



VILLAGE · OF · WINNETKA

Incorporated in 1869

Downtown Master Plan

Steering Committee Meeting

Monday, January 25, 2016

**Village Hall
510 Green Bay Road
Council Chambers, 2nd Floor
7:00 p.m.**

The Downtown Master Plan Steering Committee will hold its next meeting on Monday, January 25, 2016 at the Winnetka Village Hall, 510 Green Bay Road (Council Chambers), Winnetka, Illinois, beginning at 7:00 p.m.

Agenda

1. Greetings & Agenda Review
2. Approval of Business District Vision Statements
3. Presentation & Discussion of Parking and Transportation Highlights
4. Public Comment
5. Adjournment

Note: Public comment is permitted on all agenda items.

NOTICE

All agenda materials are available at villageofwinnetka.org (*Government >Boards & Commissions > Agenda Packets*).

The Village of Winnetka, in compliance with the Americans with Disabilities Act, requests that all persons with disabilities who require certain accommodations to allow them to observe and/or participate in this meeting or have questions about the accessibility of the meeting or facilities, contact the Village ADA Coordinator – Megan Pierce, at 510 Green Bay Road, Winnetka, Illinois 60093, 847-716-3543; T.D.D. 847-501-6041.



Memorandum

To: Downtown Master Plan Steering Committee Members
From: Michael Blue, Principal Consultant
Erin Cigliano, Project Planner
Date: January 7, 2016
RE: **Vision Statements | Winnetka Downtown Master Plan**

Thanks to all the great feedback we've received to date on Winnetka's Downtown Master Plan, 'Vision Statements' for each of the three business districts have been finalized. The verbiage and concepts included in the succinct, one-paragraph statements, were drawn directly from the comments and ideas shared via the project's outreach components; i.e. the project website, idea chalkboards, public workshop, focus groups, steering committee meetings, Village Council workshop, and working groups. The December 16th, 2015 Steering Committee meeting provided the opportunity to present a final draft of the statements and work together to further discuss, refine and prioritize the fundamental elements unique to each district.

The 'Vision Statements' that follow celebrate the desired look, feel, function and overall future objectives for each district. Moving forward, these statements will serve as the foundation of the Winnetka Downtown Master Plan, helping guide and direct each district to realize their vision.



Winnetka Downtown Master Plan

Vision Statements

January 7th, 2016

Elm Street

The Elm Street business district is the main hub and Downtown of Winnetka, serving as home to the Village's municipal campus (including Village Hall, the Library, and Post Office). The district features a variety of multi-modal transportation options including the Green Bay Trail and Elm Street Metra station, which provides great regional access via the Union Pacific North Metra Line. The area has an inviting mix of thriving restaurants and businesses, attracting residents as well as visitors from across the North Shore. Those living in the district and housing nearby especially enjoy the wide sidewalks, benches, outdoor patios and parks that make the Elm Street District a special place to stroll, shop and dine. Upscale and historic architecture is abundant in Downtown. With buildings both old and new, the collective mix is complementary and respectful of the distinguished and historic character that is uniquely Winnetka.

Hubbard Woods

The Hubbard Woods business district is happening, active and multi-generational. The area's businesses include a complimentary mix of specialty design stores, every day goods, coffee houses and evening dining options that draw nearby residents and surrounding communities alike. Hubbard Woods Park, located at the north end of the district, is a prominent focal point and gathering spot for families and nearby residents of all ages via its year-round festivals and programming. The look and feel of the district is similar to downtown Elm Street; the buildings display a mix of masonry, stone and historic influences. While the sidewalks are narrow, the pedestrian scale is supported by bump-outs on the corners and select outdoor pocket patios. Hubbard Woods is a great spot in Winnetka to grab a coffee and window shop for unique goods or to attend an event at the park followed by an evening sip and bite at a local brewpub.

Indian Hill

The Indian Hill business district is located a short distance south of Downtown. As a southern entrance into the Village, the area has attractive streetscape features including ornate lighting and interesting landscaping that provide a sense of arrival. The district serves as a major axis point for students attending or those visiting New Trier High School, just a couple blocks due east. Indian Hill offers a mix of service, convenience and professional uses that cater to a daytime population. While primarily an auto-oriented area, the district benefits from the Indian Hill Metra station and pedestrian amenities that enhance access and safety for the students and other users.

Memorandum

To: Michael Blue, Teska Associates
From: Sam Schwartz
Date: January 19, 2016
Re: Transportation Analysis for January Steering Committee Presentation
Project: Winnetka Downtown Master Plan

The following is a brief orientation to the information to be presented at the January 25th Steering Committee Meeting.

1. Establish Priorities

At this point in the planning process, there are some fundamental questions which must be addressed before further transportation analysis and recommendations can be thoughtfully provided. There exists a general need to establish **priority users** and **hierarchy** of importance for each district and within each subject category.

2. Understand the Data and Broad Ideas

The structure of the January 25th presentation is intended to first introduce our broad understanding of existing conditions related to transportation as they relate to all three downtown districts.

Part 1 of the presentation will introduce a variety of data points illustrating the transportation climate in Winnetka, then go into specific subject areas. "Subject areas" are the broad categories relevant to all three downtown districts, but with unique issues and opportunities related to each district, and will be used to organize the discussion. These broad subject areas include: Parking, Walking, and Biking. As with all qualities of the urban environment, these subject areas and the issues and opportunities presented do not operate independently.

Diving deeper into each subject area, the presentation includes basic industry metrics which we use when thinking about transportation issues in a downtown area. It is our intent to arm the Steering Committee with the information needed to have a thoughtful and informed discussion of the existing conditions, challenges, and opportunities in Winnetka.

The broad ideas we have gathered to-date relate to the following:

- Many **demographic trends** are relevant to transportation issues. Age, economic stability, and employment play a significant role in the transportation choices. These factors come into play in both the types of vehicles available to residents, and the flexibility an individual has in making transportation decisions.
- Collected by the U.S. Census, **mode share** is the percentage of travelers using a particular type of transportation for their individual 'Journey to Work'. These numbers provide a snapshot of transportation preferences in a place.
- **Transit ridership** often has a relationship to other factors such as gas prices. When looking at transit ridership, it is important to draw a comparison to ridership at stops or

stations in similar context, ridership of the train line or bus route overall, and the transit system overall.

- **Parking utilization** attempts to quantify the difficulty one might face on a typical day to find a parking space in a given area. Typically, if parking utilization is over 85%, one can expect to 'circle the block' looking for parking.
- **Crash data** is used to identify location with hazardous traffic, biking and walking conditions.
- Collected by IDOT, **Average Daily Traffic (ADT)**, which refers to the number of vehicles traveling on the street in a 24-hour period, is essentially a census count on the Village of Winnetka's streets. The volumes are imperative to understanding traffic flow through an area.

3. District-Specific Challenges

Part 2 of the presentation will focus on location-specific challenges within each district. Winnetka's Downtown Plan will be categorized by district so we felt it best to recap issues by district leading into the discussion and alternatives portion of the meeting. It is important to understand that, just as there are broad decisions needed to govern holistic policy, that the districts have unique needs and issues.

Alongside each of the district-level topics, we provide a set of high-level alternatives for consideration and discussion as a group. These alternatives do not represent the only, or even the best solutions to the issues presented. They have been included to ensure that during the meeting we are collectively acknowledging the widest range of possibilities. Some of the issues we will cover have been the subject of discussion for many years, but may deserve a fresh review.

4. Discussion

Finally, the intent of our presentation is to support a discussion of alternatives to aid the Steering Committee in understanding Winnetka's priorities when shaping the future downtown environment for all users.

An aerial photograph of a city grid, likely downtown Winnetka, is shown with a semi-transparent teal overlay. The grid lines are clearly visible, and the overall color scheme is dominated by shades of teal and blue. The text is centered over the grid.

WINNETKA DOWNTOWN MASTER PLAN TRANSPORTATION ANALYSIS

THEMES

Broad ideas → Specific challenges

Establish priorities

Discuss (some) alternatives

“Subject areas” are the broad categories relevant to all three downtown districts, but with unique issues and opportunities related to each area.

There exists a general need to establish priority users and hierarchy of importance for each area, within each subject category in order to focus recommendations.

We hope to discuss some alternatives, and move discussion toward a favored alternative for the development of recommendations.

PRESENTATION OUTLINE

Part 1

1. Existing Conditions / Data Points in Winnetka
2. Subject Area Industry Metrics / “How to think about X”

Discussion of Districts:

Part 2

1. Location Specific Challenges / Opportunities
2. High Level Alternatives for Discussion

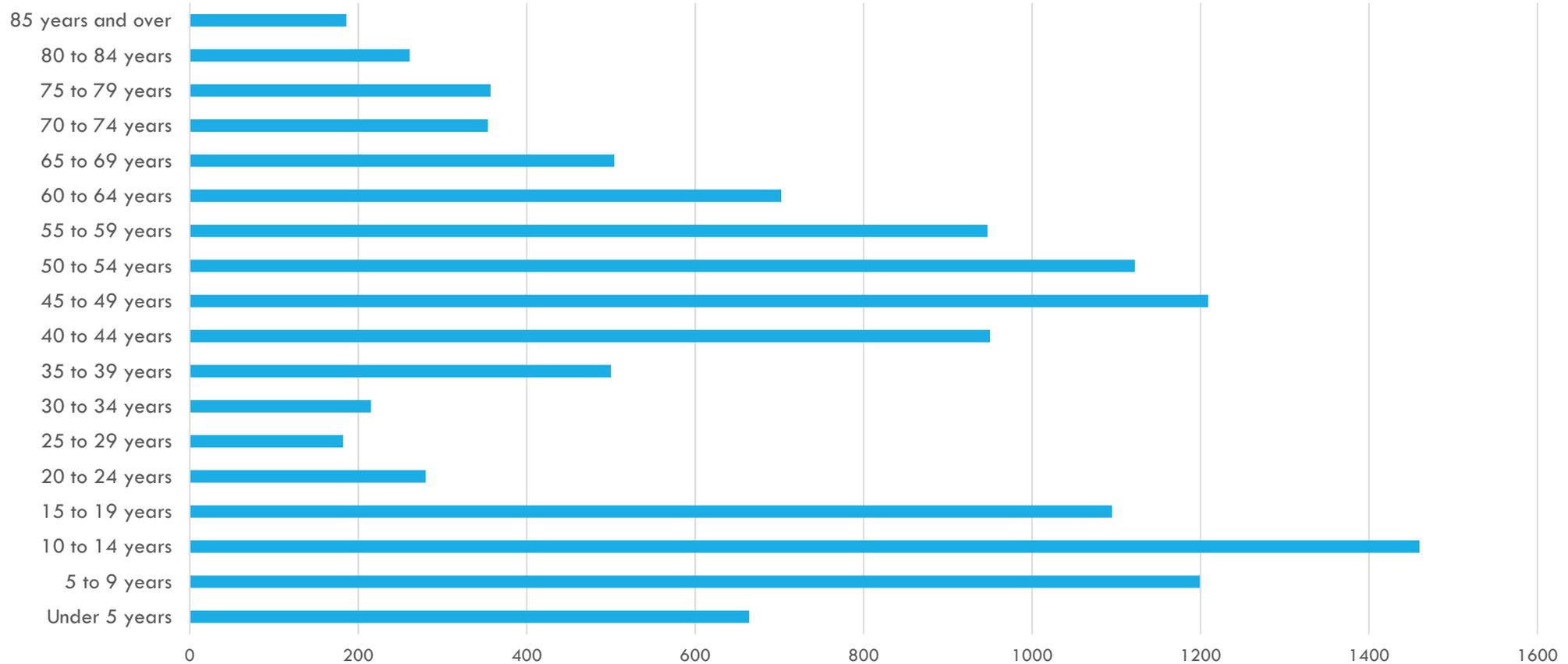
TRANSPORTATION BACKGROUND

Census Data
Travel Trends
Crash Data
Planning Context

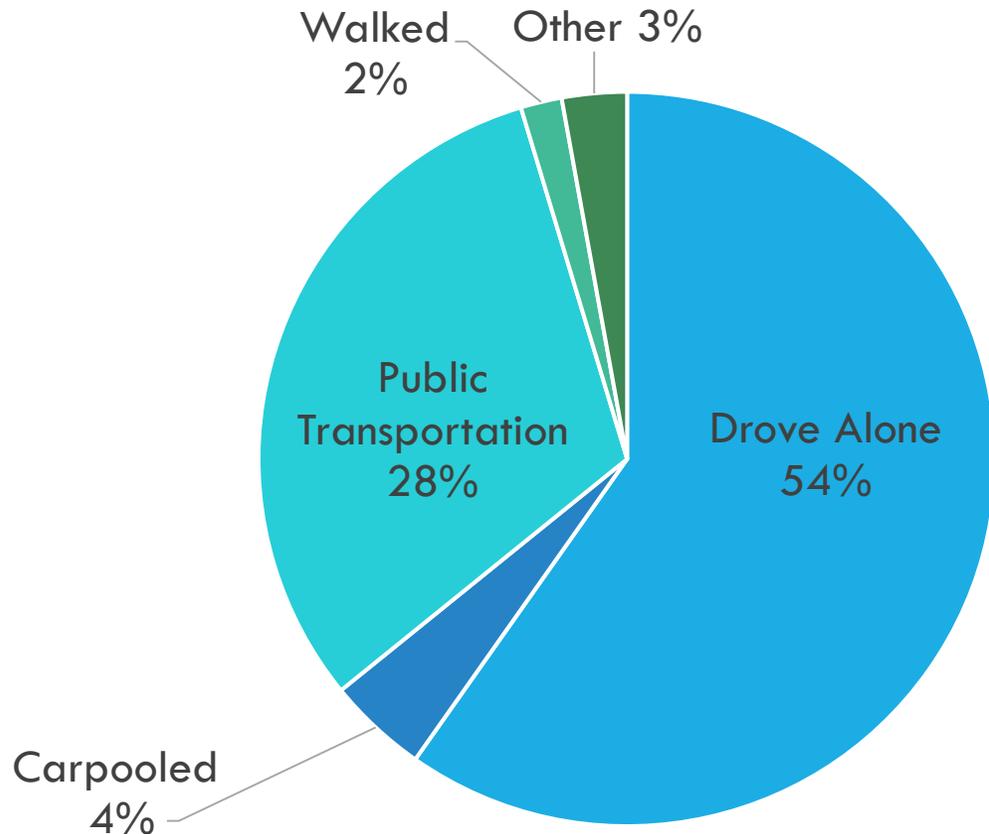
POPULATION BY AGE

Winnetka Median Age: 44.7 Years

Village of Winnetka Population by Age Group



JOURNEY TO WORK

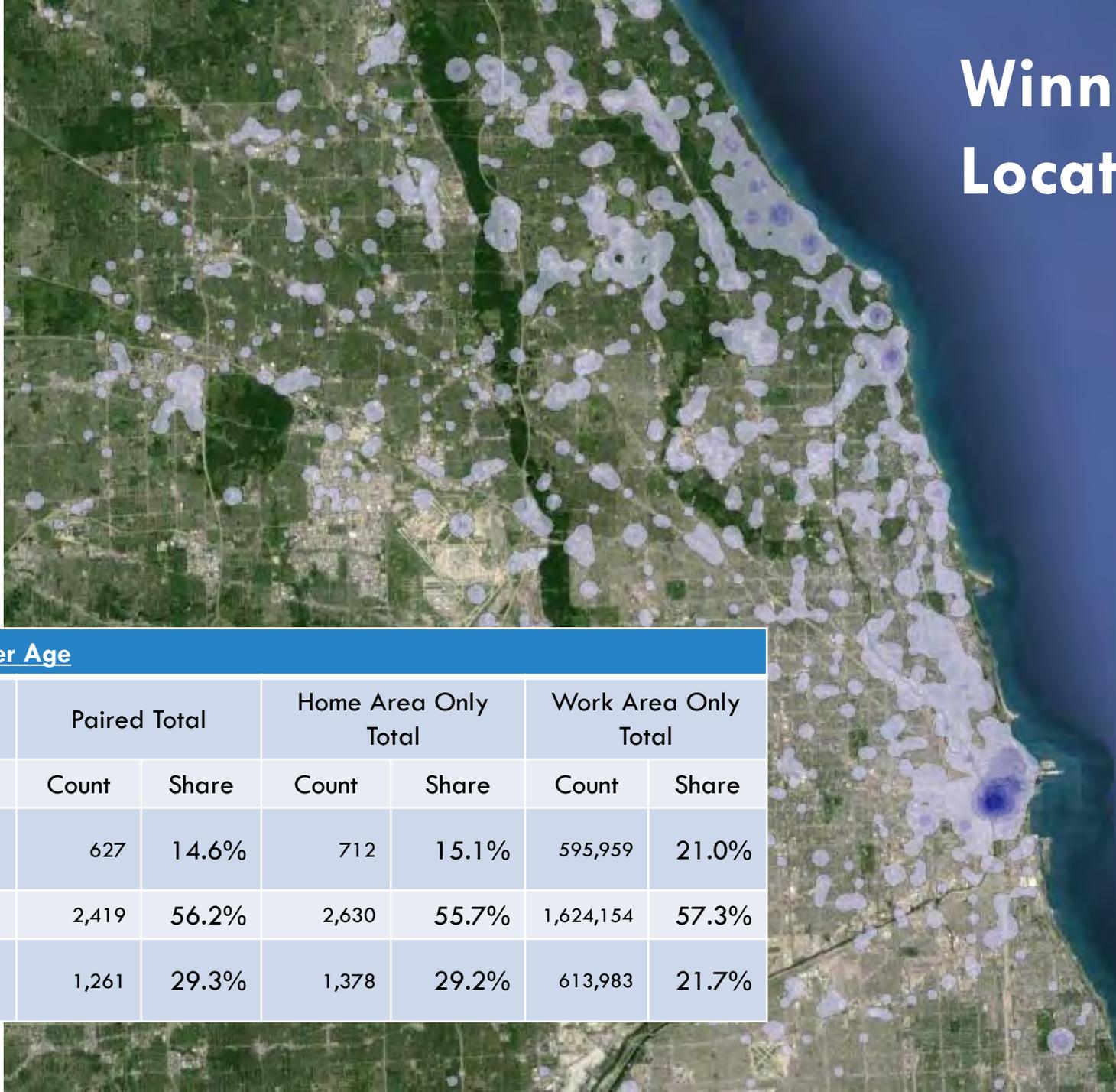


Mean Travel Time: **35 Minutes**

Median Household Income: **\$207,540**

2.9% Unemployed

Winnetka Residents' Location of work



Jobs by Worker Age

	Paired Total		Home Area Only Total		Work Area Only Total	
	Count	Share	Count	Share	Count	Share
Age 29 or younger	627	14.6%	712	15.1%	595,959	21.0%
Age 30 to 54	2,419	56.2%	2,630	55.7%	1,624,154	57.3%
Age 55 or older	1,261	29.3%	1,378	29.2%	613,983	21.7%



