full (100% at both 10am and 1pm) until numbers begin to decline after 1pm.

On Saturday, the street parking spaces in Segment 8 were still well used and reached 100% occupancy at 10am and 1 pm, while the Temple Court Lot reached only 27% and 36% occupancy respectively. This reflects the overall preference for on street parking in the downtown core shown elsewhere. In all instances – weekday and weekend – parking diminished to less than 25% occupancy by 5pm.

Parking Study Area 3 illustrates that Glencoe residents and employees have a preference for street parking over parking in lots, and – in particular – over parking in the Temple Court Lot, which is less convenient to access, and unattractive. With the exception of Thursday morning, the usage of the on street parking spaces (Street Segment 8) was significantly higher than that of the Temple Court Lot.

Parking Area 5

These 3 street segments are located to the west of downtown and surround Central School. The area is comprised of the Park Avenue segment to the north (Grove to Greenwood, Street Segment 12) Greenwood Avenue to the east, (Park to Hazel, Street Segment 14), and Grove Street to the west (Park to Hazel, Street Segment 13). All segments were well used and well above 85% occupancy throughout the school/business week. The least used lot, Segment 13, Grove (Park to Hazel) still reached 100% of capacity at 10am Saturday. In all lots numbers dropped significantly in the late afternoon. These lots were surveyed only at 9am and 5pm.

Parking Area 5 Summary

The hours at which this parking area is at capacity reflect hours of Central School and the daytime activities of the U-30 School District Administration which the lots surround. These parking spaces are used for all day parking by faculty and staff and this is reflected by the fact that the numbers stay relatively consistent throughout the day. Parking Segments 12 and 14 are the most problematic, with numbers well above 85% occupancy throughout the day. Segment 14 reaches 100% of capacity at numerous times. There is some minimal fluctuation in Segment 14 around 11am on Friday when occupancy dips to 65%.

At the end of the school day parking numbers began to fall, and after 4pm, had fallen to below 70% occupancy in Segments 12 and 13, although at 4pm on Thursday, parking occupancy remained high (89%) on Greenwood (Park to Hazel).

Saturday parking demand remained high as a result of school and community recreation related functions both within the building and on the adjacent playing fields. This will continue into the winter as sporting activities move indoor. Occupancy remained high in particular at 10am when Parking Segments 12 and 13 were both at 100%. It is likely that the school allows weekend access for organized activities through the Grove Street entrance which encourages people to populate the Park Avenue and Grove Street lots, as opposed to during the school week when school access is limited to the Greenwood Avenue entrance. Although Parking Segment 14 had numbers slightly lower than Segments 12 and 13 at the time of our observations, it remained above 90% occupancy between 9am-3pm as students/parents and school visitors take advantage of this location in order to combine school related activities with activities in the downtown area.

Evening parking is readily available in each of the 3 parking segments. Again, Segment 14 is the most populated for dining and evening entertainment in downtown Glencoe, yet occupancy remains below 65% here, and is significantly lower for the other street segments.

Writers' Theater Expansion Parking

The Traffic Impact and Parking Study for the Proposed Writers' Theatre Expansion, conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA), conducted in October 2012 and submitted in June 2013, studies the impact of the Theatre Expansion on the current parking conditions in Glencoe. Conditions were analyzed over three days in October 2012 (Saturday, October 5, 2012 from 3-9pm, Sunday, October 7, 2012 from 1-7pm, and Wednesday, October 10, 2012, from 12-9pm). The study was done in two separate sections in order to analyze the central business district and the commuter lots individually. The report conservatively used the figure of 120 spaces needed to satisfy demand generated by the theater expansion. This figure is considered conservative because it assumes that each of the two performance spaces will be fully occupied simultaneously.

Generally speaking, at no time does the report indicate that there will be a lack of parking available to accommodate the increased parking demand that will result from the expansion. In each time period studied, the combined commuter lots alone had enough availability to accommodate the projection of 120 spaces. Even at the very busiest time of the survey (Wednesdays at 1:30pm), KLOA concluded that between spaces in the central business district and the commuter lots, Glencoe has almost double the necessary amount of parking available (238 spaces available).

