

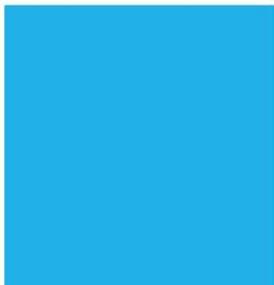
Final Report

Parking Study

Village of Lake Bluff, Illinois



June 2014



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Parking Consultants
Planners
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Parking Consultants Planners

June 18, 2014

Mr. Drew Irvin
Village of Lake Bluff
40 E. Center Avenue
Lake Bluff, IL 60044

Dear Mr. Irvin,

Rich & Associates is pleased to present this Parking Study to the Village of Lake Bluff. The analysis summarizes the findings of our field work, analysis process, community surveying and input obtained from individual and public meetings. This process represents an important building block in overall planning for Lake Bluff's future.

We would like to acknowledge and thank the City Staff and Community Stakeholders for their time and assistance in the development of this document through participation in meetings, interviews and completion of surveys. The valuable input of these individuals has led to a sound and comprehensive parking analysis.

The parking analysis can be summed up as a group effort, drawing on a variety of professional and local perspectives to develop a comprehensive and articulate set of recommendations for the downtown parking. The analysis identifies a number of operational and management recommendations designed to enhance the efficiency of the existing parking system.

We hope that this parking analysis meets with your approval and we look forward to continuing our relationship in assisting the Village of Lake Bluff with its future endeavors regarding parking. Please feel free to contact Rich & Associates at your convenience to address any questions implementing the recommendations or to be of further assistance.

Sincerely,

Annaka Norris
Project Manager
Rich and Associates, Inc.
248-353-5080

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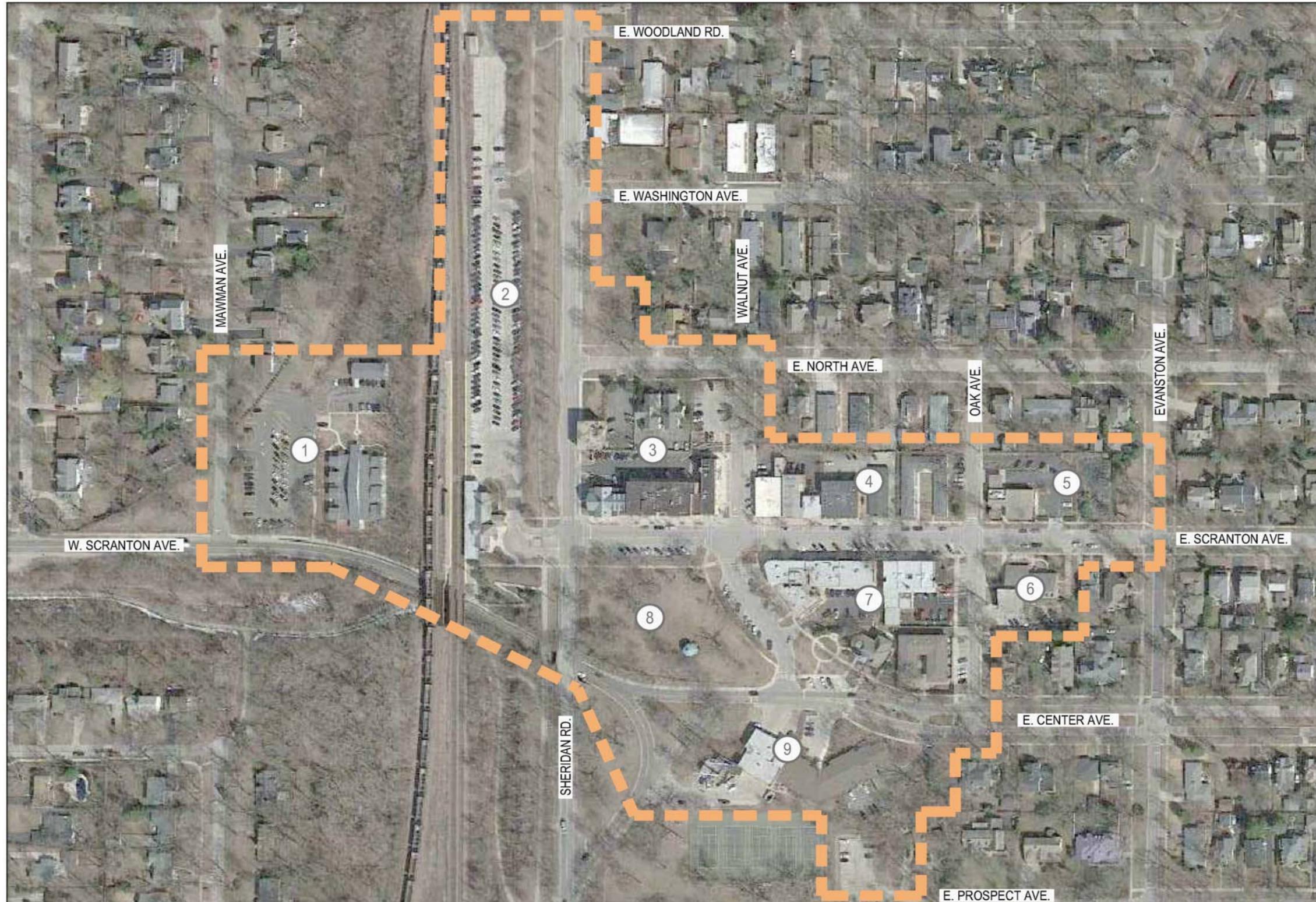
Overview

This study prepared for the Village of Lake Bluff, IL serves to examine the downtown's existing parking system from both a qualitative and quantitative standpoint. The study involves an inventory and review of the existing parking, how it is currently being used and potential future changes to the Central Business District (CBD). A number of issues were examined including operations, current parking demand, development scenarios, and future parking needs.