CRASH DATA

HUBBARD WOODS

2012-2014

■ Turning / Angled

■ Rear End

■ Bike/Ped

■ Other



CRASH DATA

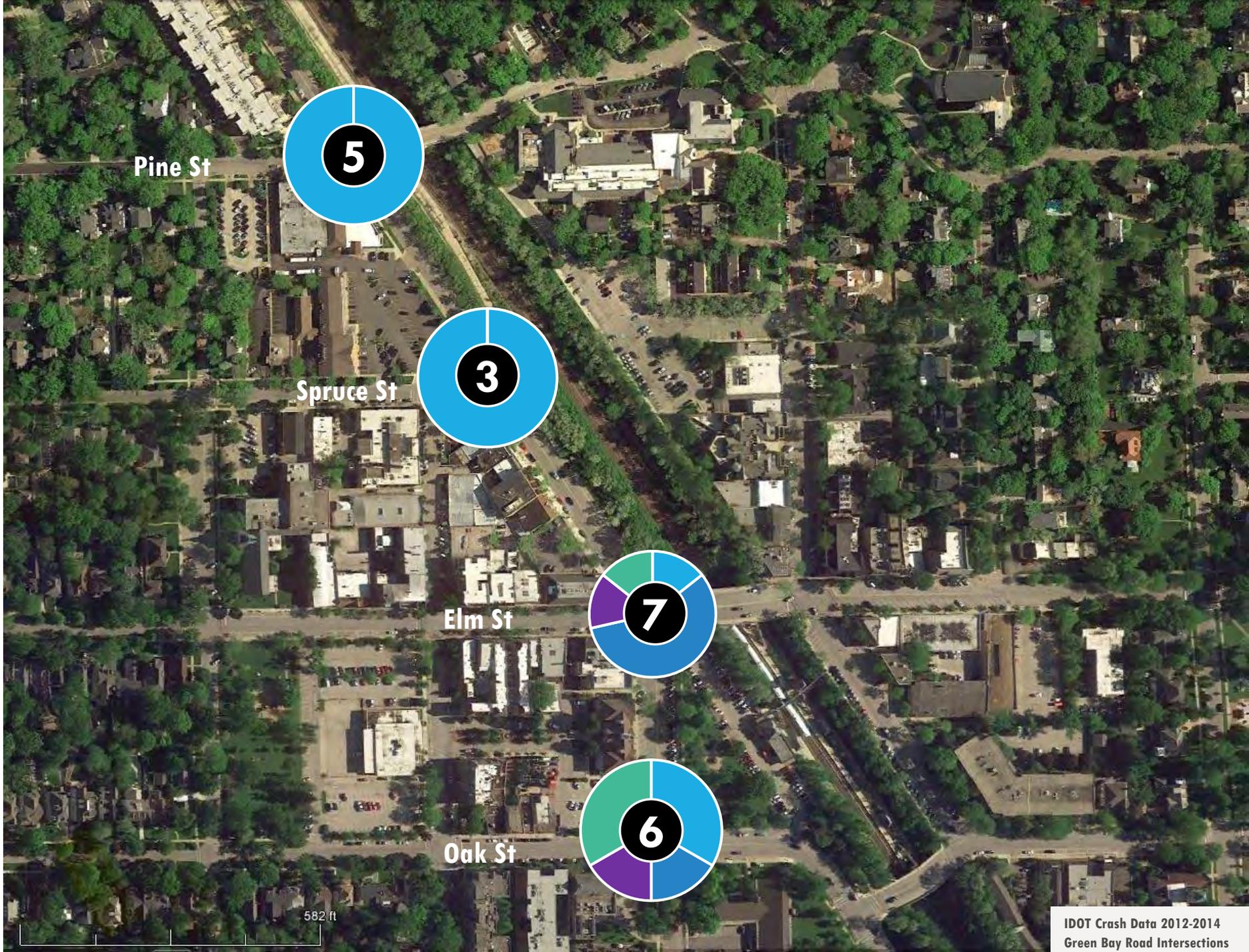
ELM STREET
2012-2014

■ Turning / Angled

■ Rear End

■ Bike/Ped

■ Other



CRASH DATA

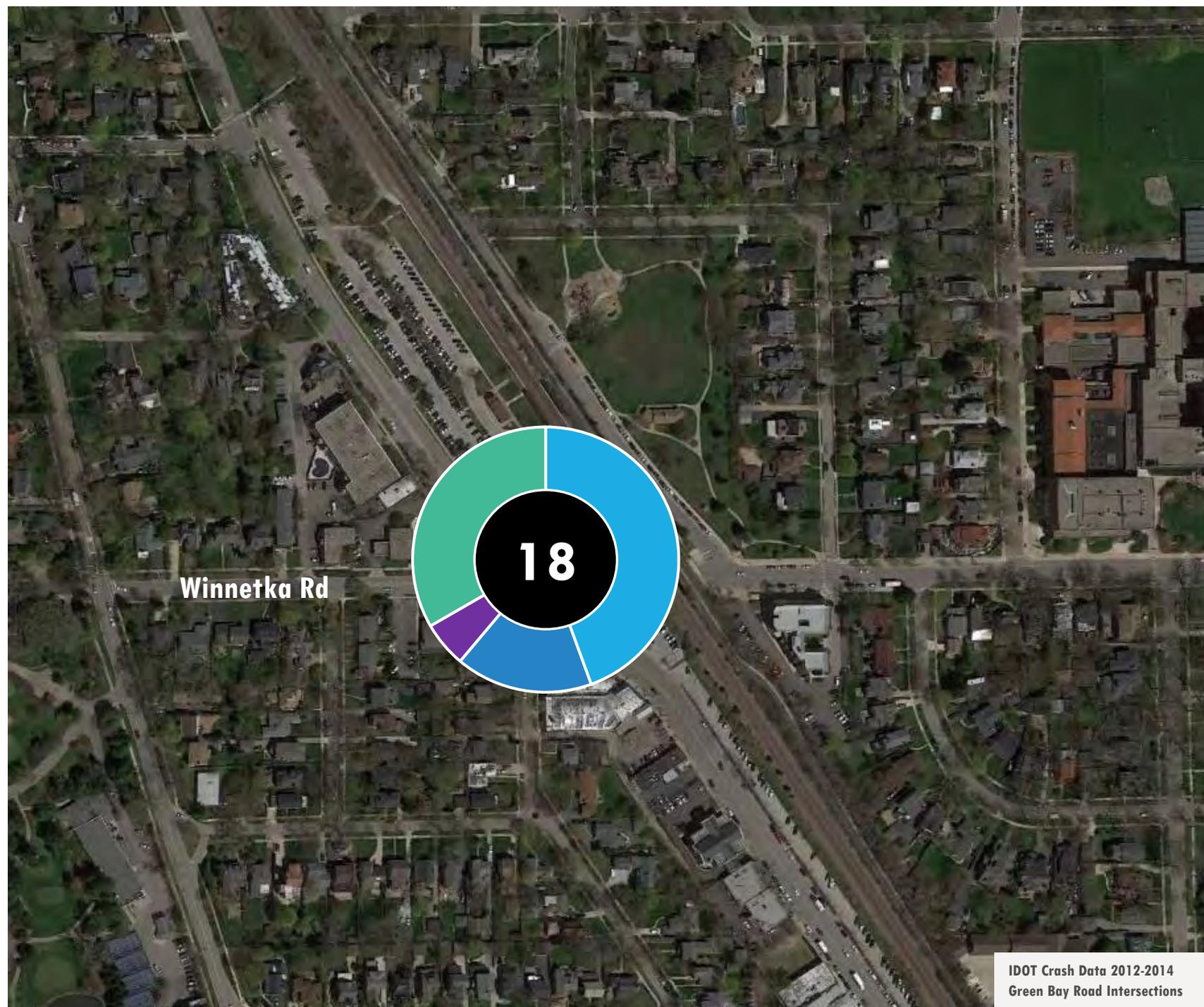
INDIAN HILL
2012-2014

■ Turning / Angled

■ Rear End

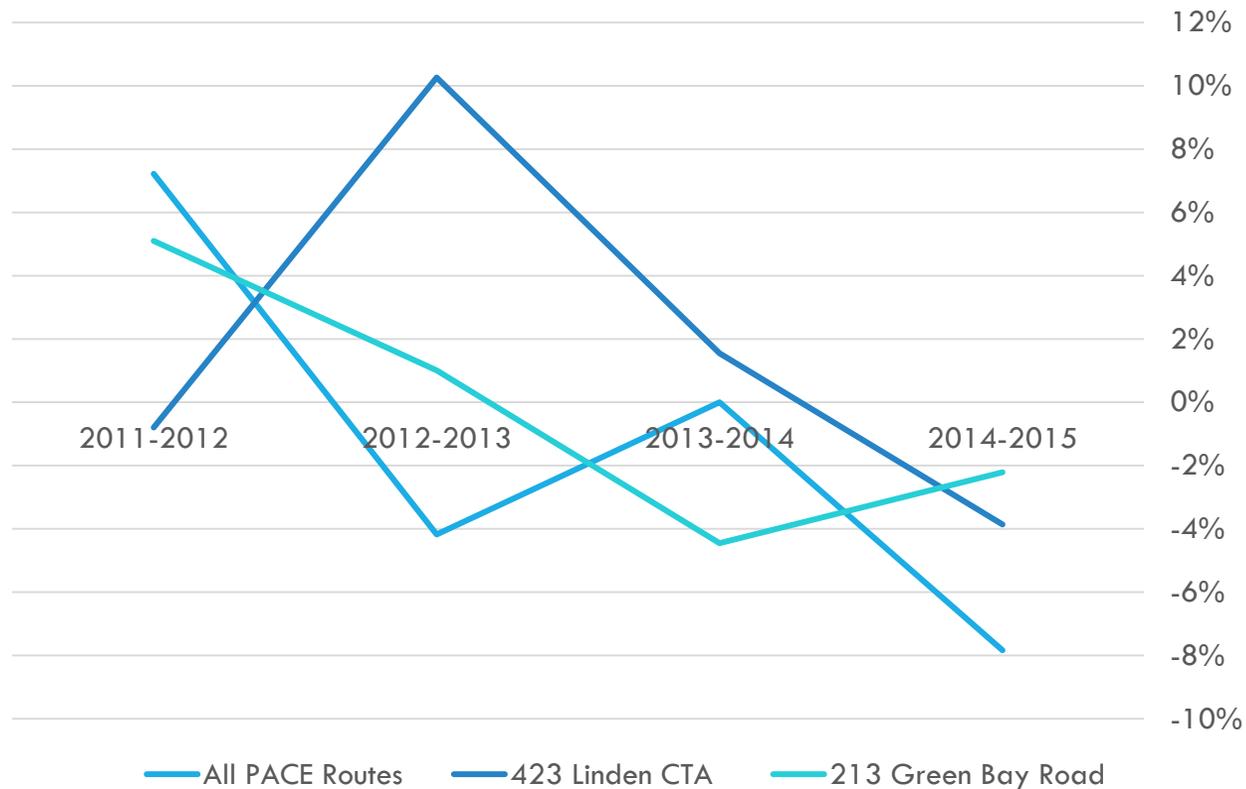
■ Bike/Ped

■ Other



PACE RIDERSHIP

PACE Weekday Ridership **Percent Change**
October - Weekday (2011-2015)



Weekday Ridership (October 2015):
423 Linden CTA Connector – **1,070**
213 Green Bay Road – **1,141**

WHO IS USING METRA?

	AM Peak	Midday	PM Peak	Evening	Total
Elm Street Station	322	42	76	17	457
Hubbard Woods	178	20	23	9	230
Indian Hill	141	30	13	6	190

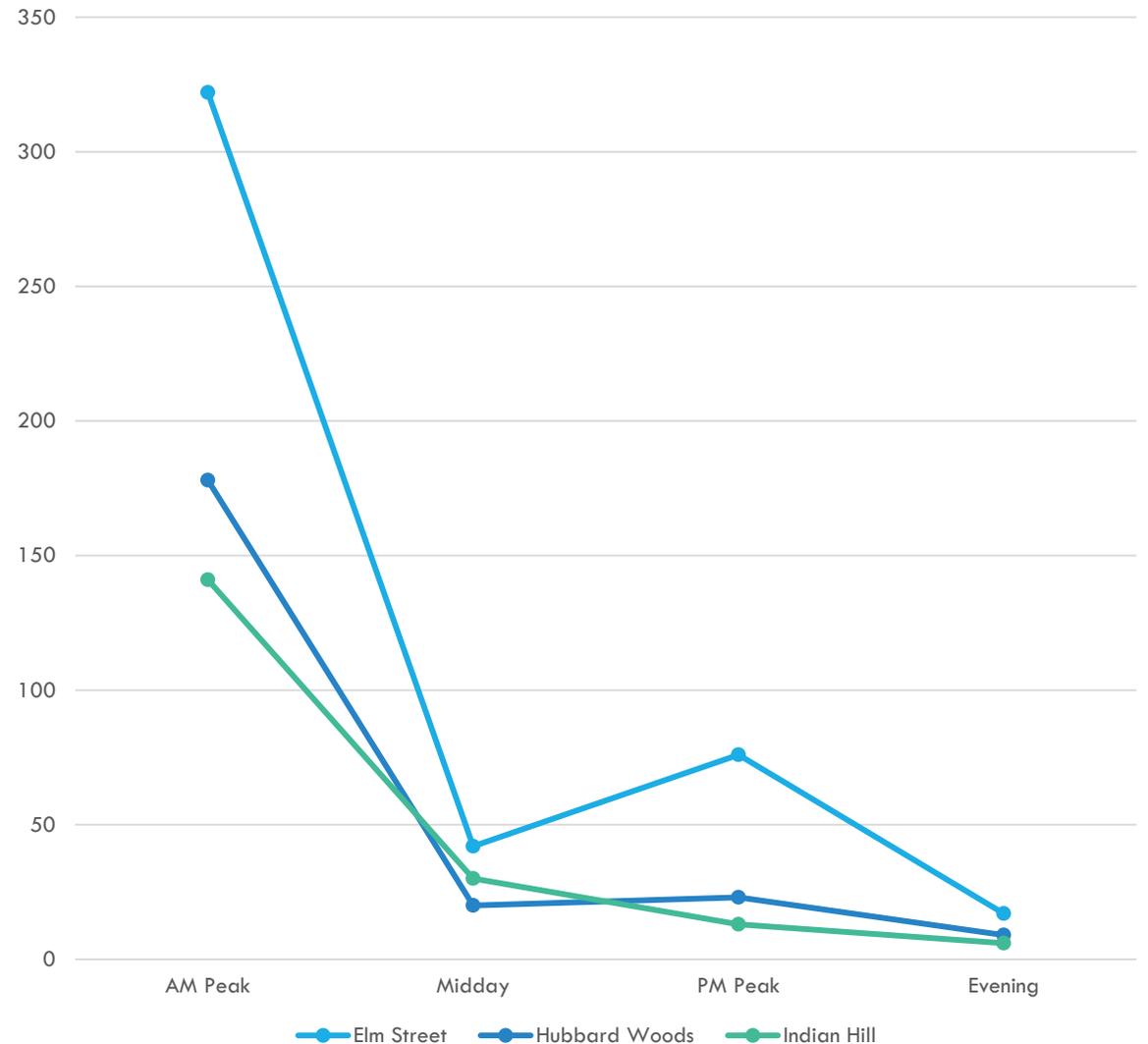
"AM Peak" refers to from Start of service to 9:15 am.

"Midday" refers to from 9:16 AM to 3:29 PM.

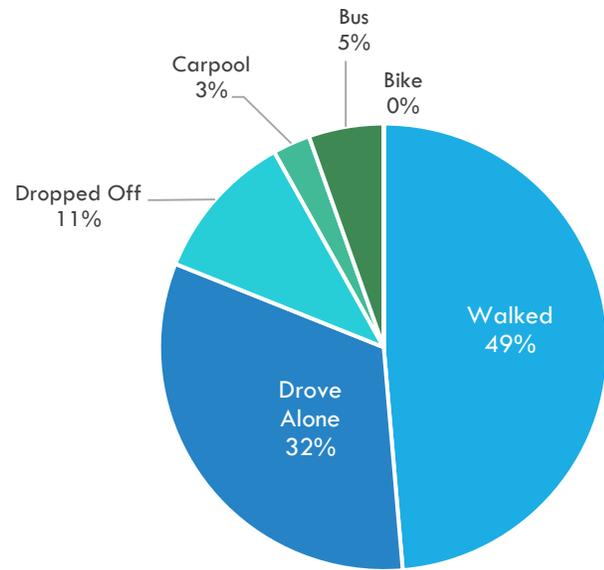
"PM Peak" refers to from 3:30 PM to 6:45 PM.

"Evening" refers to from 6:46 PM to End of Service.