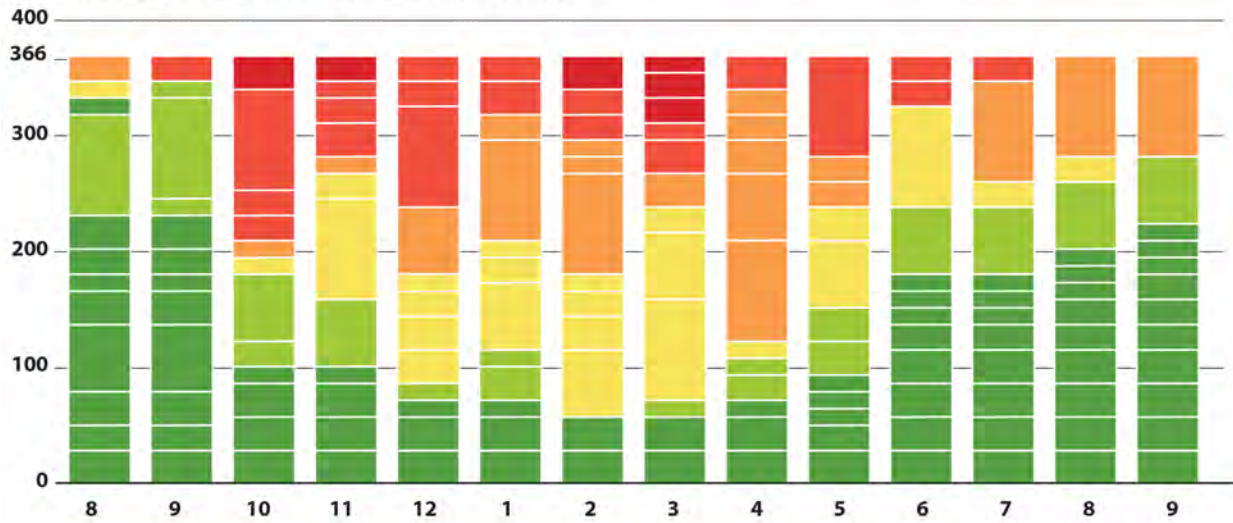
It is important to note that the KLOA report doesn't differentiate between those who will use the valet service and those who will park themselves. Those who chose not to either valet or to park and walk from the recommended commuter lots will park where they attempt to park now: on Park (Street Segments 11, 20, and 21), on Vernon (Street Segments 9, 10, and 22) and to a lesser extent on Tudor Court (Street Segment 23). Given the length of the performances, there will be periods when theater attendees will occupy the parking spaces for a period of longer duration – enough time to cover both dinner and the performance. As a result, existing vacancies in the business district will be absorbed, and as more theatergoers choose to arrive early, parking availability for restaurants and similar night uses will begin to feel more constrained.

Action Steps

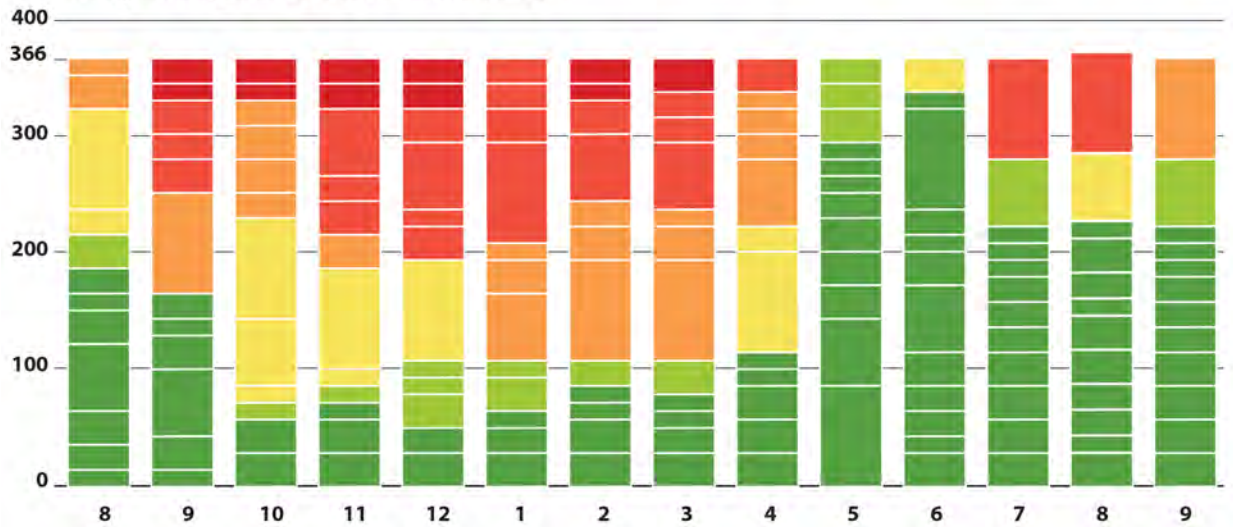
- The Village should reevaluate current business district parking standards to assure that neither the availability of spaces, nor requirement to include off-street parking as part of new development, poses an unreasonable impediment to reuse of existing business spaces or the reinvestment in the downtown.
- Encourage non-automobile modes of access to business in Downtown as a means of reducing the demand for parking without reducing the demand for goods and services. At a minimum, this may include more bicycle parking, sheltered or enclosed bicycle parking at the train station, improved and visible links to bike and pedestrian pathways, lighting improvements, bus shelters, car sharing facilities, and bike sharing facilities.
- Work with Writers Theatre to assure that the use of valet parking to supplement the existing capacity will minimize the impact to other Downtown businesses. The Village should work with other downtown businesses, particularly restaurants, to determine if shared valet parking for restaurants would be of benefit.
- Reevaluate the timing and proportion of permit parking, especially in the Temple Court Lot, in an effort to make more spaces available for shoppers and business users, when the demand is highest.
- Install way-finding improvements to direct visitors to available off-street parking. (In the long term, the Village may wish to support technology for remote identification of space availability)
- Continue to enhance the public spaces and downtown streetscape to assure comfort, safety, accessibility and attractive on and off-street parking, day and night.
- Evaluate the conflicts between bicycle traffic and angled parking, and consider design alternatives which make downtown more accessible, safe and attractive.