For this study, Rich & Associates initiated the process with a field study and interviews. Data collected as background material was analyzed using methods that involve statistical analysis and survey feedback from user groups. The study drew on standards developed by the Institute of Transportation Engineers (ITE) and the Urban Land Institute (ULI), which were modified according to the survey results from Lake Bluff in order to suit the unique circumstances present in the Downtown.

Study Area

The study area, as determined by Lake Bluff, is illustrated in **Map 1**, located on **page 2**. Several factors were evaluated such as the parking conditions, parking supply and parking activity in the roughly nine block study area. Areas outside of the study boundaries were examined for parking supply opportunities and potential impacts on parking.



PARKING STUDY
FOR
THE VILLAGE OF LAKE BLUFF
Lake Bluff, Illinois

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LEGEND:
BLOCK NUMBER
— STUDY AREA

BLOCK FACE KEY PLAN:
A
D # B
C

Sheet Title:
PARKING STUDY AREA

File No.	1407
Scale	NTS
Date	05-27-2014
Checked By	ALN

MAP Number:
MAP 1

Parking Supply

Field work entailed a review of the buildings and parking within the study area. **Table A** summarizes the existing parking supply. There are a total of 620 parking spaces in the study area. Of these spaces, 130 are on-street and 314 are off-street public spaces, and 176 private off-street spaces.

Table B on **page 4** is a detailed listing of parking supply by block. The list includes the type of space and duration or restrictions. A spatial view of the parking supply is illustrated on **Map 2** located on **page 5**. In cases where stalls were not marked, the number of parking spaces was estimated.

The Village of Lake Bluff manages and controls 72 percent of the parking in the study area. Based on Rich & Associates’ experience and best practices, it has been found that to successfully manage municipal parking in small downtowns it is especially desirable for the municipality to have control of at least 50 percent of the supply. This allows the municipality to effectively manage the parking in terms of allocation, reaction to changing demand, market pricing, and allows the parking to be enforced with greater efficiency.

Though the Village controls 72 percent of the available parking, not all of this parking is available for general use. Commuter parking accounts for 194 spaces of the parking supply listed as public parking. Anyone can technically park in the 119 (including barrier free spaces) metered commuter spaces in the east Train lot, except for 22 overnight permit parking spaces along the tracks at the north end of the lot. The other 53 commuter spaces are located in the Mawman Avenue lot and are signed permit parking (8 of these spaces are overnight permit). The Artesian Park lot in block 9 is owned and controlled by the Park District, though this lot of 30 spaces is technically public parking. This lot is often full during early evenings in the late spring and early summer during baseball season, but otherwise is normally about 35 percent occupied during the week based on Village Staff observations.

The limited availability of the commuter and Artesian Park spaces makes it important to view the consequences of removing these spaces from the amount of publicly controlled parking within the study area. This reduces the amount of public parking to 220 spaces or 35 percent. This places Lake Bluff below the benchmark of managing and controlling 50 percent of the parking in the study area.

Table A
Parking Supply Summary

On-Street Parking Totals	130 (21%)
Off-Street Public Parking Totals	314 (51%)
	444
Public Parking Totals	444 (72%)
Off-Street Private Parking Totals	176 (28%)
Total Parking in Study Area	620

**Table B
Parking Supply**

Block >	1	2	3	4	5	6	7	8	9	TOTALS
On-Street										
Barrier Free						1	2			3
15 Min			5				1			6
30 Min						3				3
2 Hour			11	16	6	2	37	24		96
2 Hour compact				3						3
4 Hour							8			8
Unrestricted				8		3				11
										130
Off-Street										
Public										
CBD Permit & Public		35								35
Overnight Permit	8	22								22
CBD Permit/4 hr			18							18
Public			10						33	43
Commuter Pay & Display or Permit	45	113								166
Public Reserved						7			13	20
Barrier Free		6	1			1			2	10
										314
Private										
Private/Reserved	22		43	35	38		33			171
Barrier Free	1		2		1		1			5
										176
Summary										
	76	176	90	62	45	17	82	24	48	620
Source: Rich and Associates Fall 2013										



PARKING STUDY FOR THE VILLAGE OF LAKE BLUFF

Lake Bluff, Illinois

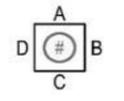


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LEGEND:

- # BLOCK NUMBER
- STUDY AREA
- OFF STREET PARKING**
- PRIVATE
- PUBLIC
- BARRIER FREE
- ON STREET PARKING**
- BARRIER FREE
- 15 Min.
- 30 Min.
- 2 Hr.
- 4 Hr.
- UNRESTRICTED
- C = COMPACT
- RES. = RESERVED

BLOCK FACE KEY PLAN:



Sheet Title:

PARKING SUPPLY

File No.	1407	
Scale	NTS	
Date	05-27-2014	
Checked By	ALN	

MAP Number:

MAP 2

Turnover and Occupancy Study

A turnover and occupancy study of the majority of the public and private parking within the study area was completed Thursday, November 6, 2013 from 9:00 am to 7:00 pm. The turnover and occupancy study was an observation of both public and private, on-street and off-street parking spaces in the study area. The goal with this study is to observe a large portion of the parking supply. Not every space is counted so the number of spaces observed does not match the total number of spaces in the parking supply. There were a total of 14 on-street spaces outside of the study area that were observed during this study. These spaces were included in the observations to determine if there was a spillover of parkers into the residential areas during peak times. This only occurred during the special event count and was minimal.

The number of parking spaces occupied was observed during each two-hour circuit. The turnover portion of the analysis, where license plate numbers were recorded, applied to on-street parking spaces with two hour time limits or less to determine how long specific vehicles remained parked in the same on-street space. The turnover information also yields occupancy results for the parking area and therefore for each circuit a composite occupancy can be derived. Turnover is an indicator of how often a parking stall is being used by different vehicles throughout the course of the day.

Occupancy is an important aspect of parking because it helps us to understand the dynamic of how parking demand fluctuates throughout the day. Overall, the occupancy data is used to calibrate the parking demand model. The results for the occupancy counts are separated by on-street vs. off-street and public vs. private parking (**Graph 1** on **page 8**). Occupancy summary results can be found in **Table C** on the following page.

Likewise, the occupancy can be used to illustrate how parking demand is impacted by events in the downtown area. Occupancy counts were taken in the study area on an hourly basis during the morning of a Farmers Market on September 27, 2013. The total number of spaces observed is not an exact match to the full turnover and occupancy count. This special event count was mainly to observe the effects of the Farmers Market on customer and visitor parking in the study area. The majority of the parking was observed though not all spaces were included. This was not a peak time for the Farmers Market, though Rich & Associates was able to observe the impact of parking during a special event. Village staff has reported the number of attendees during the summer is normally larger than the number of attendees near the end of the season, and parking demand would be correspondingly greater.

Occupancy

The detailed occupancy counts from the turnover and occupancy analysis on Thursday, November 6, 2013 can be found in **Table E** on **page 9**, with a spatial representation of the peak occupancy on **Map 3** on **page 10**. When analyzing the occupancy numbers, any spaces that are not available for general public use were categorized as private parking. This includes any public spaces that are marked

reserved, such as the library and police spaces. The summary results of the November 6 occupancy are shown in **Table C and D** below and on the following page, with (**Table C**) and without (**Table D**) the commuter lots, artesian lot spaces, 5A on-street, and 6C on-street spaces (221 parking spaces, because the east Train lot CBD permit/public and overnight permit spaces were counted together).

The peak observed occupancy and key points:

- The overall peak observed occupancy was 56 percent and occurred between the hours of 11:00 am and 1:00 pm.
- When all spaces are included (**Table C**) public off-street parking had a higher occupancy rate than the on-street until the last circuit beginning at 7:00 pm.
- On-street parking peaked between 7:00 pm and 9:00 pm with an overall occupancy of 59 percent with and without all spaces included.
- When removing the commuter lots, Artesian Park lot and the on-street parking outside the study area the overall peak occurs between 1:00 pm-3:00 pm and the occupancy drops to 47 percent.
- Parking activity is not being pushed into the residential area.

Table C
Occupancy Summary

Wednesday November 6, 2013

	# of Spaces observed	9:00am - 11:00am	% Occ.	11:00am - 1:00pm	% Occ.	1:00pm - 3:00pm	% Occ.	3:00pm - 5:00pm	% Occ.	5:00pm - 7:00pm	% Occ.	7:00pm - 9:00pm	% Occ.
Public On-Street Totals	148	38	26%	63	43%	71	48%	49	33%	63	43%	87	59%
Public Off-Street Totals	287	165	57%	190	66%	172	60%	179	62%	143	50%	52	18%
Public Combined Totals	435	203	47%	253	58%	243	56%	228	52%	206	47%	139	32%
Private Off-Street Totals	176	75	43%	88	50%	90	51%	89	51%	72	41%	48	27%
Overall Totals	611	278	45%	341	56%	333	55%	317	52%	278	45%	187	31%

Table D
Public Parking Occupancy Summary (study area)
Wednesday November 6, 2013 Without Commuter and Artesian Park Spaces