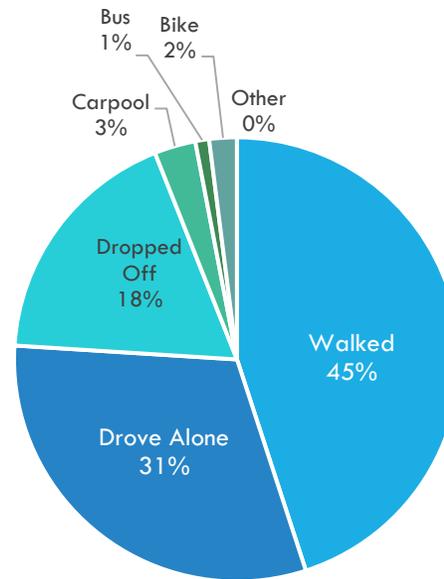
Weekday Boardings: Inbound Trains



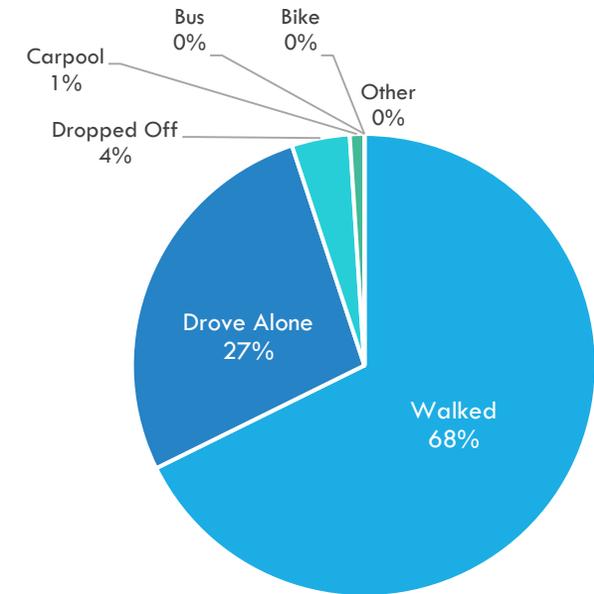
MODE OF ACCESS TO STATION



Hubbard Woods
Mode of Access to Station (2014)



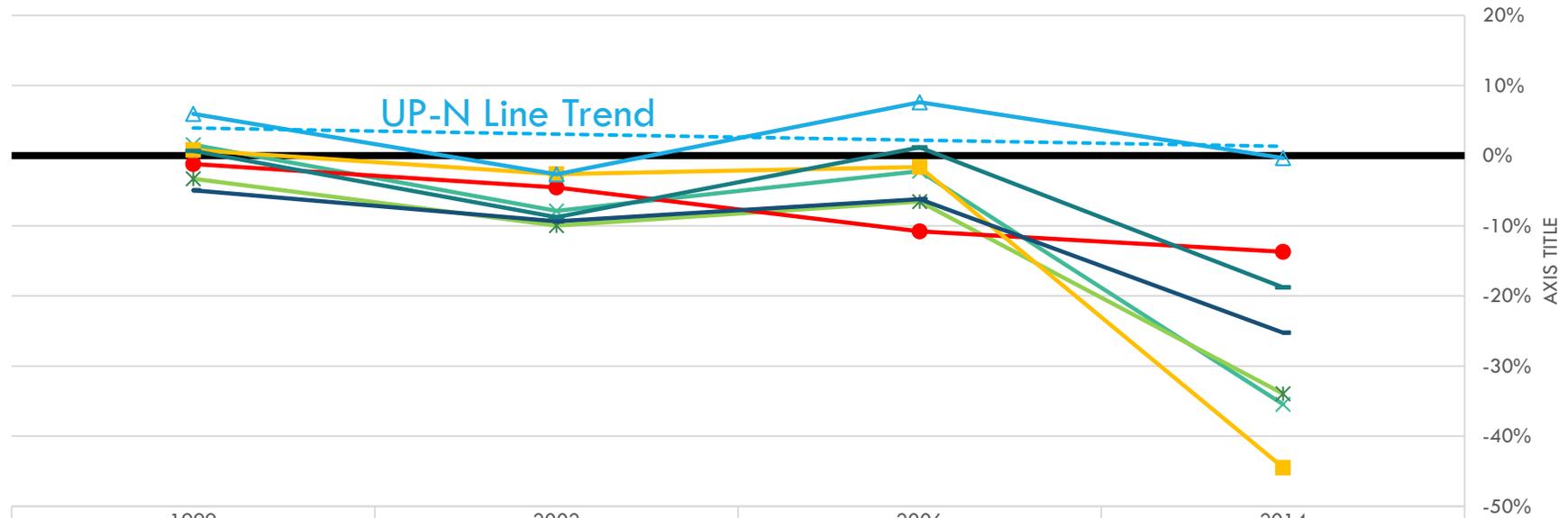
Elm Street Station
Mode of Access to Station (2014)



Indian Hill
Mode of Access to Station (2014)

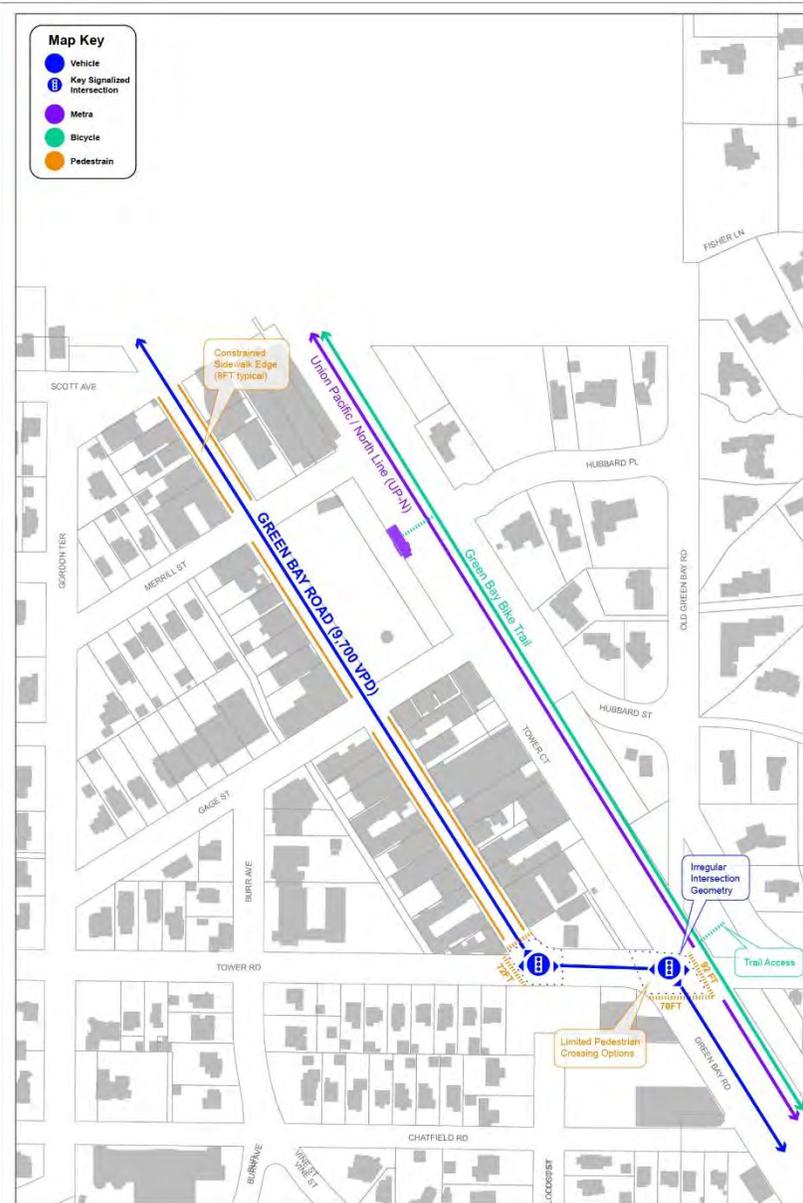
METRA RIDERSHIP TRENDS (BOARDING) 1999-2014

WEEKDAY METRA BOARDINGS PERCENT CHANGE

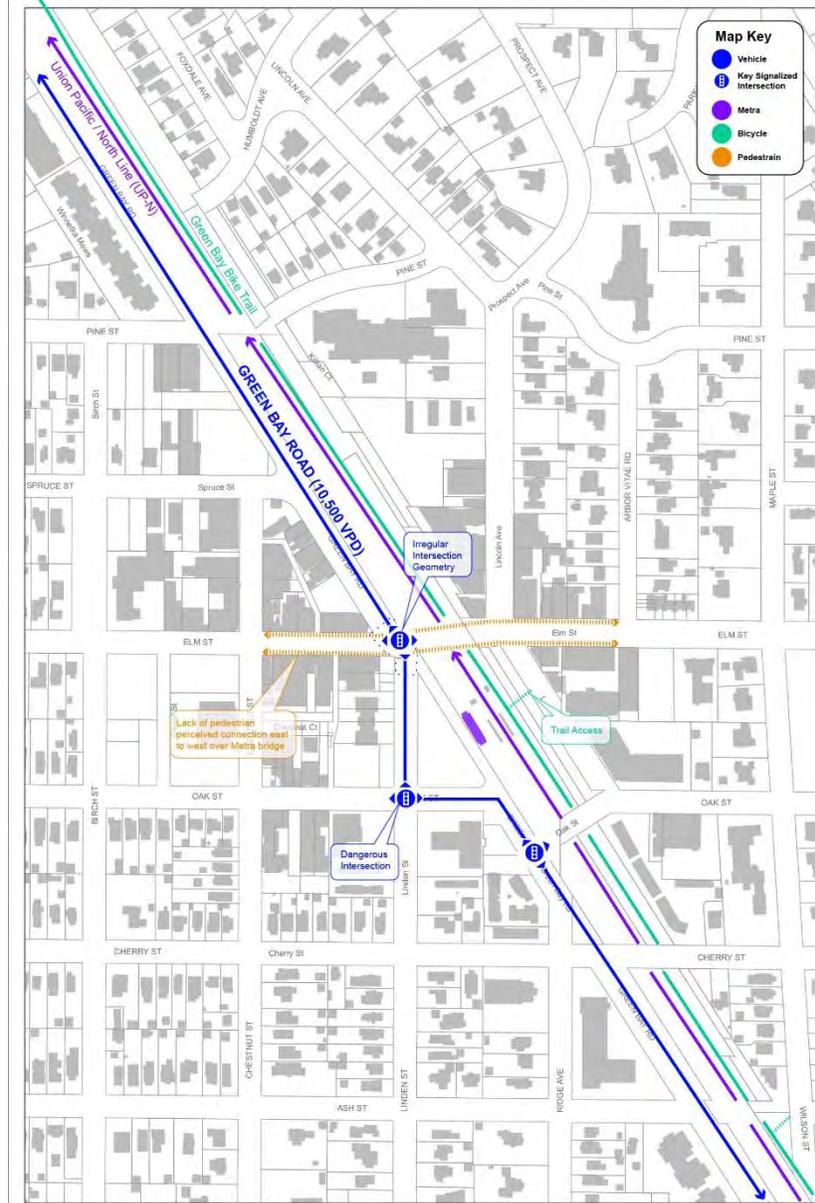


	1999	2002	2006	2014
Glencoe	2%	-8%	-2%	-35%
Hubbard Woods	-3%	-10%	-7%	-34%
Elm Street	-1%	-5%	-11%	-14%
Indian Hill	1%	-3%	-2%	-44%
Kenilworth	-5%	-9%	-6%	-25%
Wilmette	1%	-9%	1%	-19%
UP-N Line	6%	-3%	8%	0%

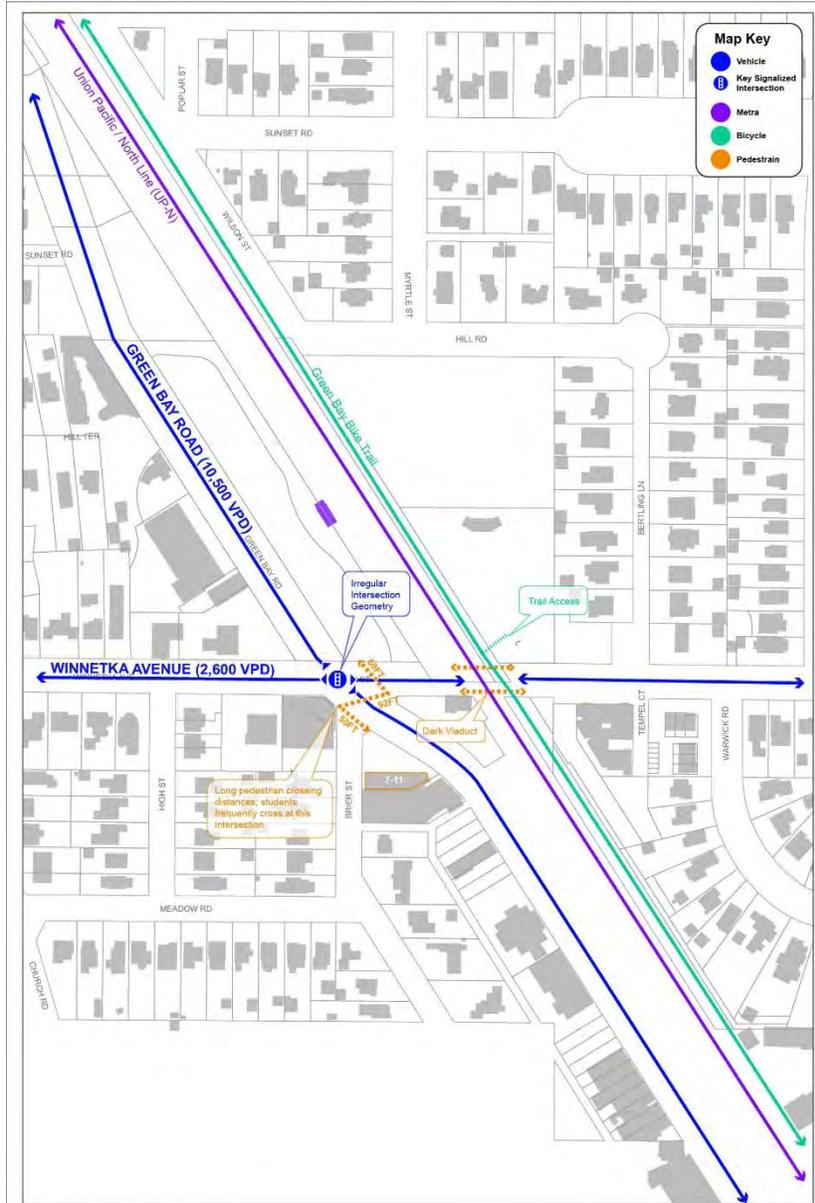
Source: Metra Boarding and Alighting Counts



Study Area Map - Hubbard Woods
Village of Winnetka



Study Area Map - Elm Street
Village of Winnetka



Study Area Map - Indian Hill
Village of Winnetka



TRANSPORTATION RELEVANT PLANNING TO DATE

Broad Ideas

2020 Winnetka Comprehensive Plan (1999)

- Recommendations for all modes

Bikeways Masterplan [DRAFT]

- Guidance on key on- and off-street bike connections
- Near-term recommendations for east-west connection on Elm, Sheridan bike improvements

ULI Winnetka Commercial Districts TAP Report (2013)

Site - Specific Recommendations

Urban Design / Streetscape Guidelines

- Detailed guidance on desired street character
- Streetscape elements

Metra Hubbard Woods Station Redevelopment

- Funding on hold for station improvements until State Budget is resolved
- When completed, station will be rehabbed, and ADA compliant

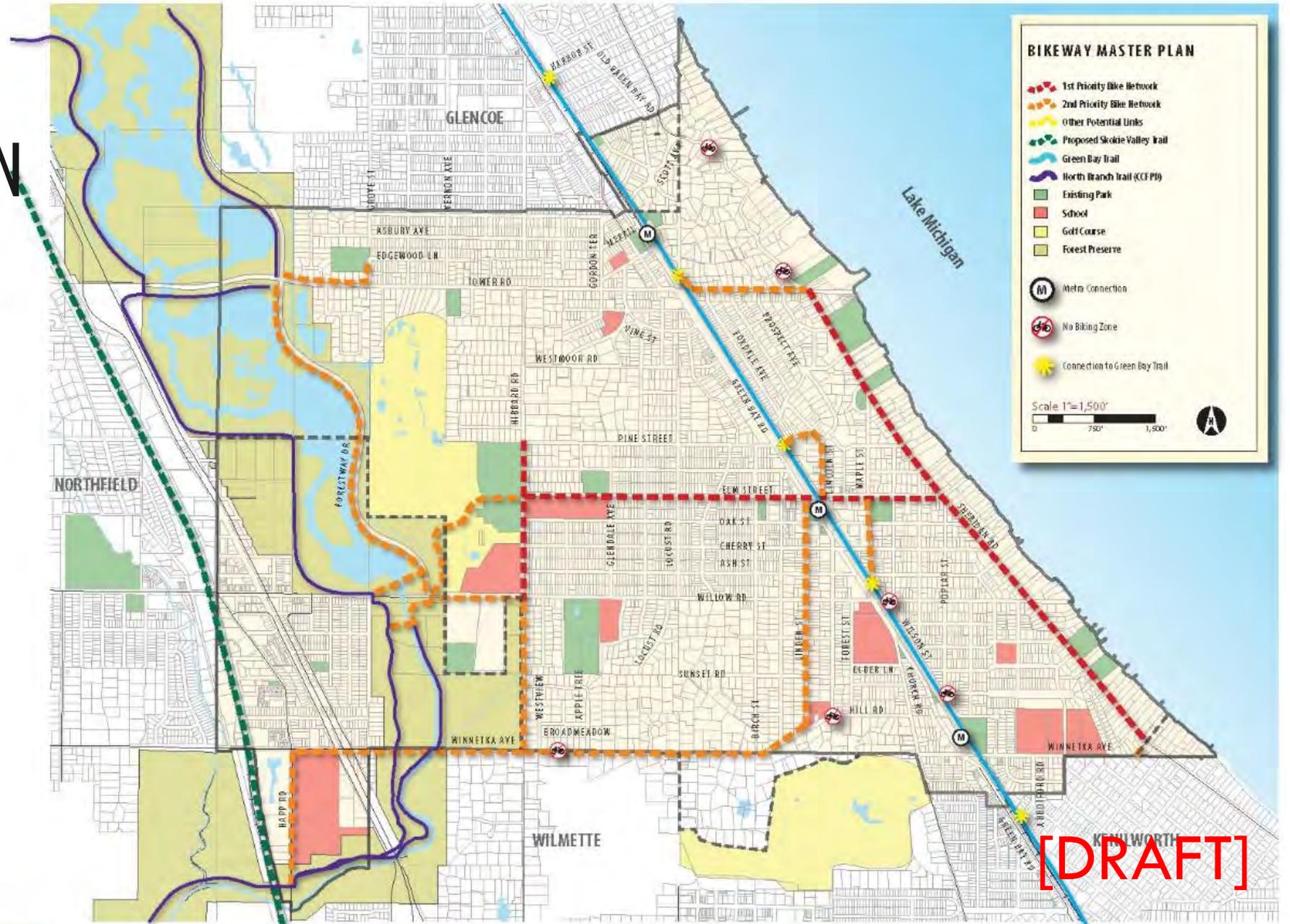
Hubbard Woods Park Development

- Plans may include surrounding streets

Parking Study by Rich Associates (2006)