Appendix – % Occupancy for Parking Area 1 by Day

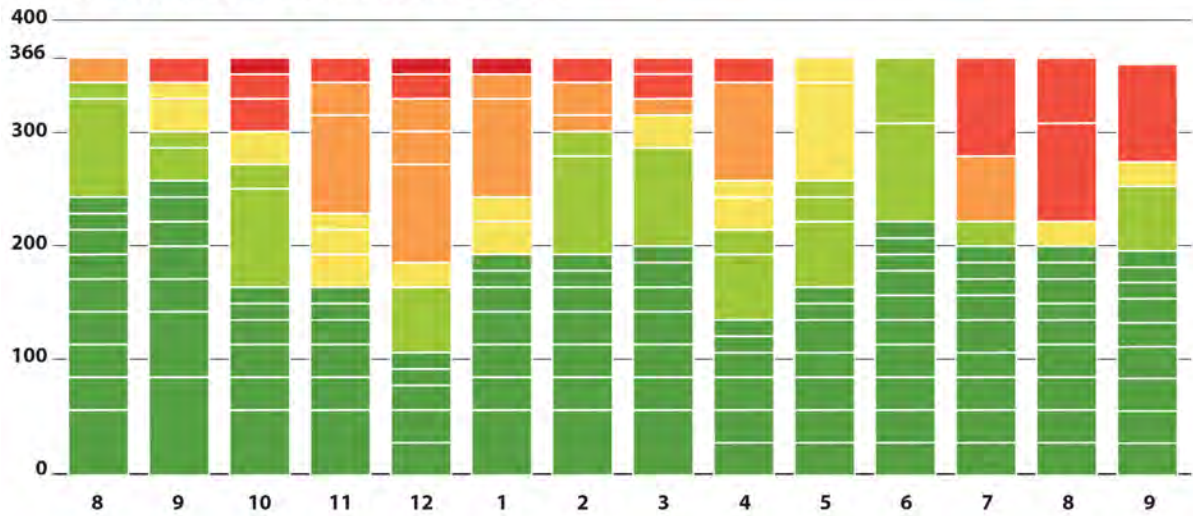
Thursday, Parking Area 1 (Central Business District)



Friday, Parking Area 1 (Central Business District)



Saturday, Parking Area 1 (Central Business District)