	# of Spaces observed	9:00am - 11:00am	% Occ.	11:00am - 1:00pm	% Occ.	1:00pm - 3:00pm	% Occ.	3:00pm - 5:00pm	% Occ.	5:00pm - 7:00pm	% Occ.	7:00pm - 9:00pm	% Occ.
Public On-Street Totals	133	38	26%	62	43%	71	48%	49	33%	63	43%	86	59%
Public Off-Street Totals	80	15	19%	26	33%	20	25%	18	23%	23	29%	23	29%
Public Combined Totals	213	53	25%	88	41%	91	43%	67	31%	86	40%	109	51%
Private Off-Street Totals	176	75	43%	88	50%	90	51%	89	51%	72	41%	48	27%
Overall Totals	389	128	33%	176	45%	181	47%	156	40%	158	41%	157	40%

Graph 1

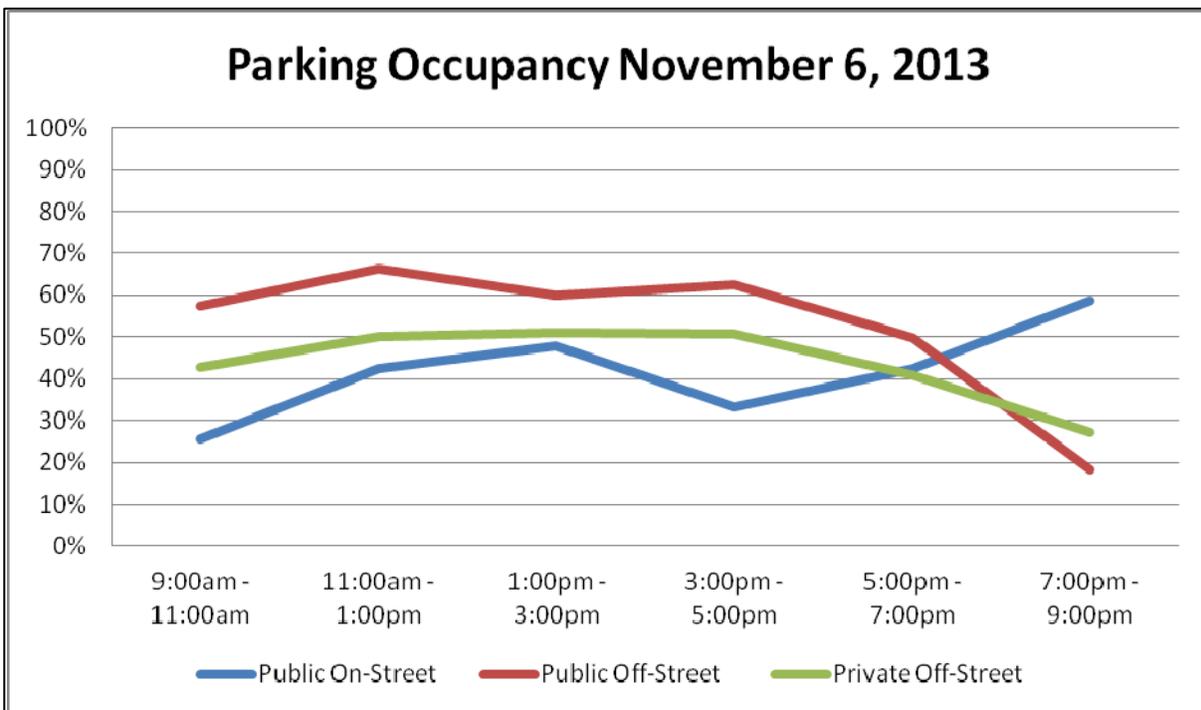
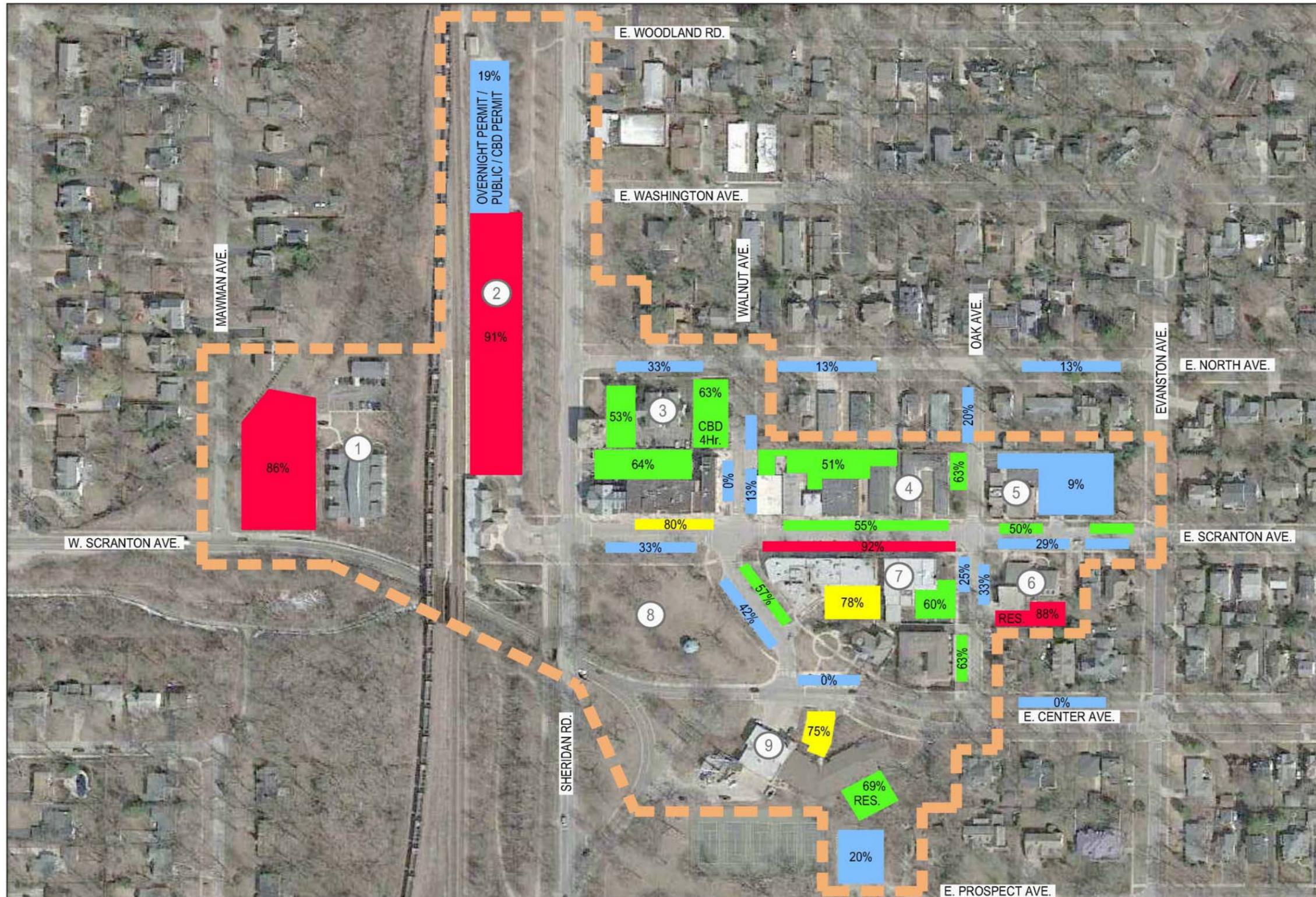