- Elm Street District-specific parking recommendations

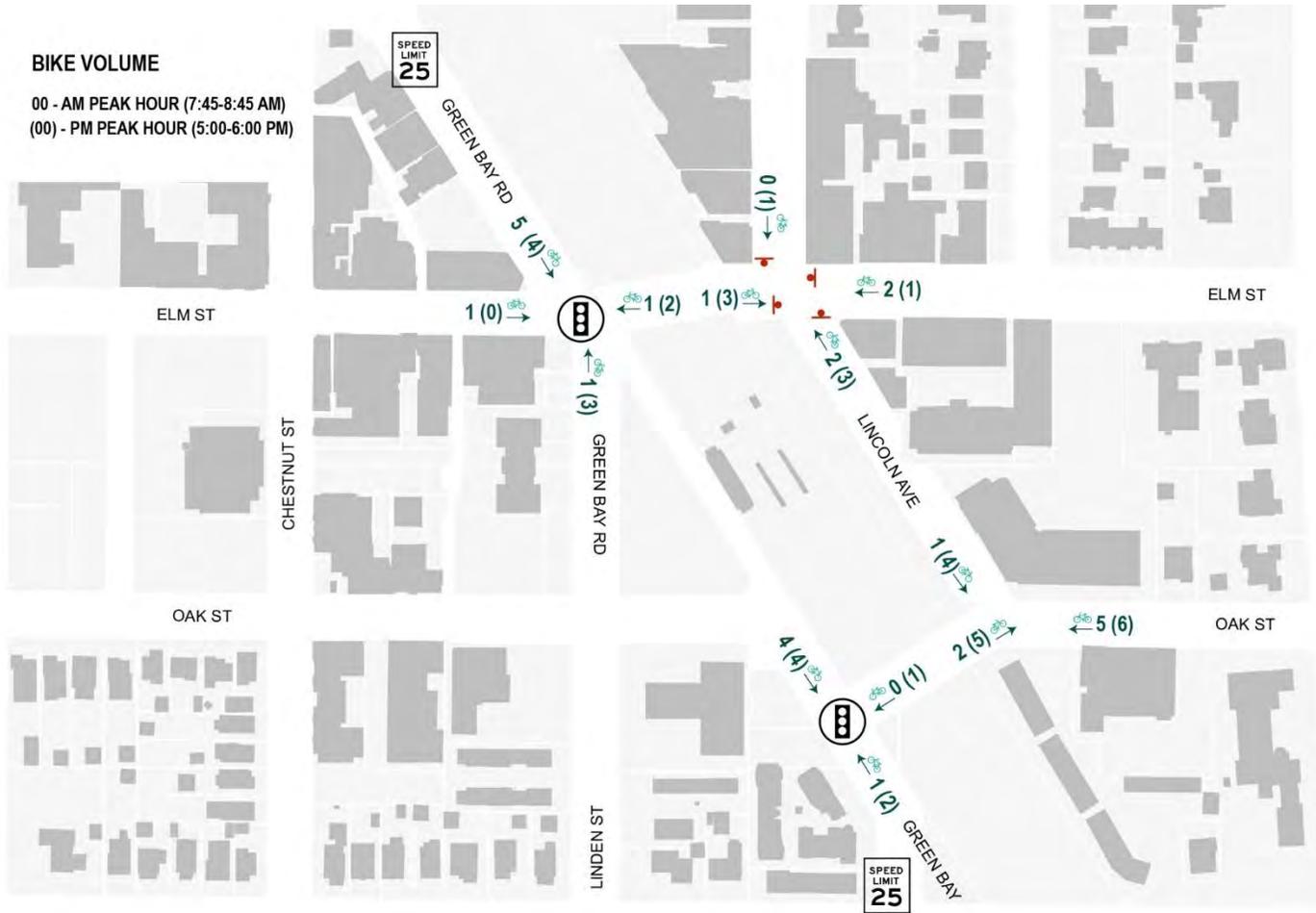
BIKEWAY MASTERPLAN



BIKE COUNTS (ELM ONLY)

BIKE VOLUME

00 - AM PEAK HOUR (7:45-8:45 AM)
(00) - PM PEAK HOUR (5:00-6:00 PM)



PARKING SUPPLY IN WINNETKA

Elm Street

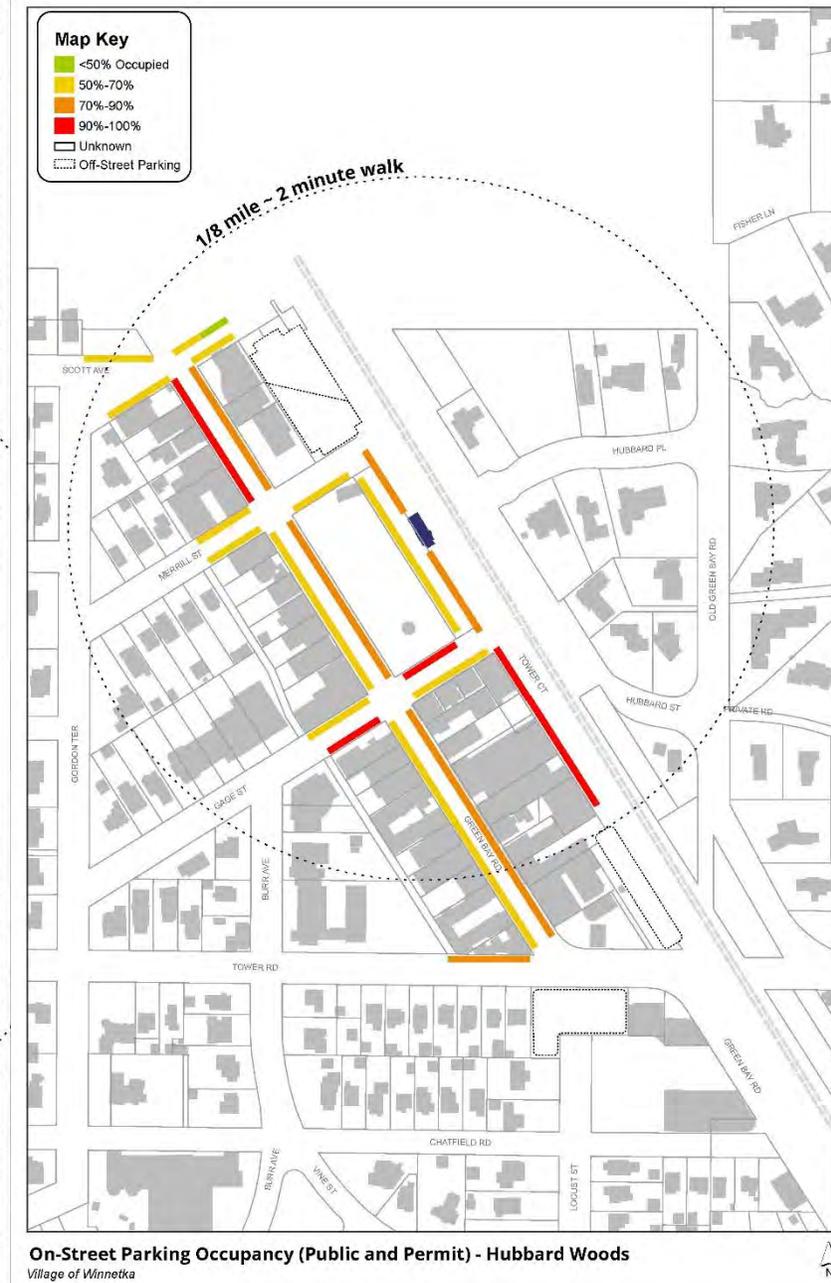
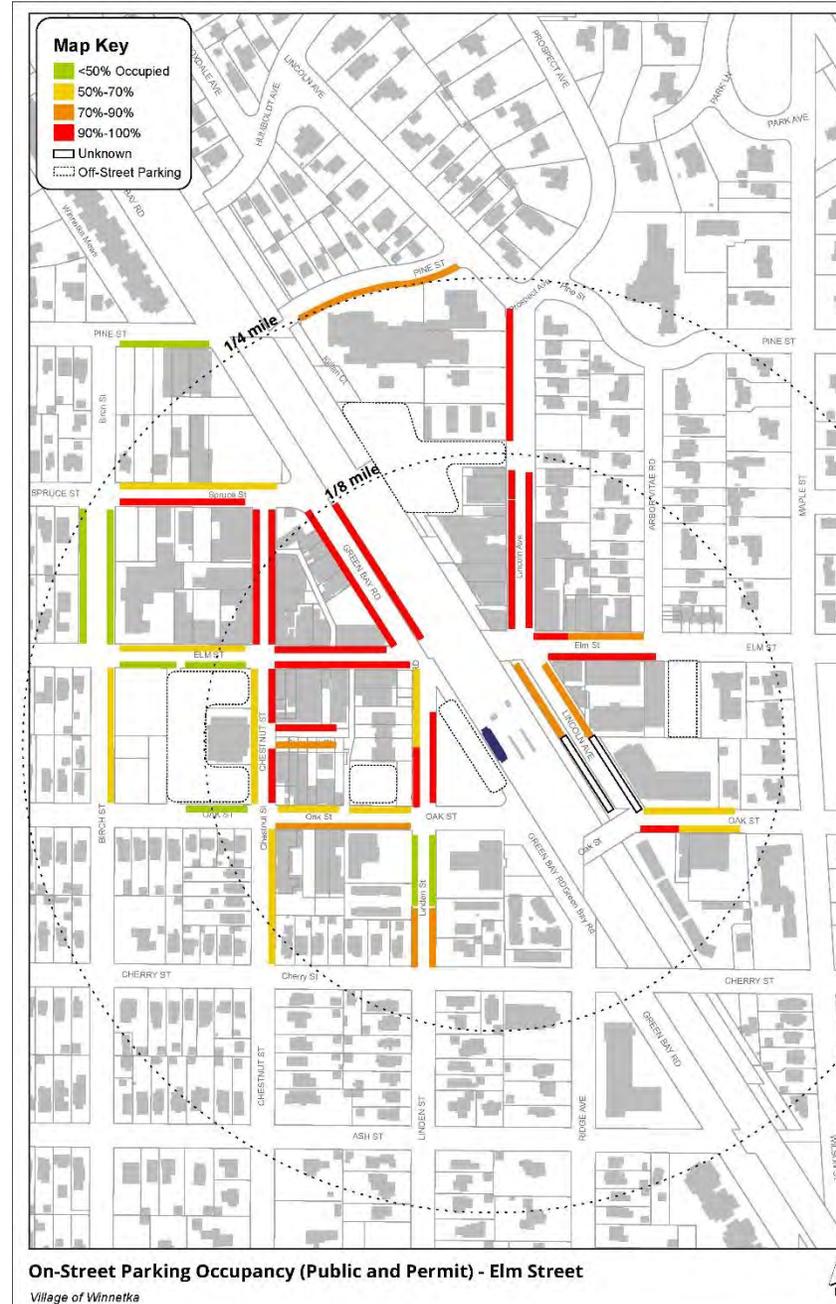
- 1,140 total public spaces
- 79% occupied
- Several block faces full
- Over half of all street parking diagonal to travel lane

Hubbard Woods

- 550 total public spaces
- Typically 60% occupied
- Garage only 37% occupied

Indian Hill

- 250 total public spaces
- Typically 75% occupied



SUBJECT AREAS

Parking
Walking
Biking

SUBJECT AREA: PARKING

Relationship to Commercial Areas

Relationship to Commuters

Relationship to Urban Design



TYPES OF PARKERS

Convenience Parkers

New or occasional visitors traveling to downtown for a relatively short period of time. Unfamiliar with the area and prioritize convenience.

Reasonable Parkers

Frequent visitors or customers who are typically familiar with the area or employees that may be willing to pay a higher price to park closer.

Bargain Parkers

Typically business owners or employees that are very familiar with the area. Most willing to circle for parking, walk, or alter their commute in order to save money.

RELATIONSHIP TO COMMERCIAL USES

Establish Supply

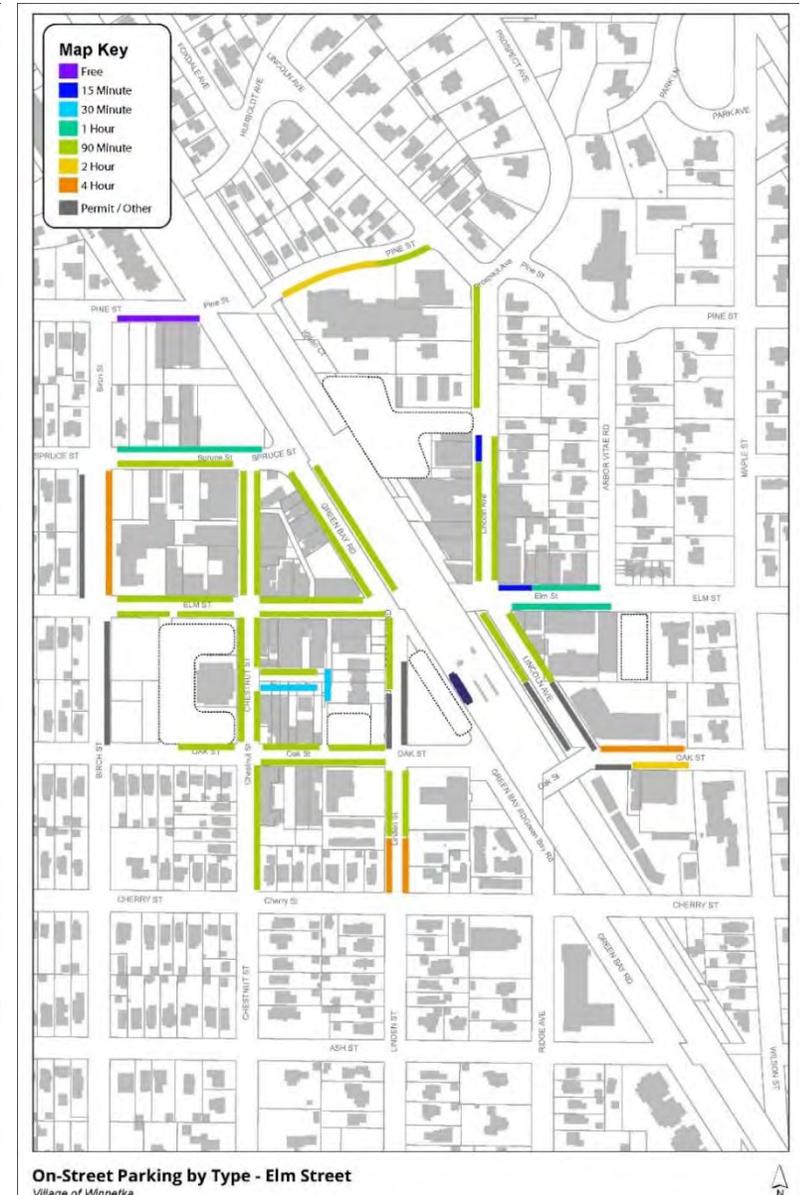
Establish Demand

Establish Goals & Priorities

- Get the most use out of the asset
- Encourage turnover
- Provide areas for employees to park

PARKING TYPES

- Free
- 15 Minute
- 30 Minute
- 1 Hour
- 90 Minute
- 2 Hour
- 4 Hour
- Permit A&B
- Permit C



COMMERCIAL PARKING: BEHAVIOR

Convenience

Cost / Enforcement

Space Type / Ease of Access

Perceived Safety



POTENTIAL PARKING MANAGEMENT STRATEGIES

Build more parking

- Eases immediate-term tension
- Expensive, both in terms of dollars and land-use
- Doesn't address long-term issues with demand

Parking pricing/allocation changes

- Encourage better distribution of demand throughout existing facilities
- Doesn't address long-term issues with supply
- Can allow sensitivity to individual needs (15-min parking)

Enforcement

- Simplify system to simplify enforcement

Encourage walking

- Encourage/Incentivize people to park further from destination.

More downtown residents

- Increases non-auto trips
- Likely reduces parking supply

RELATIONSHIP TO COMMUTER NEEDS

Relationship to Commuter Needs

- Metra Ridership on the UP-N Line and at Winnetka's stations is decreasing.
- Metra Ridership overall is increasing.
- Commuters arrive at the station by a variety of means; primarily walking and driving.

Commuter Parking: Behavior

- Stations with parking easily accessible from a major highway typically have higher ridership.
- Mostly bargain parkers.
- Demand is unlimited.



Hubbard Woods

332 permit spaces
52% occupied

← Highway Access

Elm Street

502 permit spaces
85% occupied

← Highway Access

Indian Hill

167 permit spaces
84% occupied

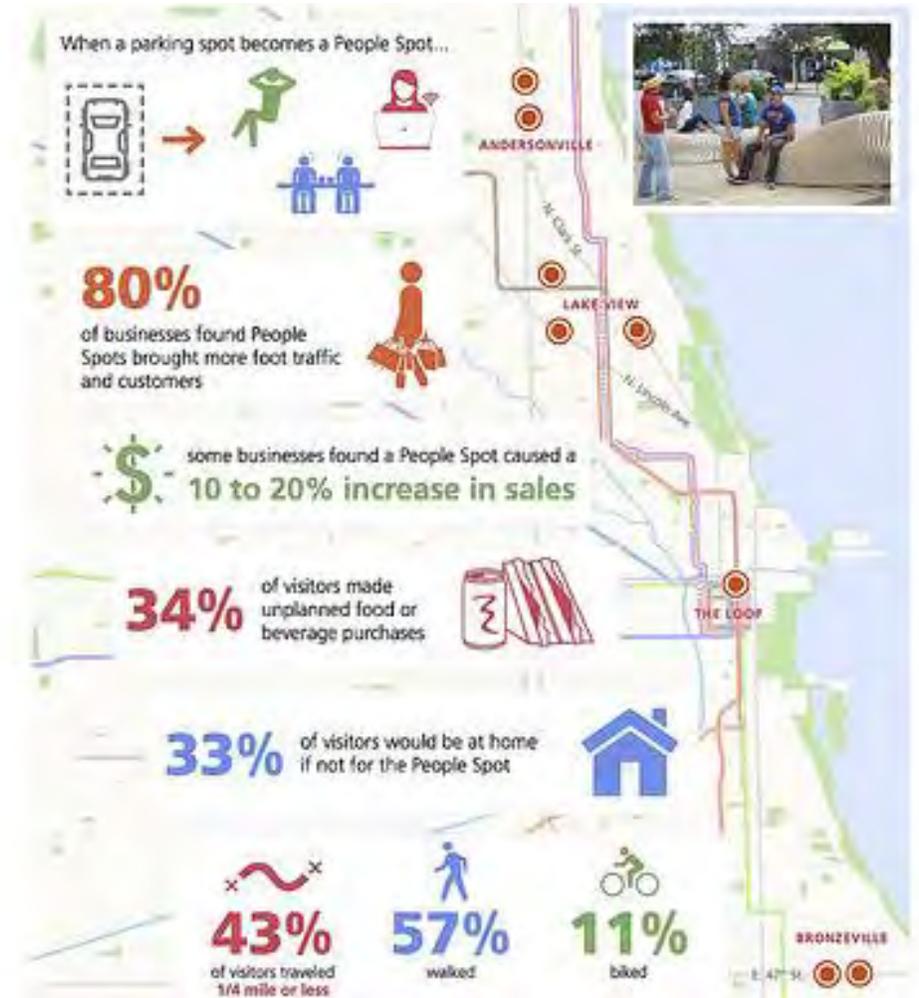
← Highway Access

RELATIONSHIP TO URBAN DESIGN

Parking spaces have the potential to serve as an extension of the sidewalk space.