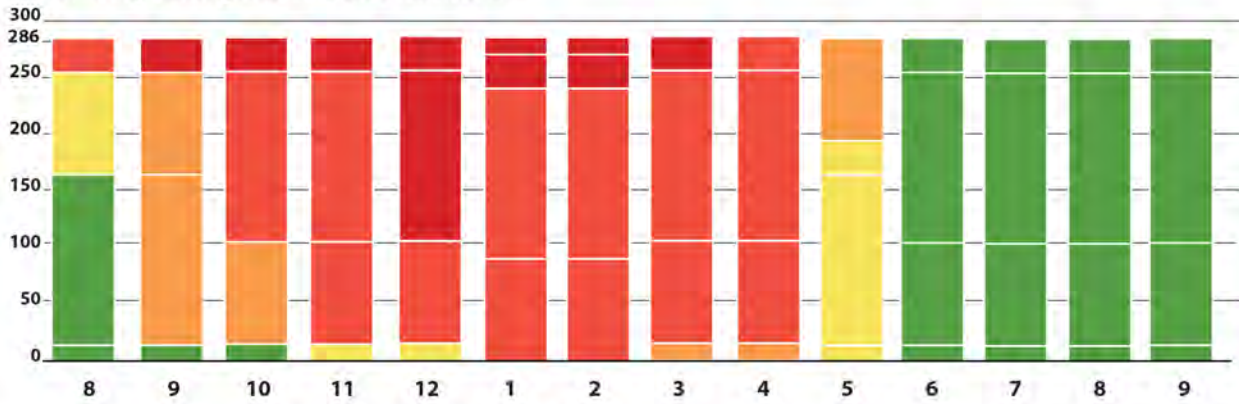
Appendix – Noteworthy Trends for Parking Area 1

- Morning (8am-9am)
 - Occupancy: The average of all lots, parking was at 45% occupancy (48% weekdays)
 - Hot Spots - At some point during the hours above, the follow segments/lots reached 90% occupancy or higher
 - Segment 11 - 97% Park Avenue (Vernon Avenue to Greenwood)
 - Segment 21 - 100% Park Avenue (Village Ct to Vernon Ave)
 - Segment 22 - 100% Vernon (Park to Tudor Ct)
 - Segment 23 - 96% Tudor Ct
- Late Morning (10am-12pm)
 - Occupancy: The average of all lots, parking was at 68% occupancy (73% weekdays)
 - Hot Spots: At some point during the hours above, the follow segments/lots reached 90% occupancy or higher
 - Segment 9 - 94% Vernon (Temple to Hazel)
 - Segment 10 - 91% Vernon (Hazel to Park)
 - Segment 11 - 100% Park Avenue (Vernon Avenue to Greenwood)
 - Segment 15 - 100% Hazel (Vernon to Greenwood)
 - Segment 21 - 100% Park Avenue (Village Ct to Vernon Ave)
 - Segment 22 - 100% Vernon (Park to Tudor Ct)
 - Segment 23 - 93% Tudor Ct
- Early Afternoon (1pm-3pm)
 - Occupancy: The average of all lots, parking was at 68% occupancy (74% weekdays)
 - Hot Spots: At some point during the hours above, the follow segments/lots reached 90% occupancy or higher
 - Segment 9 - 94% Vernon (Temple to Hazel)
 - Segment 10 - 94% Vernon (Hazel to Park)
 - Segment 11 - 100% Park Avenue (Vernon Avenue to Greenwood)
 - Segment 15 - 100% Hazel (Vernon to Greenwood)
 - Segment 20 - 100% Park Avenue (Green Bay to Village Ct)
 - Segment 21 - 100% Park Avenue (Village Ct to Vernon Ave)
 - Segment 22 - 100% Vernon (Park to Tudor Ct)
 - Segment 23 - 96% Tudor Ct
- Late Afternoon (4pm-6pm)
 - Occupancy: The average of all lots, parking was at 56% occupancy (58% weekdays)
 - Hot Spots: At some point during the hours above, the follow segments/lots reached 90% occupancy or higher
 - Segment 9 - 94% Vernon (Temple to Hazel)
 - Segment 10 - 91% Vernon (Hazel to Park)
 - Segment 11 - 100% Park Avenue (Vernon Avenue to Greenwood)
 - Segment 15 - 100% Hazel (Vernon to Greenwood)
 - Segment 20 - 100% Park Avenue (Green Bay to Village Ct)
 - Segment 21 - 100% Park Avenue (Village Ct to Vernon Ave)
 - Segment 22 - 100% Vernon (Park to Tudor Ct)
- Evening (7pm-9pm)