Table E
Occupancy Wednesday November 6, 2013

Block #/Face	Description	# of Spaces observed	9:00am - 11:00am	% Occ.	11:00am - 1:00pm	% Occ.	1:00pm - 3:00pm	% Occ.	3:00pm - 5:00pm	% Occ.	5:00pm - 7:00pm	% Occ.	7:00pm - 9:00pm	% Occ.
1	Mawman Ave lot	58	37	64%	50	86%	38	66%	47	81%	30	52%	1	2%
2	East train lot metered	119	109	92%	108	91%	109	92%	108	91%	87	73%	27	23%
2	East train lot CBD permit/overnight	57	8	14%	11	19%	9	16%	7	12%	12	21%	9	16%
3	4 hr & Permit - Walnut lot	19	7	37%	12	63%	10	53%	9	47%	9	47%	14	74%
3	Private lot (including 10 public spaces)	28	14	50%	18	64%	17	61%	17	61%	11	39%	3	11%
3A	Private lot	17	6	35%	9	53%	7	41%	8	47%	5	29%	1	6%
3A	2 hr on-street	6	2	33%	2	33%	1	17%	1	17%	2	33%	1	17%
3B	15 min on-street	3	0	0%	0	0%	2	67%	0	0%	2	67%	2	67%
3C	2 hr & 15 min on-street	5	3	60%	4	80%	3	60%	4	80%	4	80%	4	80%
4	Private lots	35	19	54%	18	51%	20	57%	19	54%	16	46%	9	26%
4A	2 hr on-street	8	0	0%	1	13%	1	13%	0	0%	0	0%	0	0%
4B	2 hr on-street (out of study area)	5	2	40%	1	20%	3	60%	3	60%	3	60%	3	60%
4B	Public currently used as private on-street	8	6	75%	5	63%	8	100%	6	75%	6	75%	6	75%
4C	2 hr on-street	11	2	18%	6	55%	8	73%	2	18%	7	64%	10	91%
4D	2 hr on-street	8	2	25%	1	13%	5	63%	4	50%	5	63%	6	75%
5	PNC lot	39	2	5%	2	5%	3	8%	2	5%	2	5%	0	0%
5A	2 hr on-street (out of study area)	8	0	0%	1	13%	0	0%	0	0%	0	0%	1	13%
5C	2 hr on-street	6	0	0%	3	50%	1	17%	1	17%	1	17%	2	33%
6	Library Staff lot	8	2	25%	7	88%	6	75%	7	88%	5	63%	1	13%
6A	2 hr & unmarked on-street	7	1	14%	2	29%	1	14%	1	14%	2	29%	1	14%
6C	unmarked on-street (out of study area)	6	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
6D	30 min on-street	3	0	0%	1	33%	0	0%	0	0%	1	33%	1	33%
7	Private lot	18	11	61%	14	78%	13	72%	18	100%	15	83%	15	83%
7	Private lot	10	5	50%	6	60%	8	80%	4	40%	5	50%	6	60%
7A	2 hr on-street	24	12	50%	22	92%	17	71%	8	33%	15	63%	21	88%
7B	2 hr & 15 min on-street	4	1	25%	1	25%	2	50%	3	75%	0	0%	3	75%
7B	4 hr on-street	8	5	63%	5	63%	7	88%	6	75%	5	63%	6	75%
7C	2 hr on-street	5	0	0%	0	0%	1	20%	0	0%	1	20%	1	20%
7D	2 hr & 15 min on-street	7	0	0%	4	57%	5	71%	5	71%	5	71%	7	100%
8A	2 hr on-street	12	6	50%	4	33%	7	58%	9	75%	5	42%	9	75%
8B	2 hr on-street	12	2	17%	5	42%	7	58%	2	17%	5	42%	9	75%
9	Artesian Park lot	30	4	13%	6	20%	5	17%	6	20%	3	10%	1	3%
9	Police vehicle spaces	5	5	100%	4	80%	3	60%	4	80%	5	100%	4	80%
9	Police spaces	8	5	63%	5	63%	5	63%	4	50%	2	25%	3	38%
9	Lot in front of Police Station	4	0	0%	3	75%	1	25%	2	50%	2	50%	0	0%
	Totals	611	278	45%	341	56%	333	55%	317	52%	278	45%	187	31%