On-street parking has been shown to slow traffic through an area.

- Safety benefit
- Business visibility





SUBJECT AREA: WALKING

“Stroll-ability” of Downtown
Physical and Perceived Barriers
Pedestrian Crossings

WALKABILITY IN WINNETKA

Desire for sidewalk activation and “street life” in areas with constrained sidewalk edges.

Desire to build a more cohesive district linking Elm Street over the Metra tracks.

Desire to improve pedestrian crossings at key locations to improve safety and the *district feel*.

Discrete issues in each area with regard to crossings and connectivity.



WALKABILITY BASICS

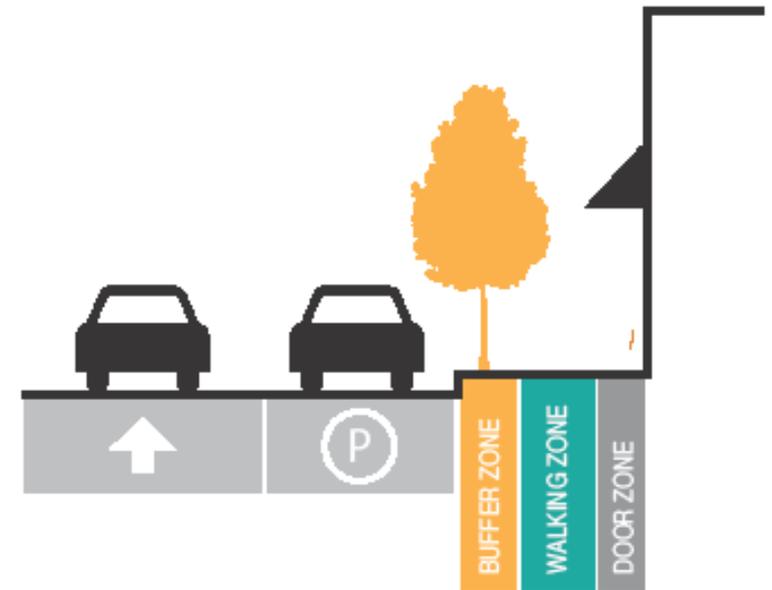
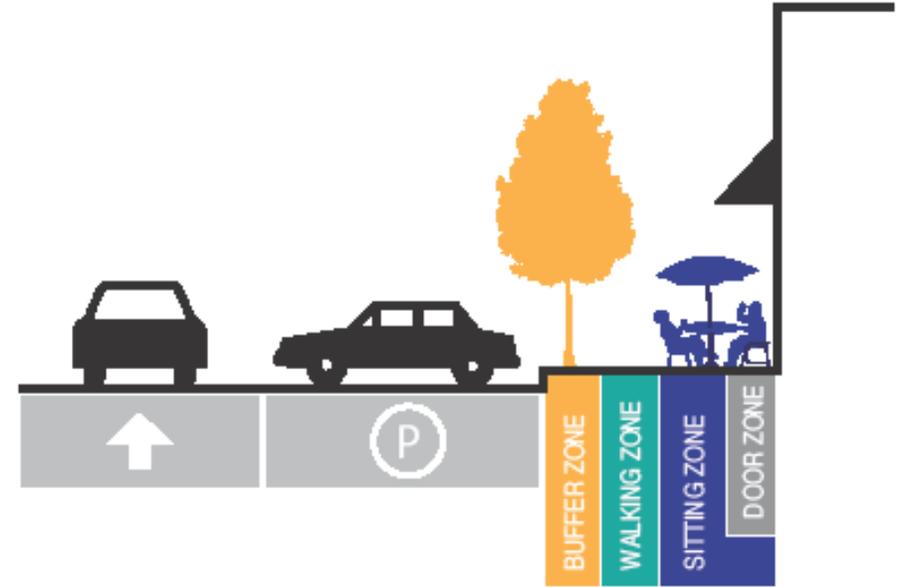
Sidewalk Standards

- A minimum 6 foot wide unobstructed pedestrian clear zone must be maintained in all districts.
- 4' minimum sidewalk throughway required by ADA.
- Establish a pedestrian crossing at-least every 1/4 mile, or shorter based on natural street grid.

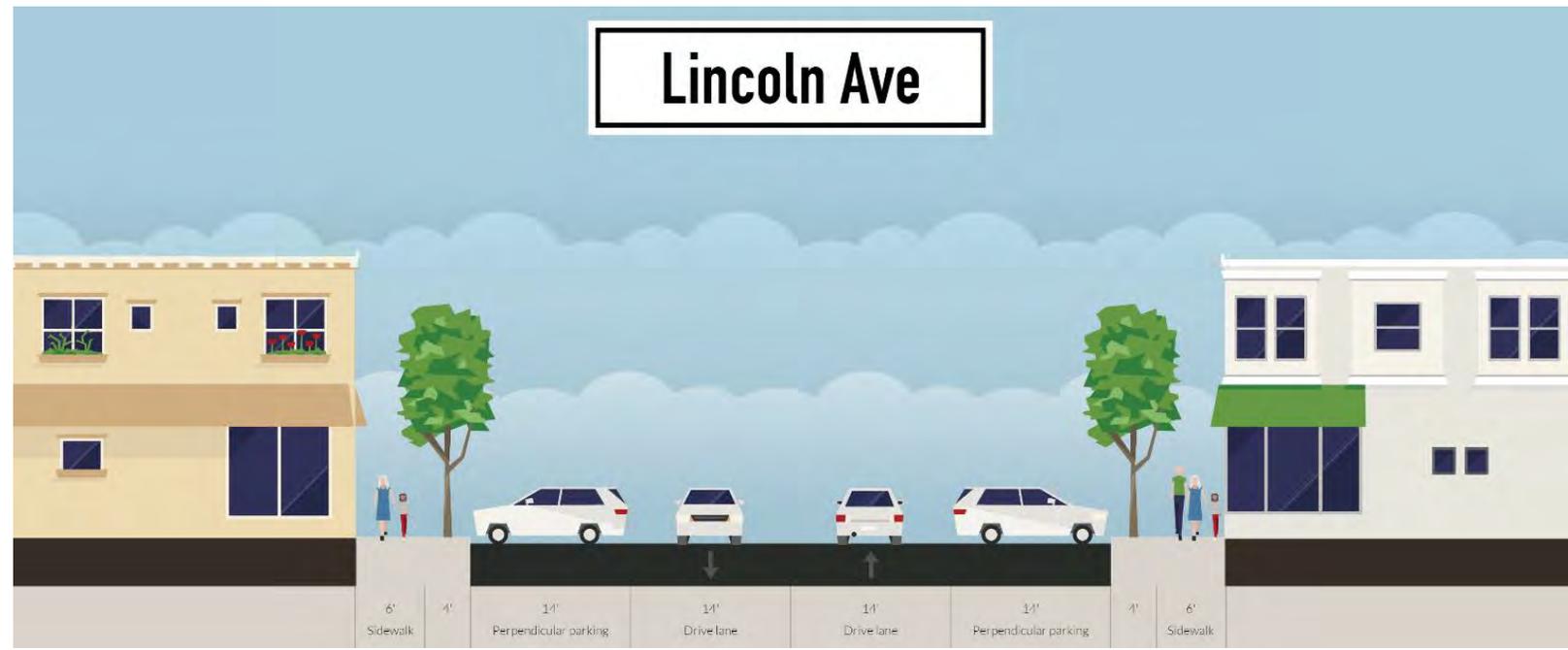
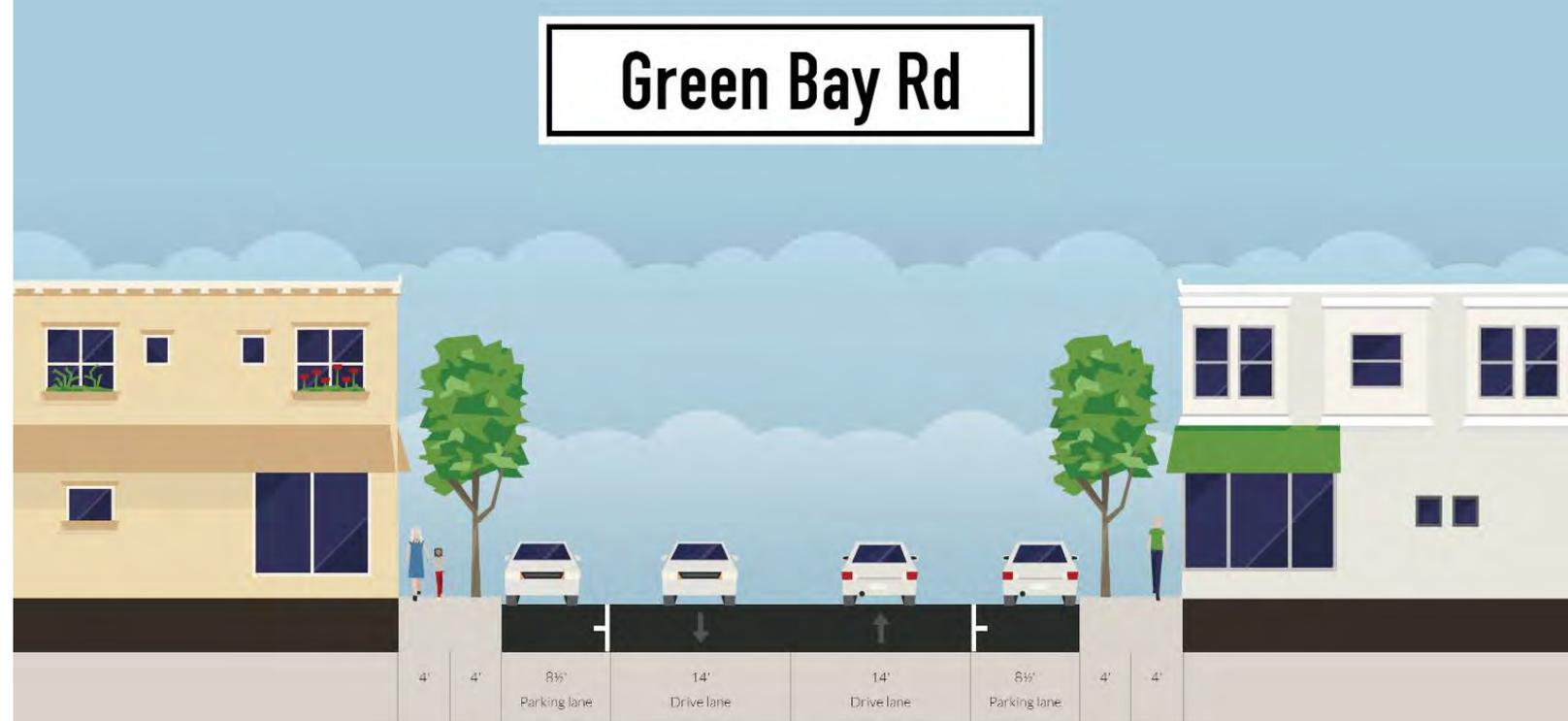
Crossing Standards

- Consider 3mph average walking speed.
- Reduce curb radius to smallest possible.
- Consider protective island when pedestrians must cross more than 1 vehicle lane in each direction.
- Install pedestrian countdown timers at pedestrian crossings.

*Slide does not reflect specific recommendation for Winnetka;
Alternatives represent a broad range of options for discussion.



EXISTING STREETSCAPES (ELM STREET DISTRICT)



PEDESTRIAN CROSSING IMPROVEMENTS

Make Pedestrians more visible

Install a center median

Increase crossing times

Enhance the visibility of the crosswalk markings

Reduce crossing distances

Curb extensions at crossings

Advance Stop Bar for Vehicles (only on multi-lane streets)

Restrict right turns on red

Calm traffic

Consider raised crosswalks where possible

Provide Leading Pedestrian Intervals at high-volume intersections (LPI)

Install high-visibility midblock crossings

On-street parking

Narrow driving lanes

Reduce curb radii

TYPES OF BARRIERS

Physical Barriers

Train Tracks or Highways with no crossings

Lack of pedestrian crossings or signals

Long crossing distances

Long walking distances

Significant topographic difference

Change in vehicle amenity – loss of lane, sidewalk, etc.

Short crossing signal-timing

Lack of curb-ramps

Perceived Barriers

Bridges or Tunnels

Short field of view

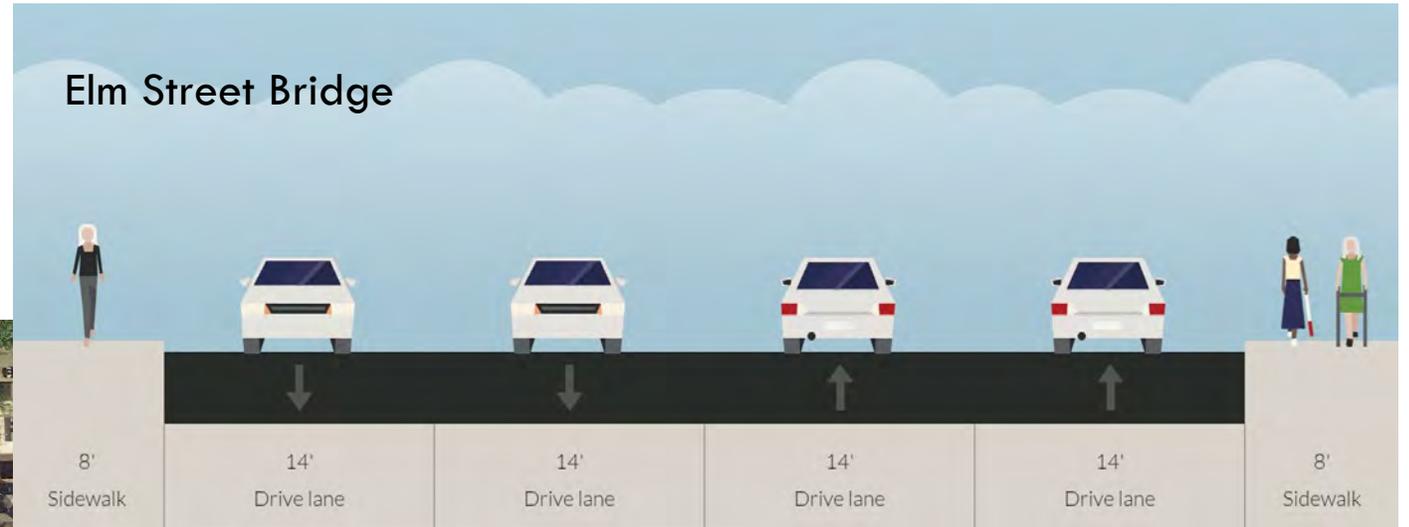
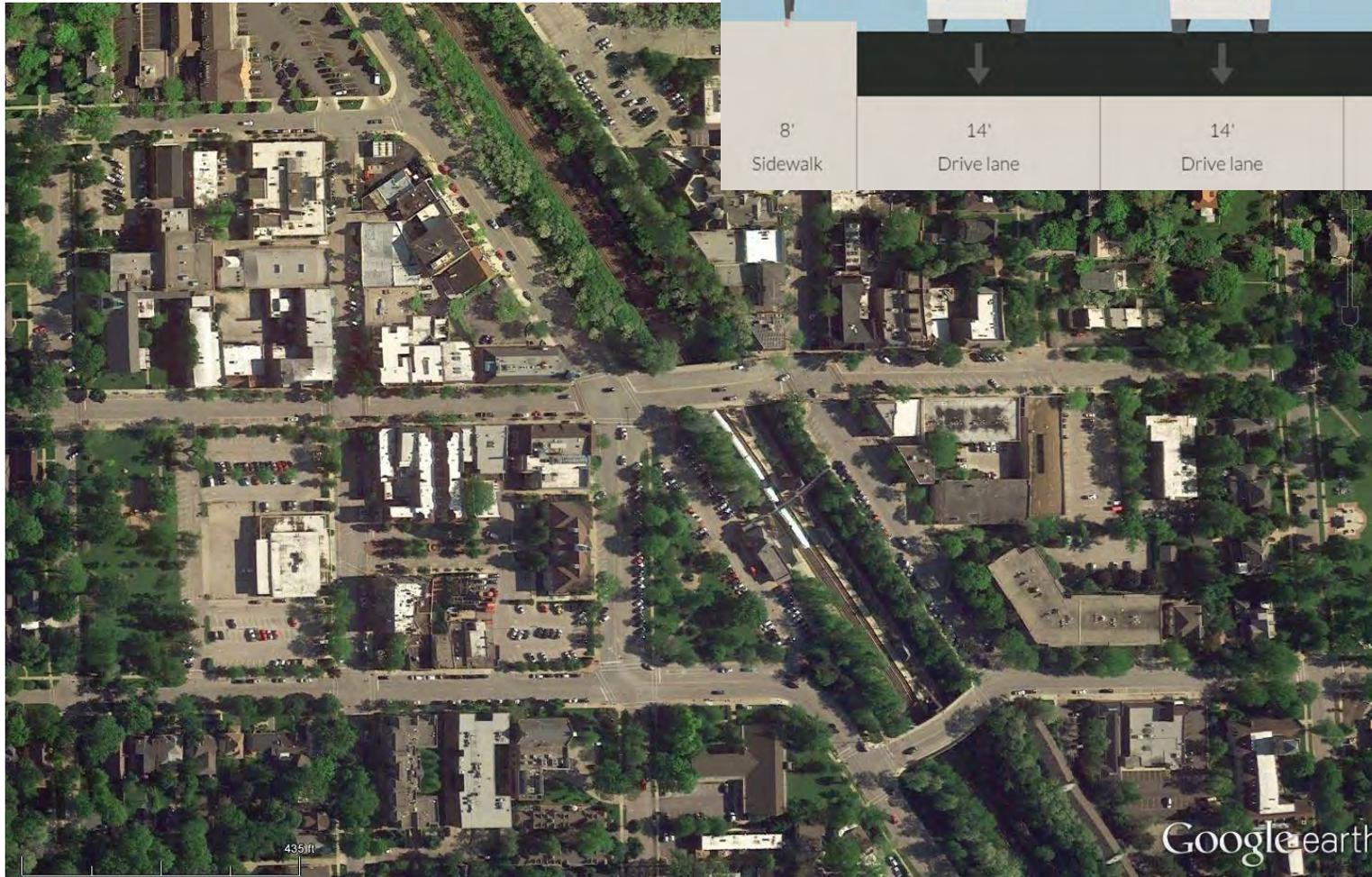
Lack of lighting

Lack of visual cohesion

Difference in business mix

Difference in streetscape “feel”

PERCEIVED BARRIER



SUBJECT AREA: BIKING

Bike facilities

The role of the Green Bay Trail

WHO IS BIKING?