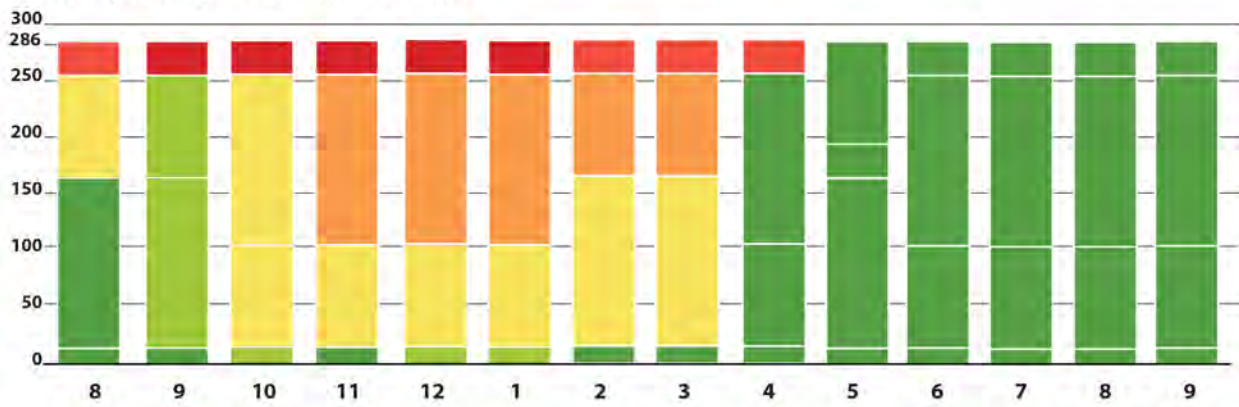
- Occupancy: The average of all lots, parking was at 43% occupancy (44% weekdays)
- Hot Spots: At some point during the hours above, the follow segments/lots reached 90% occupancy or higher
 - Segment 10 - 98% Vernon (Hazel to Park)
 - Segment 20 - 95% Park Avenue (Green Bay to Village Ct)

Appendix – % Occupancy for Parking 2 by Day

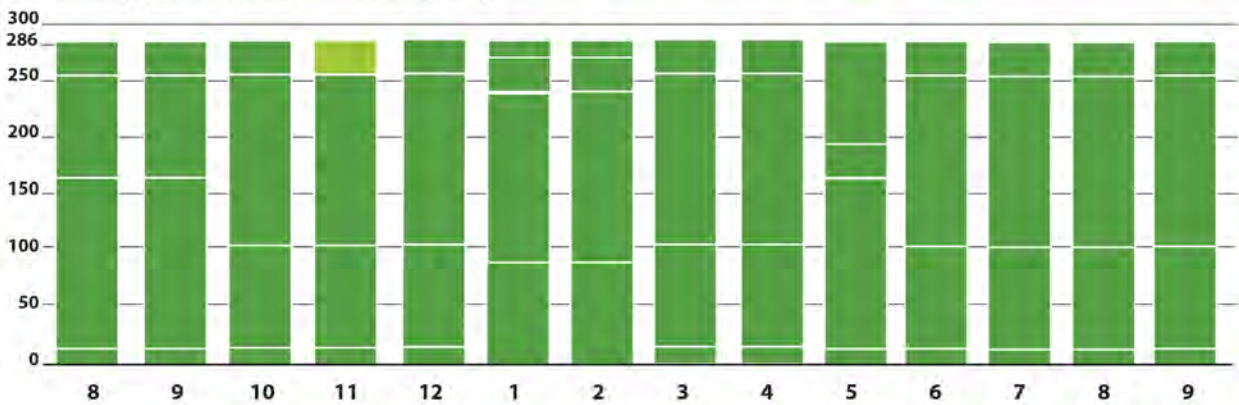
Thursday, Parking Area 2 - Metra Station Lots