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RICH & ASSOCIATES

LEGEND:

- # BLOCK NUMBER
- STUDY AREA

PARKING OCCUPANCY

- 85% through 100%
- 75% through 84%
- 50% through 74%
- 0 through 49%

BLOCK FACE KEY PLAN:

Sheet Title:
PEAK OCCUPANCY
Wednesday November 6, 2013
11:00am - 1:00pm
(Study Taken 9:00am - 9:00pm)

File No.	1407
Scale	NTS
Date	05-27-2014
Checked By	ALN

MAP Number:
MAP 3

Special Event occupancy counts were taken on an hourly basis during the morning of a farmers market on September 27, 2013. The first count began at 7:00 am and the last count started at 1:00 pm. Summary occupancy results for the Farmers Market count can be found below in **Table F** and the detailed count can be found in **Table G** on **page 12**. The peak occupancy hour (11:00 am – 12:00 pm) is shown on **Map 3.1** on **page 13**. **Graph 2** is a comparison of the occupancies throughout the day of the public on-street, public off-street and the private off-street parking.

Table F
Occupancy Summary
Farmers Market September 27, 2013

	# of Spaces observed	7:00am - 8:00am	% Occ.	8:00am - 9:00am	% Occ.	9:00am - 10:00am	% Occ.	10:00am - 11:00am	% Occ.	11:00am - 12:00pm	% Occ.	12:00pm - 1:00pm	% Occ.	1:00pm - 2:00pm	% Occ.
Public On-Street Totals	147	47	32%	83	56%	90	61%	111	76%	112	76%	109	74%	94	64%
Public Off-Street Totals	287	129	45%	177	62%	176	61%	188	66%	182	63%	176	61%	164	57%
Public Combined Totals	434	176	41%	260	60%	266	61%	299	69%	294	68%	285	66%	258	59%
Private Off-Street Totals	141	26	18%	40	28%	50	35%	61	43%	68	48%	69	49%	69	49%
Overall Totals	575	202	35%	300	52%	316	55%	360	63%	362	63%	354	62%	327	57%

The occupancy key points:

- The overall peak observed occupancy was 63 percent and occurred between the hours of 11:00 am and 12:00 pm.
- On-street parking peaked at 76 percent between the hours of 10:00 am and 1:00 pm.
- Private off-street parking was underutilized peaking at 49 percent occupancy. This number includes the gated off PNC lot.
- There was a minimal impact to the residential on-street parking from the Farmers Market.
- Though the Artesian Park lot was not utilized by Farmers Market customers on this day, staff observations have noted as many as 12-14 vehicles parking in this lot during peak season.