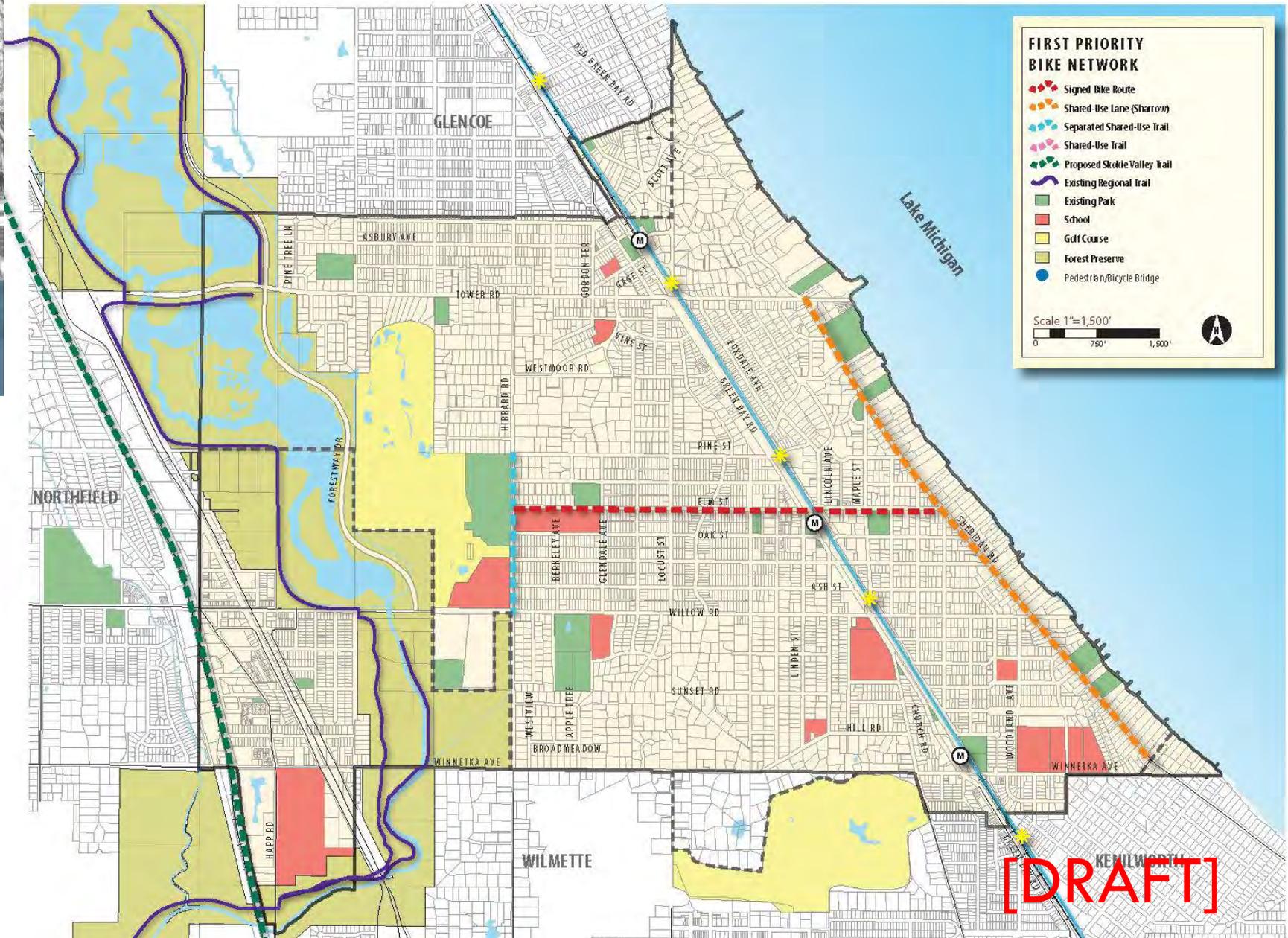
- Is biking in downtown really a priority, or is it just accepted?
- Do Businesses want bike facilities?
- Do Residents want bike facilities?





Winnetka 2020:

“Create an east-west bike trail in Winnetka that would link the two north-south bike routes...”



RELATIONSHIP BETWEEN BIKING AND BUSINESS

City of Chicago Bike Parking Program:

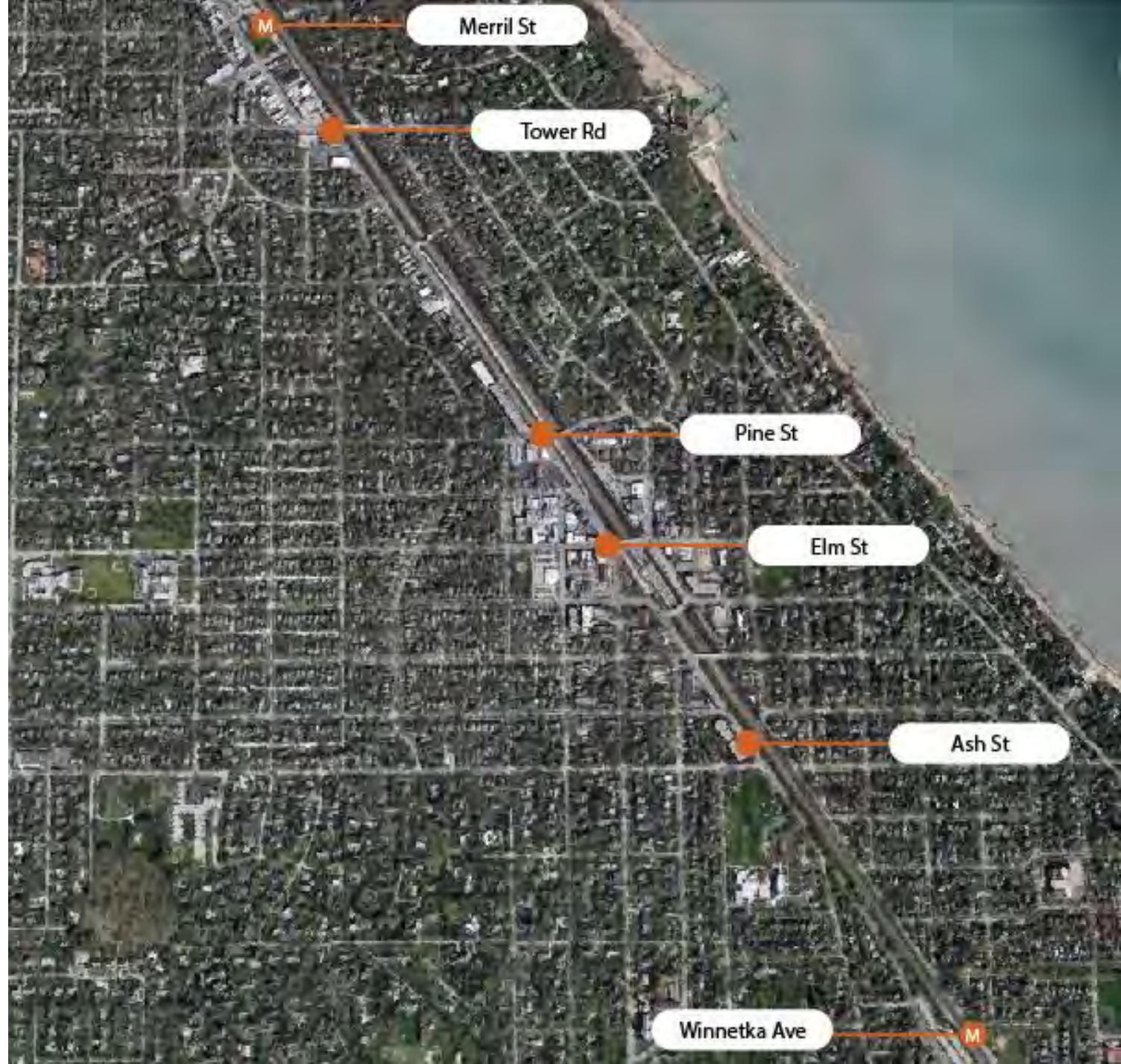
- 84% OF BUSINESS OWNERS strongly agreed or agreed that bike corrals enhance the street and neighborhood for residents and patrons.
- 2/3 OF BUSINESSES SURVEYED said the bike corrals increased foot and bike traffic in the area.



GREEN BAY TRAIL

Today: A 9-mile, multi-use trail.

- What does it actually connect to?
- What is the ridership today?
- What does the Village want to do with it? (Build it into a useful network? Advertise it as part of the Downtown Experience?)
- Is it a destination, or a form of transportation?



DISTRICT ISSUES

Hubbard Woods
Elm Street
Indian Hill

DISCUSSION FOCUS

Establish transportation priorities

Determine how transportation fits into the overall priorities of Winnetka and the priority of districts.

Establish priority users

Establish priority users within each subject category in order to focus recommendations.

Establish scale of recommendations

Discuss some alternatives, and move discussion toward deciding on the level of aggressiveness for the development of recommendations.

HUBBARD WOODS

Parking
Walking
Biking
Gateways

HUBBARD WOODS: PARKING

Parking garage underutilization

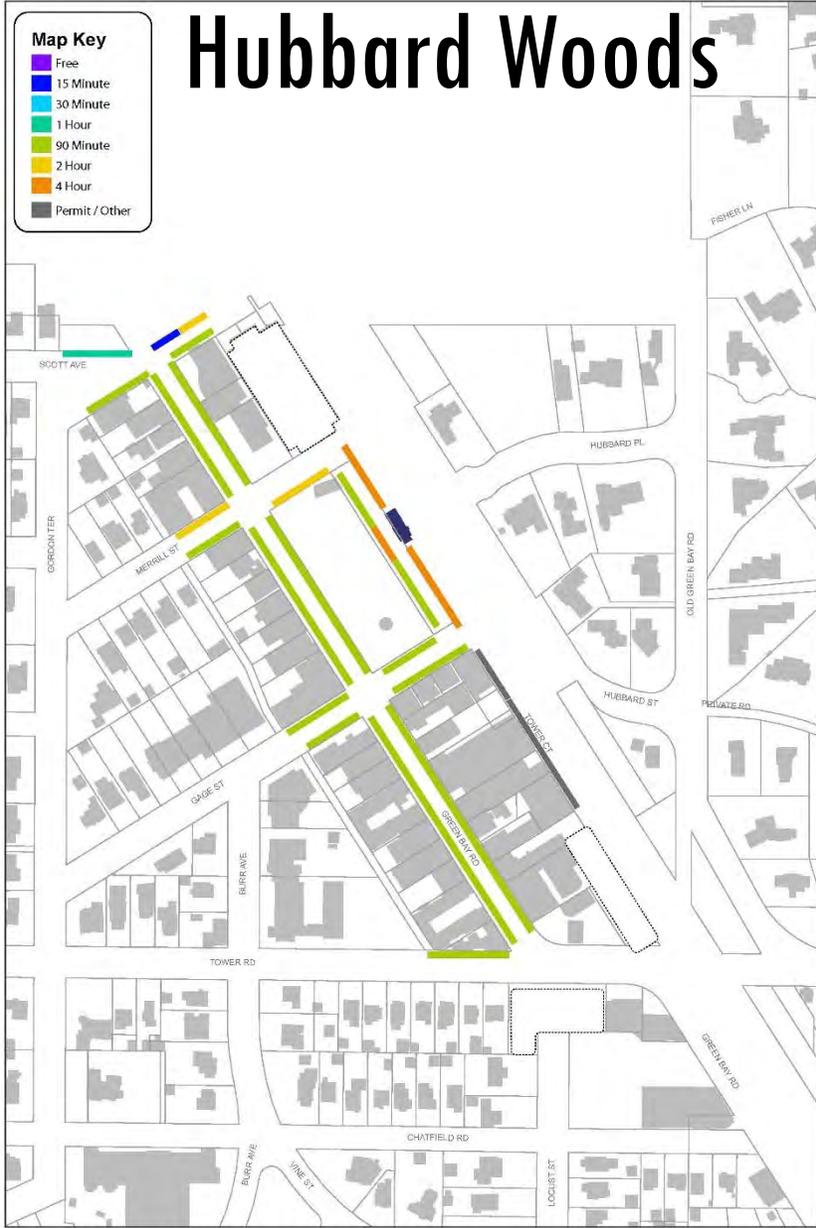
Parking in Hubbard Woods is confusing – both signage and circulation.

The sidewalks are too narrow for desired street life.



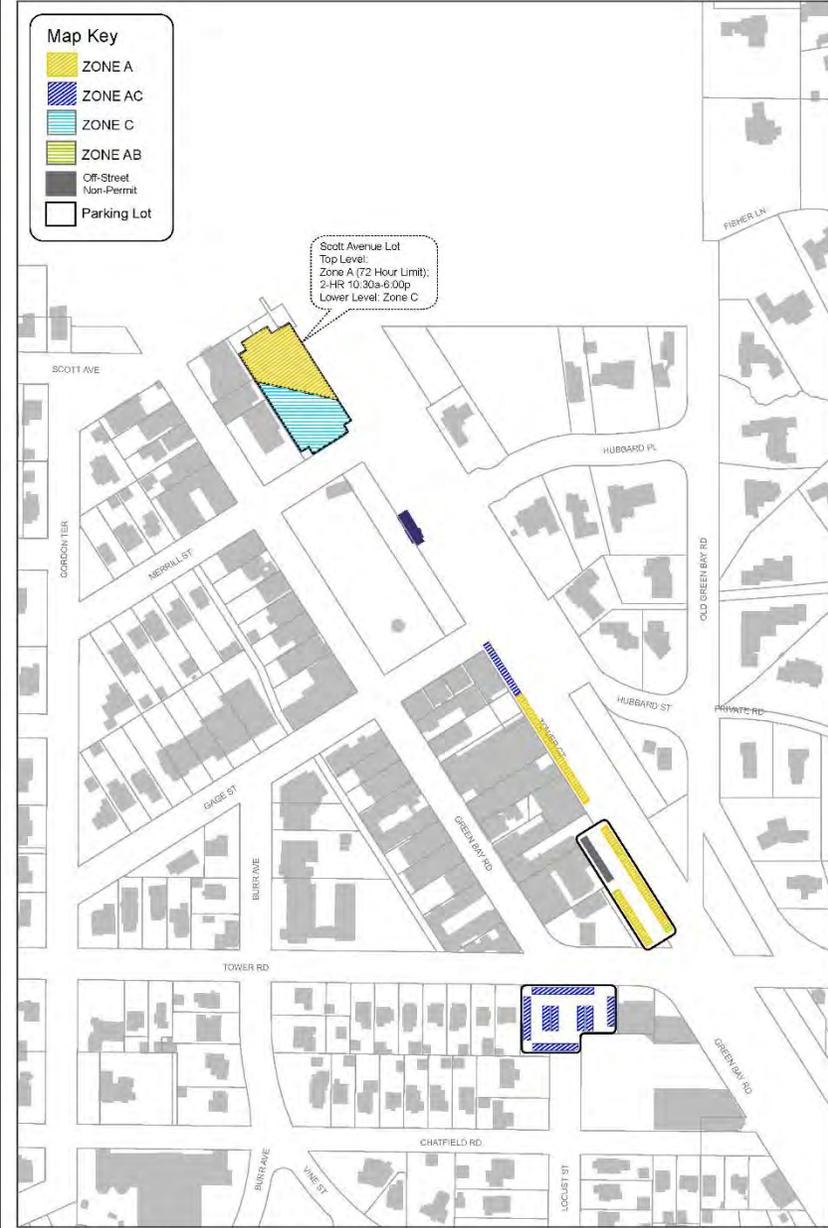
Hubbard Woods

- Map Key**
- Free
 - 15 Minute
 - 30 Minute
 - 1 Hour
 - 90 Minute
 - 2 Hour
 - 4 Hour
 - Permit / Other