Friday, Parking Area 2 - Metra Station Lots



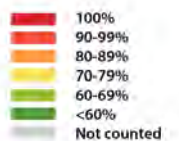
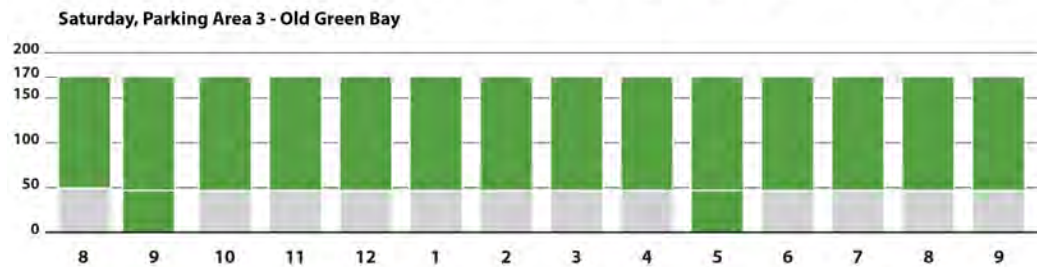
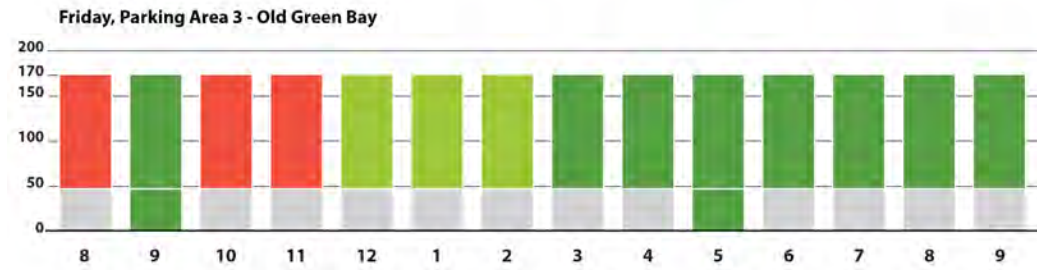
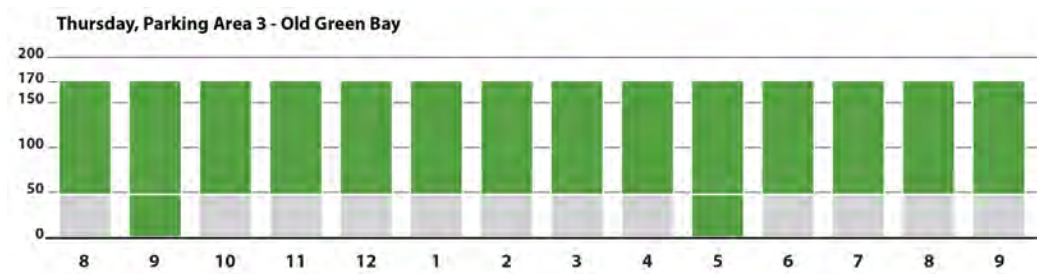
Saturday, Parking Area 2 - Metra Station Lots



Appendix – Noteworthy Trends for Parking Area 2

- Early Morning (8am-9am)
 - Occupancy: The average of all lots (and on-street), parking was at 69% occupancy (68% weekdays)
 - Hot Spots: At some point during the hours above, the follow segments/lots reached 90% occupancy or higher
 - Lot 1 – 100% SW Commuter Lot
- Workday (10am-5pm)
 - Occupancy: The average of all lots, parking was at 61% occupancy (81% weekdays)
 - Hot Spots: At some point during the hours above, the follow segments/lots reached 90% occupancy or higher
 - Lot 1 – 100% SW Commuter Lot
 - Lot 2 – 98% SE Commuter Lot
 - Lot 4 – 92% NW Commuter Lot
- Evening (6pm-9pm)
 - Occupancy: On all 3 days the lots have adequate capacity in the evenings and were consistently below 60% capacity after 6 pm
 - Hot Spots: None.