Graph 2

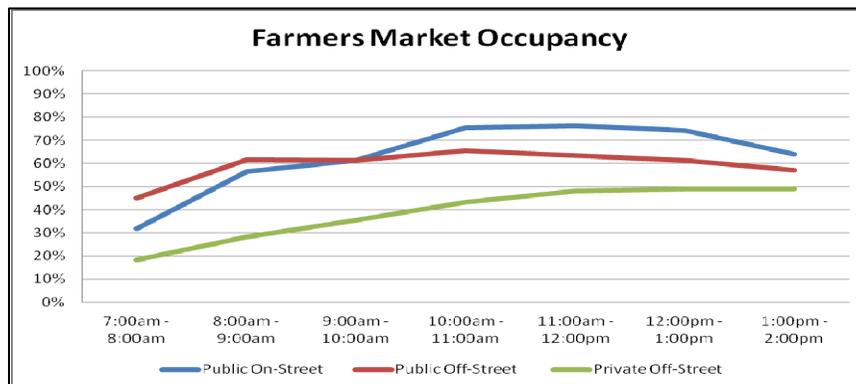
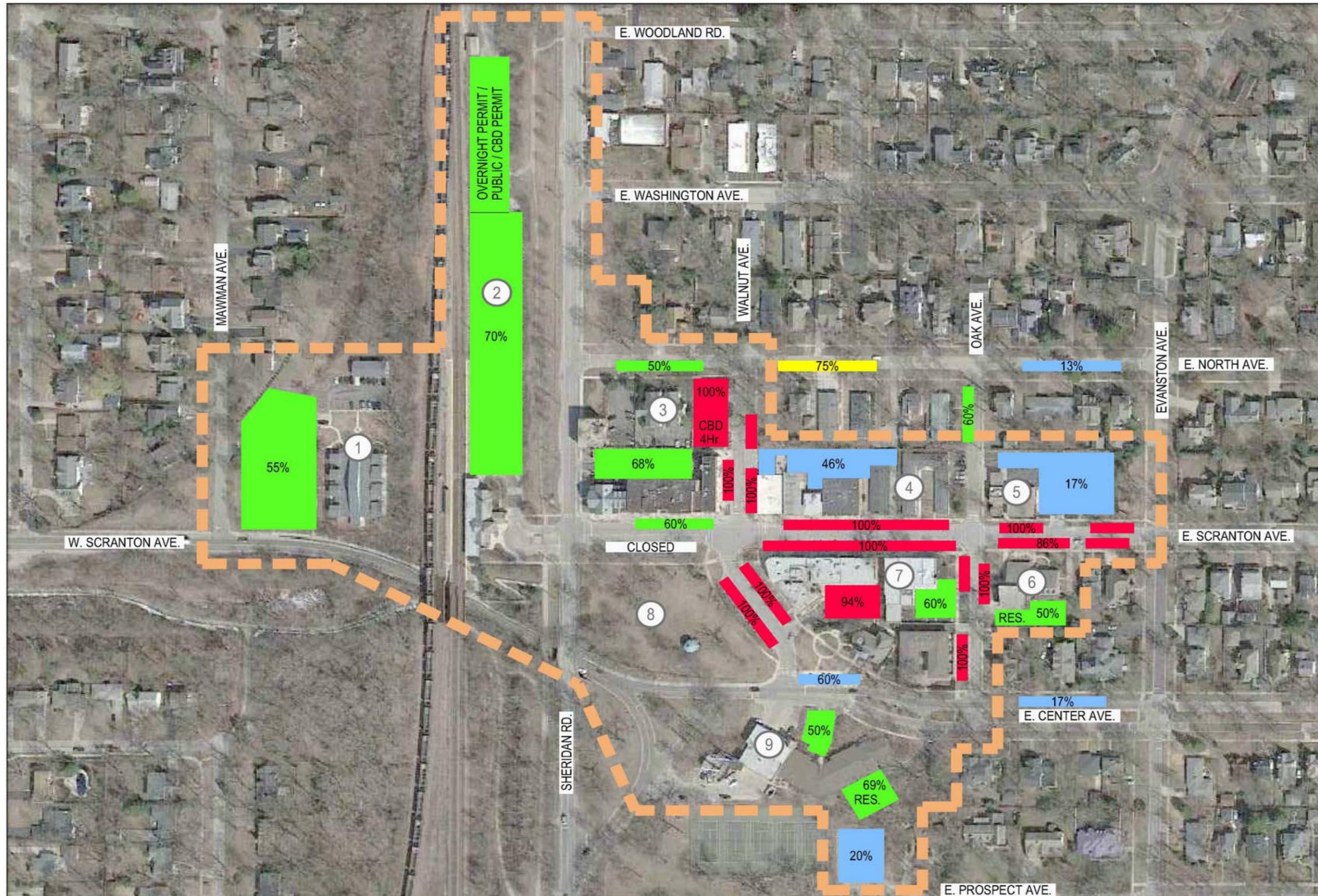