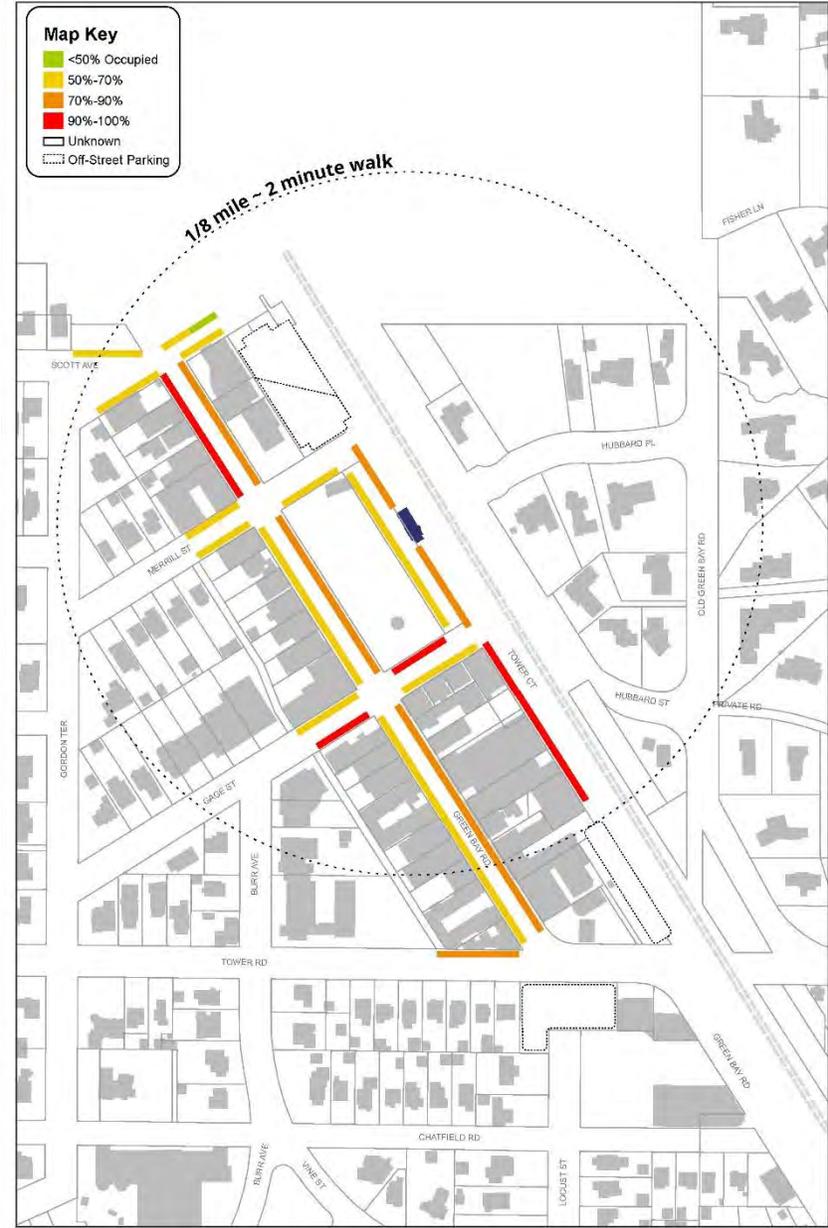
On-Street Parking by Type - Hubbard Woods
Village of Winnetka

- Map Key**
- ZONE A
 - ZONE AC
 - ZONE C
 - ZONE AB
 - Off-Street Non-Permit
 - Parking Lot



On- and Off-Street Permit Parking - Hubbard Woods
Village of Winnetka

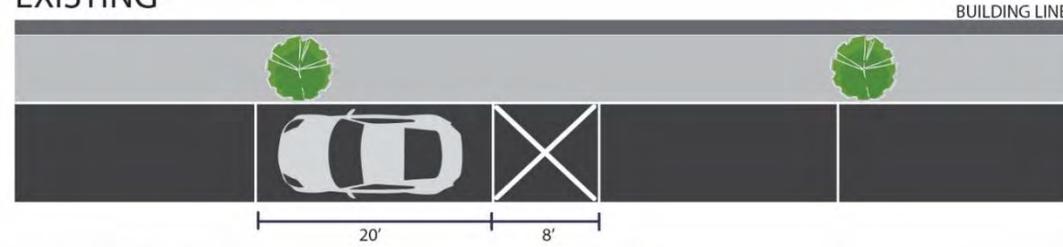
- Map Key**
- <50% Occupied
 - 50%-70%
 - 70%-90%
 - 90%-100%
 - Unknown
 - Off-Street Parking



On-Street Parking Occupancy (Public and Permit) - Hubbard Woods
Village of Winnetka



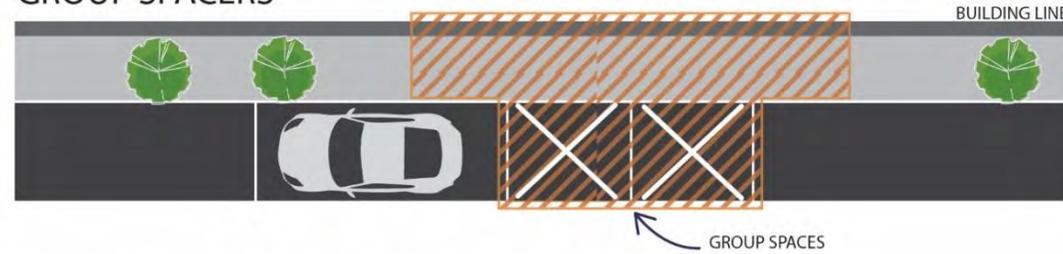
EXISTING



ACTIVATE SPACER



GROUP SPACERS



ALTERNATIVE USE FOR STALL



Two options:

- More regulation of sidewalk space
- Create more space

*Slide does not reflect specific recommendation for Winnetka; Alternatives represent a broad range of options for discussion.

HUBBARD WOODS: WALKABILITY

Making the park more connected and family / event friendly

- Vehicle circulation around the park
- Pedestrian connectivity to the park
- Bicycle amenities sufficient for events

Alternatives:

- Signalize Merrill Street Intersection
- Consider midblock crossing between Merrill Street and Gage Street
- Provide raised sidewalk connection to Metra Station.
- Reduce Tower Ct lanes to create curb bump-outs (N→S)
- Reverse circulation direction of the park
- Garage access for vehicles only from Scott Ave



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ELM STREET

Parking
Walking
Biking
Gateways

ELM STREET: PARKING

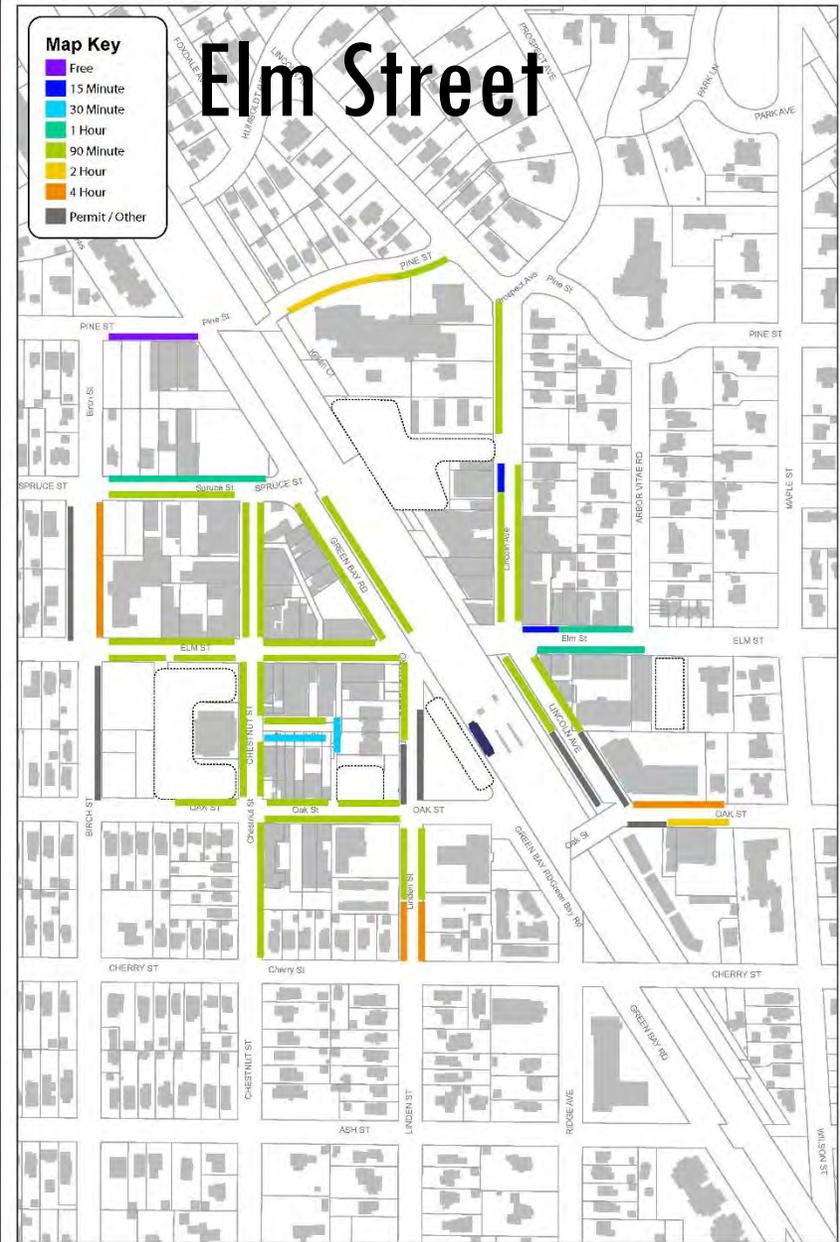
Balance of Commuter/Employee
Parking

Advantages and disadvantages of
parallel or diagonal parking



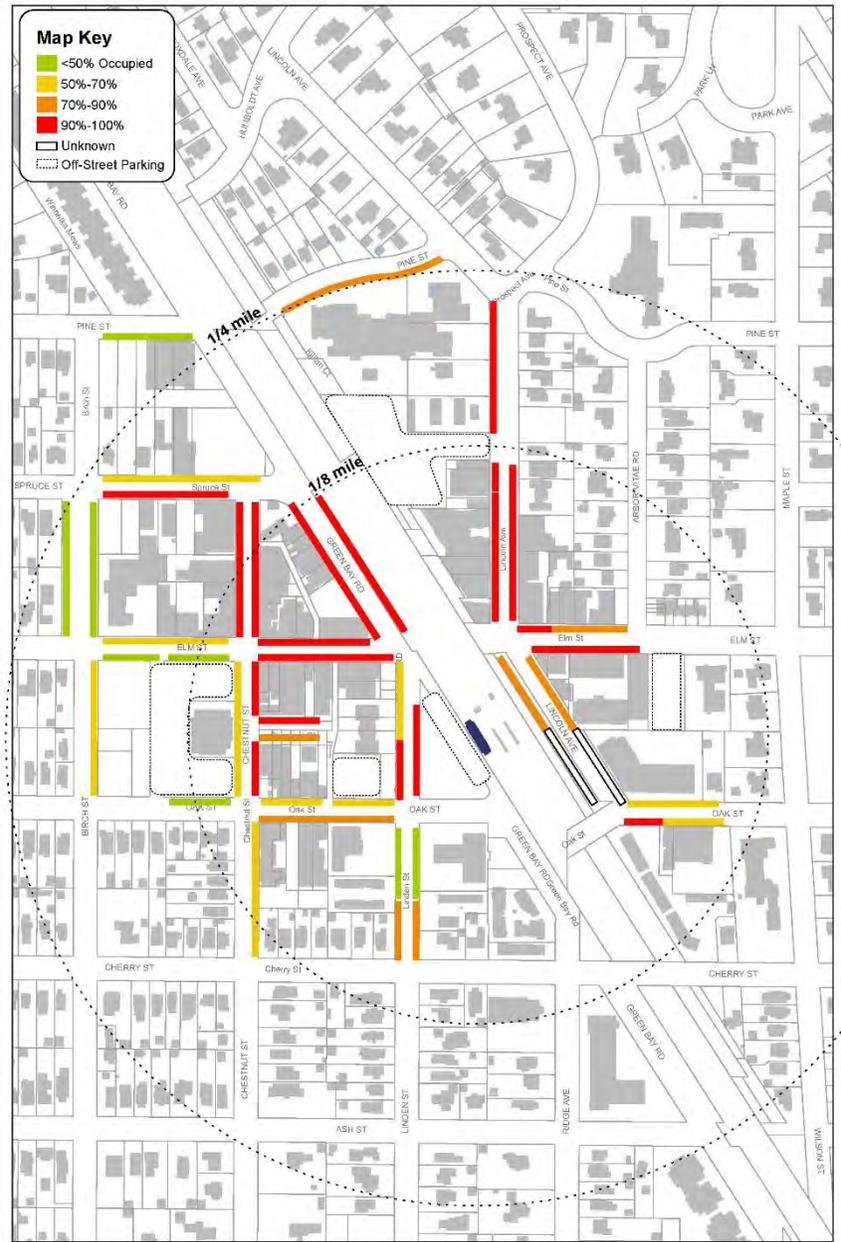
Elm Street

- Map Key**
- Free
 - 15 Minute
 - 30 Minute
 - 1 Hour
 - 90 Minute
 - 2 Hour
 - 4 Hour
 - Permit / Other



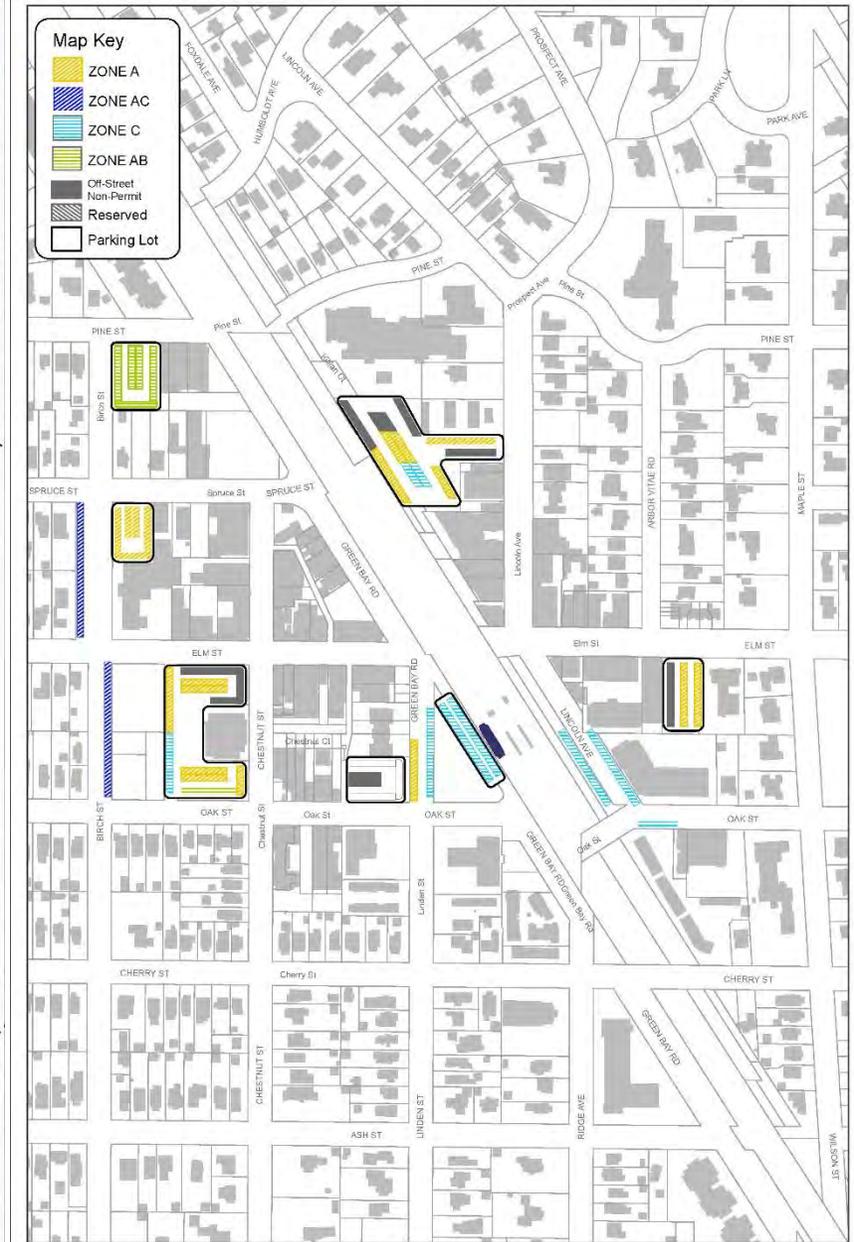
On-Street Parking by Type - Elm Street
Village of Winnetka

- Map Key**
- <50% Occupied
 - 50%-70%
 - 70%-90%
 - 90%-100%
 - Unknown
 - Off-Street Parking