Appendix – % Occupancy for Parking Area 3 by Day

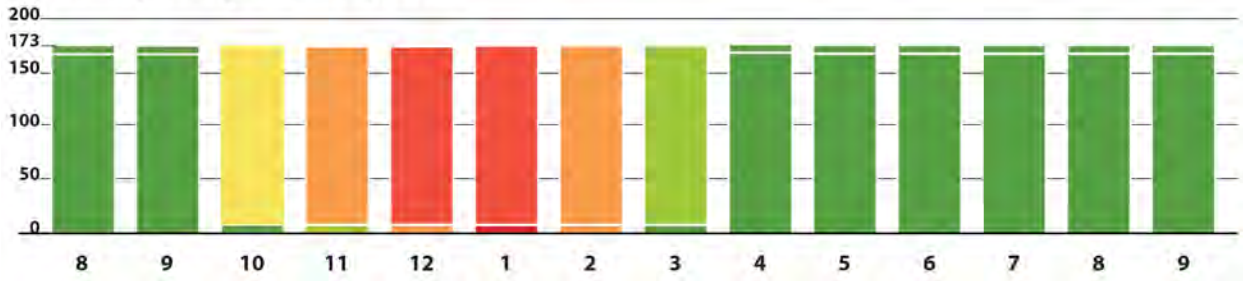


Appendix – Noteworthy Trends for Parking Area 3

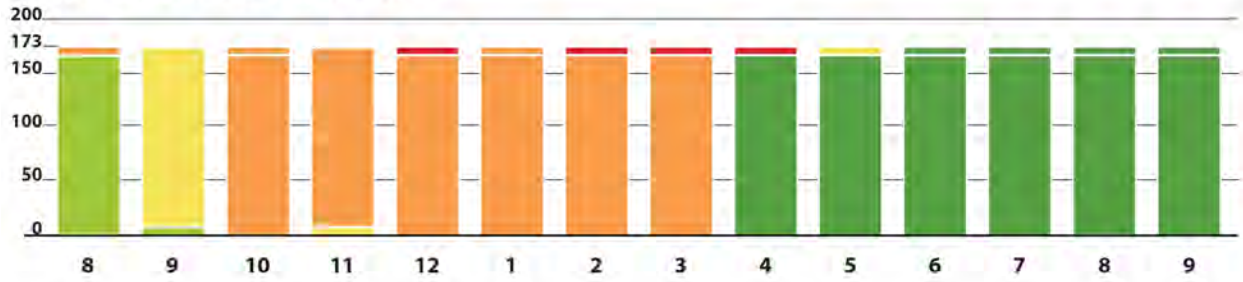
- Morning (9am)
 - Occupancy: The average of all lots, parking was at 30% of occupancy (43% weekdays)
 - Hot Spots: At some point during the hours above, the follow segments/lots reached 90% occupancy or higher
 - Lot 5 – 95% Old Green Bay - South of Lincoln
 - Notes: the above mentioned Hotspot, (Friday morning 8-12) is the only time period during which either of these lots approached full occupancy. For the remainder of the business week, both lots averaged well below 50%.
- Evening (5pm)
 - Occupancy: The average of all lots, parking was at 21% of occupancy (weekdays 31%)
 - Hot Spots: At some point during the hours above, the follow segments/lots reached 90% occupancy or higher
 - Lot 5 – 98% Old Green Bay - South of Lincoln
 - Notes: as above.