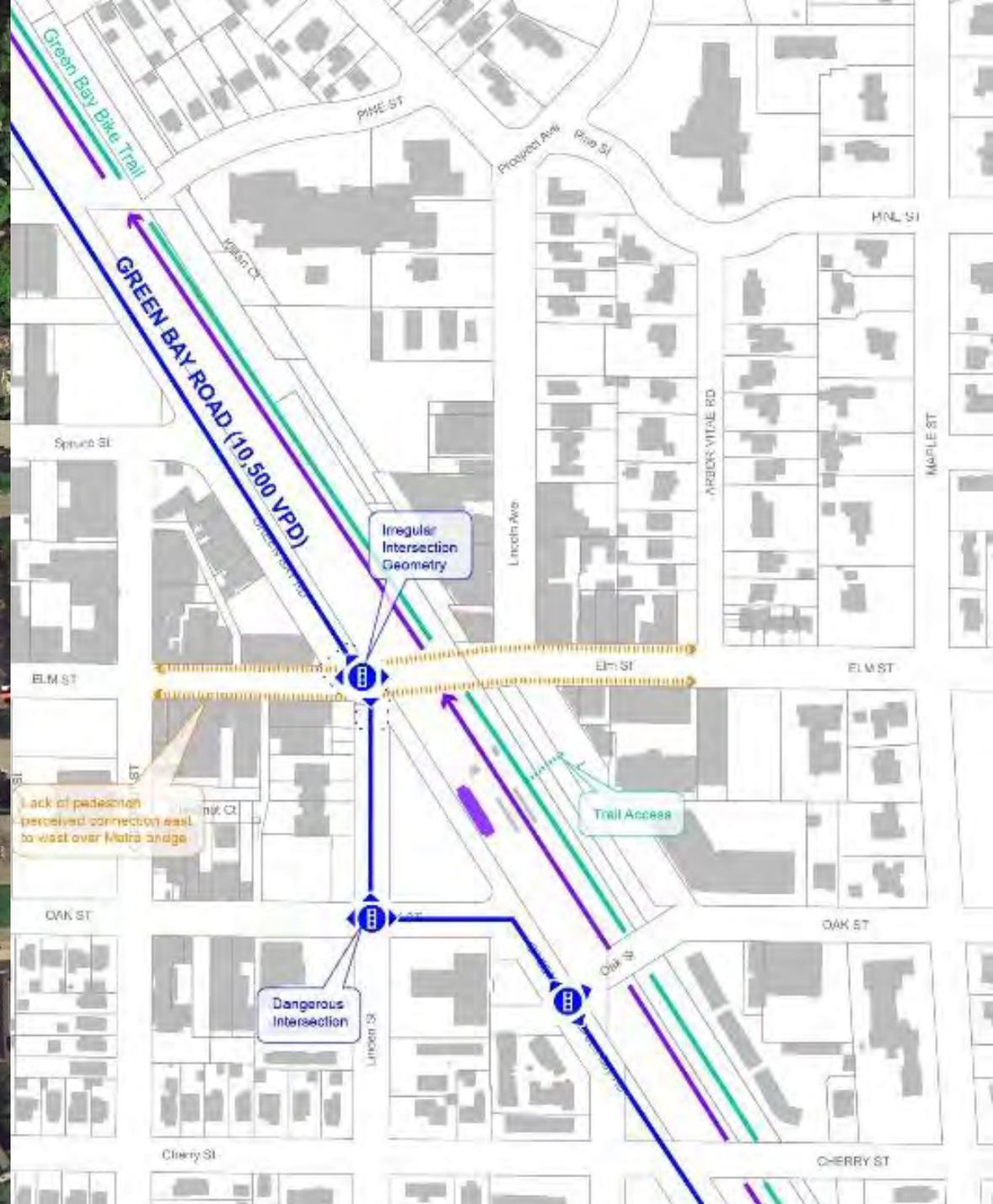


On-Street Parking Occupancy (Public and Permit) - Elm Street
Village of Winnetka

- Map Key**
- ZONE A
 - ZONE AC
 - ZONE C
 - ZONE AB
 - Off-Street Non-Permit
 - Reserved
 - Parking Lot



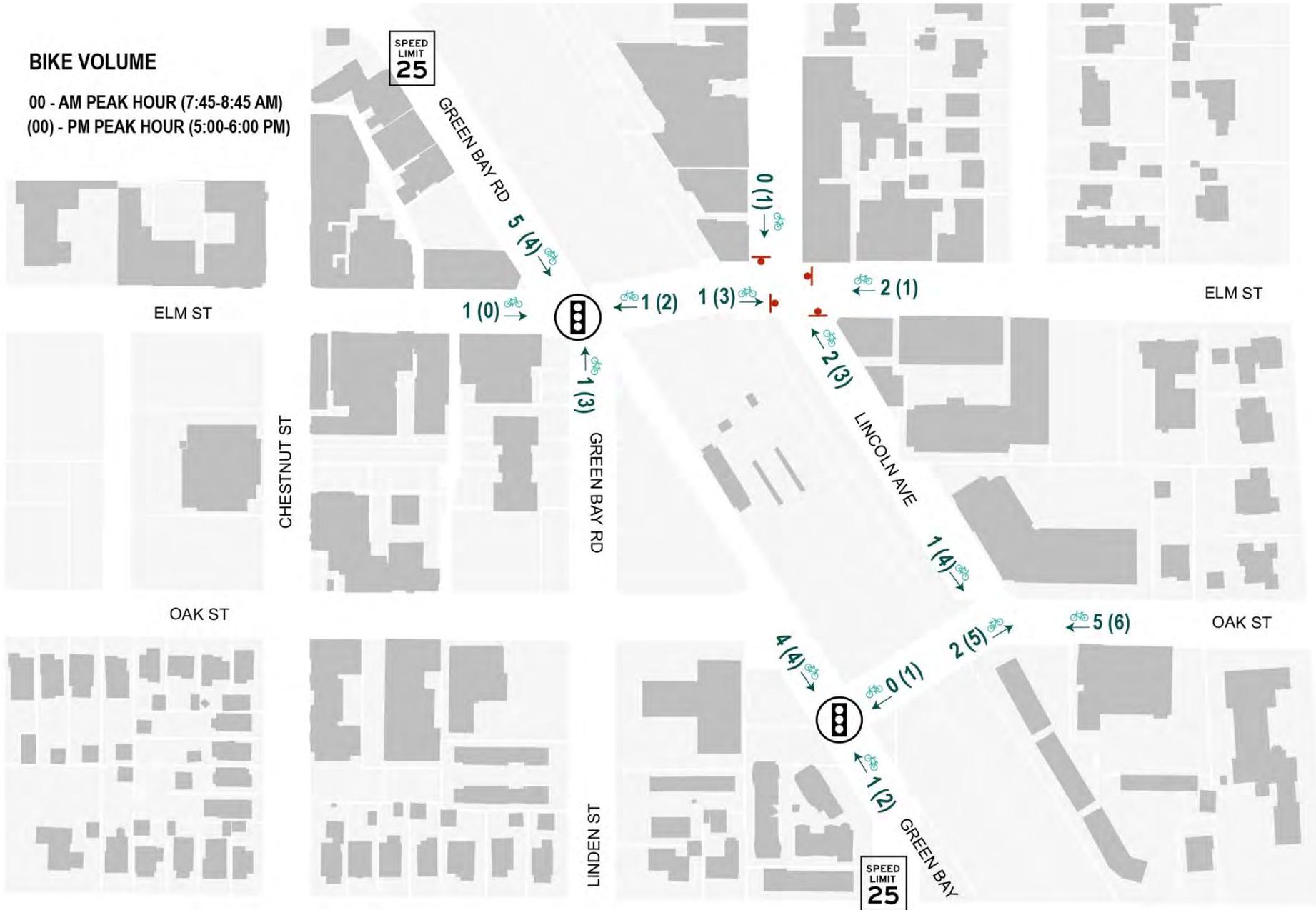
On- and Off-Street Permit Parking - Elm Street
Village of Winnetka



BIKE VOLUME

00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (5:00-6:00 PM)



WHO IS BIKING?

- If you build it they will come...
- Is biking in downtown really a priority, or is it just accepted?

ELM STREET SECTION

Link East and West Elm to create a cohesive district.

- Reduce lane width on Bridge to provide space for additional landscaping / sidewalk width
- District Wayfinding
- Continue decorative paver material across bridge

Provide East-West bike connection.

- Proposed bike facility may not be safest design for Elm Street
- On-street facility could help to visually link Elm Street across Bridge (may require reconfiguring parking on East side of Metra)

West of Green Bay Road



East of Green Bay Road



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GREEN BAY ROAD @ ELM STREET



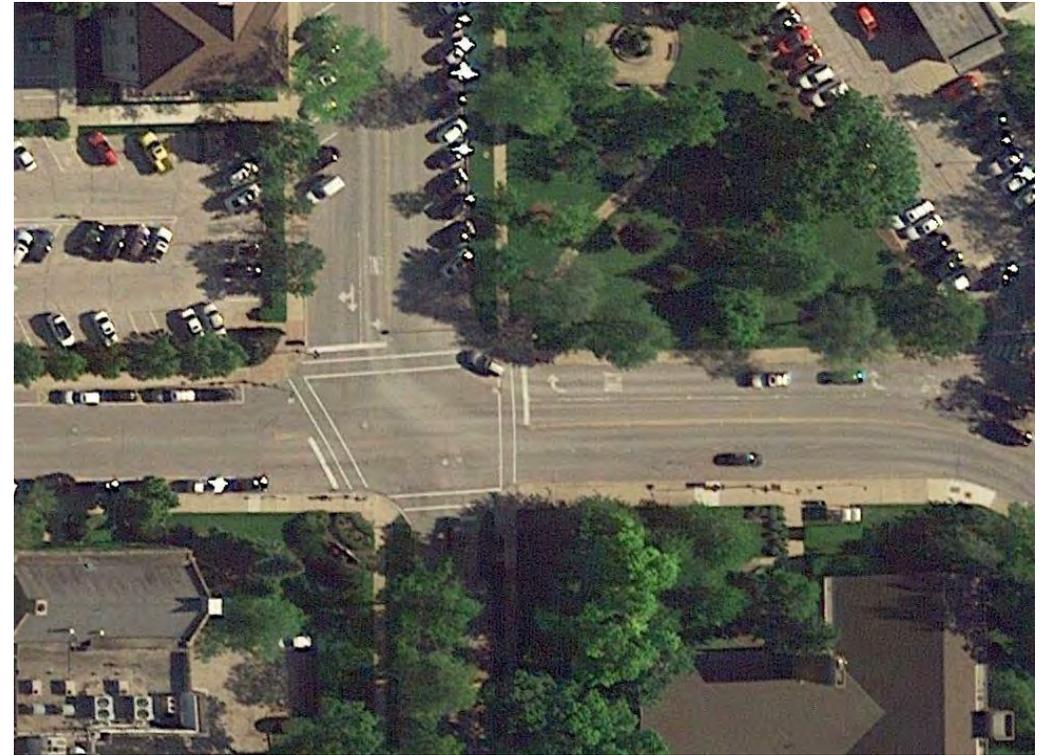
- Crossing Distance 50-80ft, unprotected
- No midblock connection to Metra
- Metra Parking lot at intersection; turning conflicts
- Lane increase crossing Elm Street Bridge
- Large turning radius in all directions
- Provide midblock connection to Metra Station
- Reduce crossing distance using bulb-outs

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Alternatives represent a broad range of options for discussion.

GREEN BAY ROAD @ OAK STREET



*Slide does not reflect specific recommendation for Winnetka;
Alternatives represent a broad range of options for discussion.



- High turning volumes/pedestrian conflicts
- Skewed intersection poses longer crossing distance
- Excess capacity
- One lane to two-lanes crossing intersection

INDIAN HILL

Parking

Walking

Biking

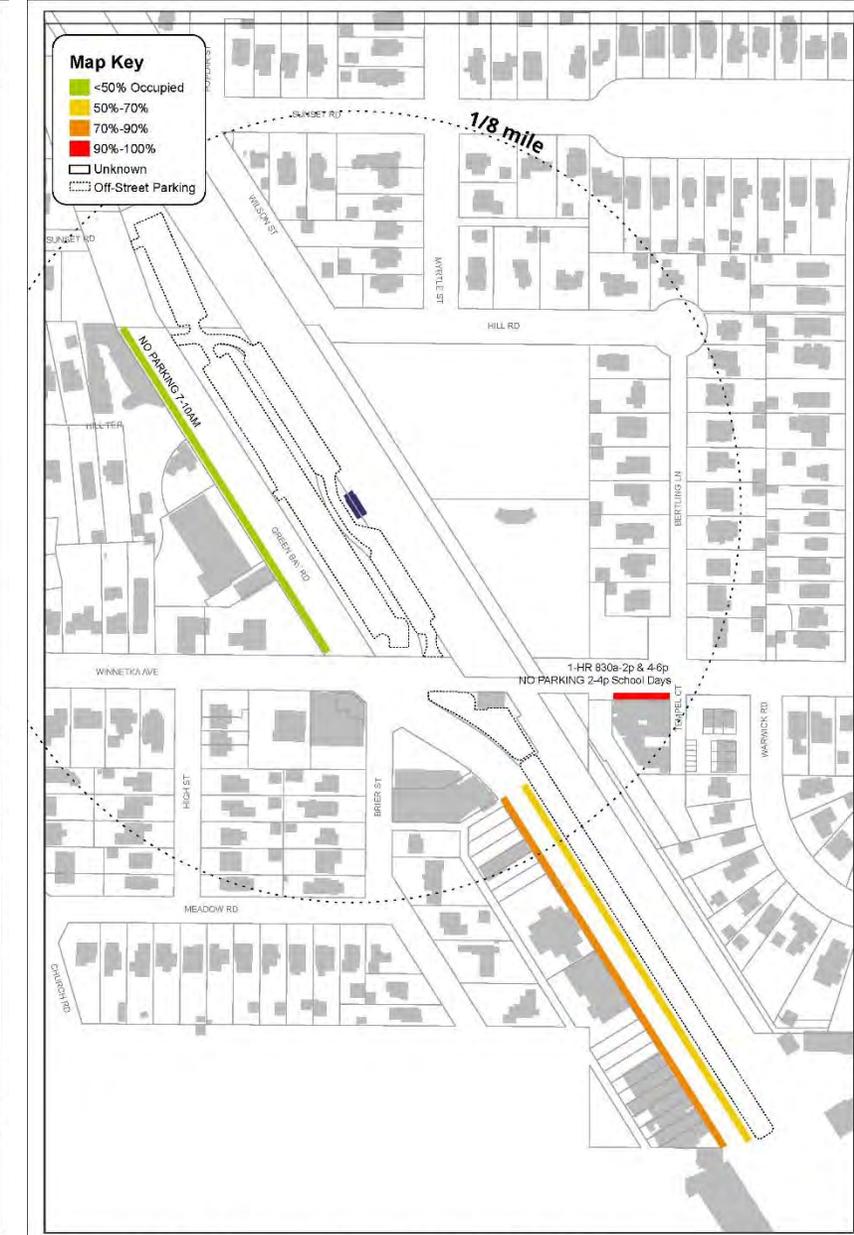
Gateways



On-Street Parking by Type - Indian Hill
Village of Winnetka



On- and Off-Street Permit Parking - Indian Hill
Village of Winnetka



On-Street Parking Occupancy (Public and Permit) - Indian Hill
Village of Winnetka

NEW TRIER PARKING ALTERNATIVES

Stay the same

- Secondary economy is working...

Build a garage

- \$25-30,000 per space
- Operations and security
- Summer use?
- Uses large developable lot adjacent to a Metra Station.

Provide additional circulators to the Northfield Campus

- Works within the existing built parking. What is the parking supply there?
- More incentive for students parking remotely/carpooling?

Provide On-street parking on nearby residential streets.

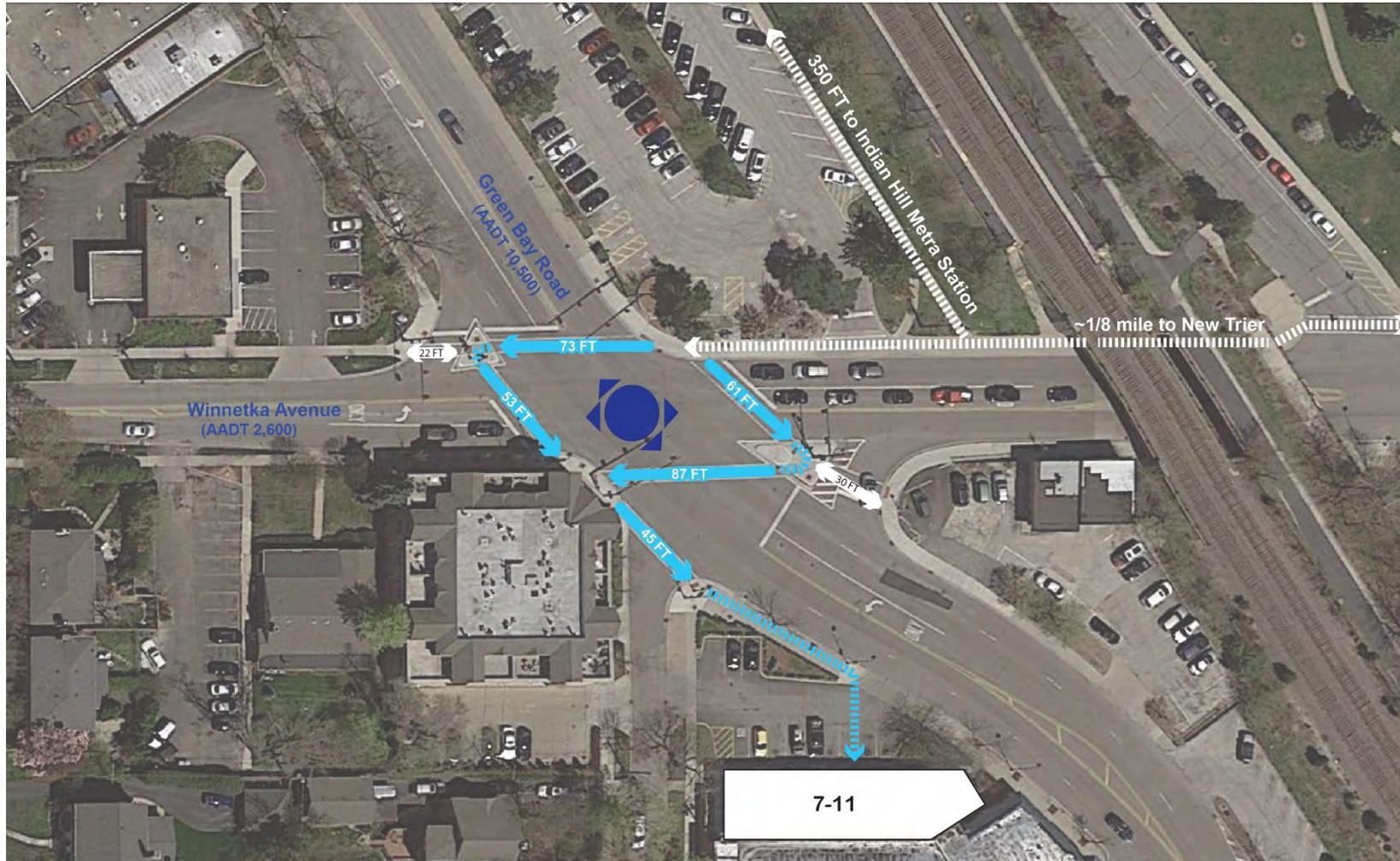
- Find spaces with less impact on nearby residents - “creative solution”
- Potential to regulate with individual stall striping

NEW TRIER PARKING ALTERNATIVES



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GREEN BAY ROAD @ WINNETKA AVENUE



Intersection Improvement Alternatives to Explore:

- Install Speed table / raised crosswalk crossing Green Bay Road right-turn lanes.
- Install pedestrian refuge islands for pedestrians crossing Green Bay Road
- Install raised pedestrian crossing on Brier Street.

*Slide does not reflect specific recommendation for Winnetka; Alternatives represent a broad range of options for discussion.

GATEWAY: GREEN BAY ROAD IN INDIAN HILL

Green Bay Rd



THANK YOU

**Sam
Schwartz**
*Transportation
Consultants*