Appendix – % Occupancy for Parking Area 4 by Day

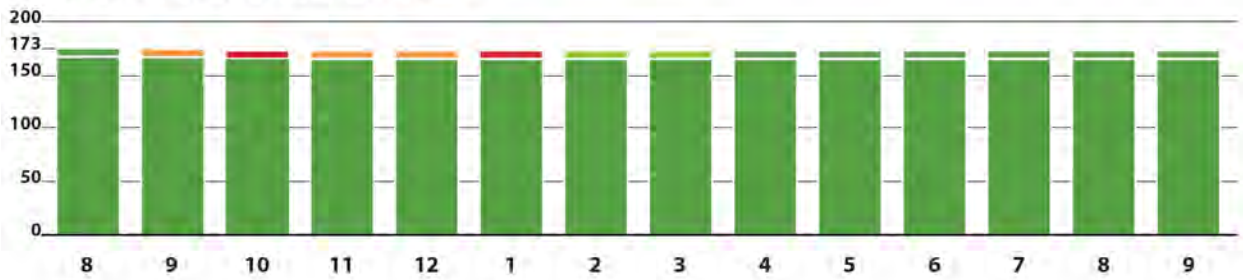
Thursday, Parking Area 4 - Temple Court



Friday, Parking Area 4 - Temple Court



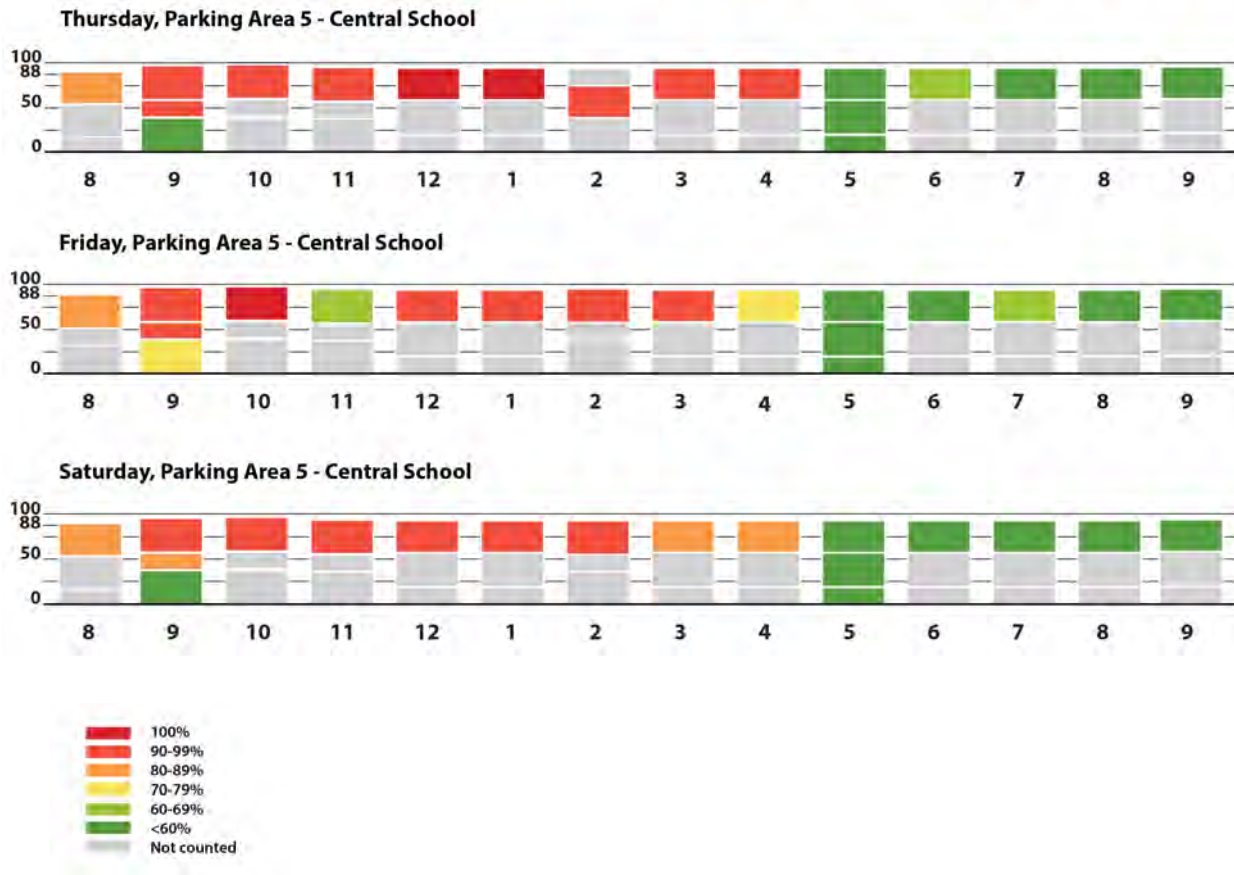
Saturday, Parking Area 4 - Temple Court



Appendix – Noteworthy Trends for Parking Area 4

- Morning (8am-9am)
 - Occupancy: The average of all lots, parking was at 50% occupancy (62% weekdays)
 - Hot Spots: At some point during the hours above, the follow segments/lots reached 90% occupancy or higher
 - Lot 7 – 90% Temple Court Lot
 - Notes:
- Afternoon (10am-5pm)
 - Occupancy: The average of all lots, parking was at 59% occupancy (73% weekdays)
 - Hot Spots: At some point during the hours above, the follow segments/lots reached 90% occupancy or higher
 - Lot 7 – 90% Temple Court Lot
 - Segment 8 – 100% Temple Court Street
- Evening (6pm-9pm)
 - Occupancy: The average of all lots, parking was at 9% occupancy (10% weekdays)
 - Hot Spots: None.

Appendix – % Occupancy for Parking Area 5 by Day



Appendix – Noteworthy Trends for Parking Area 5

- School Day (9am)
 - Occupancy/Hot Spots: After the survey at 9am, these lots remained well over 90% occupancy for significant periods of time.
 - Hot Spots: At some point during the hours above, the follow segments/lots reached full occupancy:
 - Seg 12 – 100% Park Avenue (Greenwood to Grove)
 - Seg 13 – 100% Grove (Park to Hazel)
 - Seg 14 – 100% Greenwood (Park to Hazel)
- Evening (5pm)
 - Occupancy: Occupancy dropped significantly after the end of the school day and all segments had well under 60% occupancy.
 - Hot Spots: None.