Table G
Lake Bluff, IL
Occupancy Friday September 27, 2013

Block #/Face	Description	# of Spaces observed	7:00am - 8:00am	% Occ.	8:00am - 9:00am	% Occ.	9:00am - 10:00am	% Occ.	10:00am - 11:00am	% Occ.	11:00am - 12:00pm	% Occ.	12:00pm - 1:00pm	% Occ.	1:00pm - 2:00pm	% Occ.
1	Mawman Ave lot	58	30	52%	48	83%	34	59%	31	53%	32	55%	28	48%	27	47%
2	East Train lot metered	176	90	51%	110	63%	117	66%	126	72%	123	70%	120	68%	117	66%
3	4 hr & Permit - Walnut lot	19	4	21%	13	68%	18	95%	19	100%	19	100%	19	100%	15	79%
3	Private lot	28	2	7%	6	21%	18	64%	19	68%	19	68%	19	68%	20	71%
3A	2 hr on-street	6	0	0%	0	0%	1	17%	3	50%	3	50%	2	33%	2	33%
3B	15 min on-street	3	1	33%	2	67%	2	67%	3	100%	3	100%	3	100%	2	67%
3C	2 hr & 15 min on-street	5	3	60%	5	100%	4	80%	5	100%	3	60%	5	100%	4	80%
4	Private lots	35	10	29%	8	23%	6	17%	11	31%	16	46%	16	46%	16	46%
4A	2 hr on-street (out of study area)	8	0	0%	0	0%	6	75%	5	63%	6	75%	7	88%	4	50%
4B	2 hr on-street (out of study area)	5	1	20%	1	20%	1	20%	1	20%	3	60%	4	80%	2	40%
4C	2 hr on-street	11	6	55%	8	73%	11	100%	9	82%	11	100%	10	91%	11	100%
4D	2 hr on-street	8	4	50%	7	88%	8	100%	8	100%	8	100%	8	100%	5	63%
5	PNC lot	39	0	0%	1	3%	2	5%	2	5%	4	10%	4	10%	3	8%
5A	2 hr on-street (out of study area)	8	0	0%	1	13%	1	13%	1	13%	1	13%	0	0%	0	0%
5C	2 hr on-street	6	0	0%	1	17%	5	83%	6	100%	6	100%	5	83%	5	83%
6	Library Staff lot	8	0	0%	1	13%	0	0%	4	50%	4	50%	4	50%	4	50%
6A	2 hr & unmarked on-street	6	0	0%	0	0%	4	67%	4	67%	6	100%	6	100%	4	67%
6C	unmarked on-street (out of study area)	6	0	0%	0	0%	1	17%	3	50%	1	17%	1	17%	1	17%
6D	30 min on-street	3	0	0%	0	0%	2	67%	3	100%	3	100%	2	67%	1	33%
7	Private lot	18	5	28%	15	83%	15	83%	16	89%	17	94%	17	94%	17	94%
7A	2 hr & 15 min on-street	24	10	42%	24	100%	11	46%	24	100%	24	100%	24	100%	24	100%
7B	2 hr & 4 hr on-street	12	6	50%	11	92%	12	100%	12	100%	12	100%	11	92%	10	83%
7C	2 hr on-street	5	3	60%	4	80%	3	60%	5	100%	3	60%	2	40%	3	60%
7D	2 hr on-street	7	6	86%	7	100%	7	100%	7	100%	7	100%	7	100%	7	100%
8A	Closed	12		0%		0%		0%		0%		0%		0%		0%
8B	2 hr on-street	12	7	58%	12	100%	11	92%	12	100%	12	100%	12	100%	9	75%
9	Artesian Park lot	30	4	13%	5	17%	4	13%	8	27%	6	20%	8	27%	4	13%
9	Police spaces	8	4	50%	4	50%	4	50%	4	50%	3	38%	4	50%	4	50%
9	Police vehicle spaces	5	5	100%	5	100%	5	100%	5	100%	5	100%	5	100%	5	100%
9	Lot in front of Police Station	4	1	25%	1	25%	3	75%	4	100%	2	50%	1	25%	1	25%
	Totals	575	202	35%	300	52%	316	55%	360	63%	362	63%	354	62%	327	57%



PARKING STUDY FOR THE VILLAGE OF LAKE BLUFF
Lake Bluff, Illinois

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LEGEND:

- # BLOCK NUMBER
- STUDY AREA

PARKING OCCUPANCY

- 85% through 100%
- 75% through 84%
- 50% through 74%
- 0 through 49%

BLOCK FACE KEY PLAN:

Sheet Title:
PEAK OCCUPANCY
Friday September 27, 2013
11:00am - 12:00pm
(Study Taken 7:00am - 2:00pm)

File No.	1407	
Scale	NTS	
Date	05-27-2014	
Checked By	ALN	

MAP Number:
MAP 3.1

Turnover

Table H is the summary results of the turnover findings. Turnover was only observed in the short term on-street spaces that were signed 2 hour or less. There were 159 vehicles observed parking in the short term on-street spaces between the hours of 9:00 am - 7:00 pm. The majority (85 percent) of the observed vehicles stayed less than two hours. There were 24 vehicles that remained in the same space beyond two hours and of these vehicles four remained in the same space between six and eight hours.

The 24 vehicles observed staying beyond two hours in the same parking space are most likely business owners or employees. Typically it is difficult to get these users to park in the appropriate places without adequate parking enforcement. The recommendations included in this report offer strategies on how to encourage employees of the downtown to park in appropriate places.

Table H

Parking Turnover Summary of 2 hour or less on-street spaces	
Vehicles that remained less than 2 hours	135 (85%)
Vehicles that remained between 2 and 4 hours	10 (6%)
Vehicles that remained between 4 and 6 hours	10 (6%)
Vehicles that remained between 6 and 8 hours	4 (3%)
Total number of vehicles analyzed (9:00 am - 5:00 pm) for turnover	159
Total number of stalls analyzed for turnover	103

Source: Rich and Associates Field Observations

Parking Demand Analysis

Analyses were performed to determine the current and future parking demands and needs for the study area. The data collected and compiled to calculate the parking demand included:

- An inventory of the on-street and off-street parking supplies both public and private.
- Turnover and occupancy studies of public and private on-street and off-street parking areas.
- Block-by-block analysis of land use square footage and type of land use of every building in the study area. Lake Bluff provided a building inventory of the study area and this data was cross referenced with Rich & Associates' field notes regarding use and the number of floors per building to determine appropriate gross floor area for each building.

Parking demand is analyzed on two levels to determine the number of spaces needed. First is a mathematical or hypothetical model of parking demand based on the building gross floor area. The mathematical model multiplies a parking demand generation ratio by the area of specific land uses to derive the number of spaces needed. The second level uses field observations to calibrate the mathematical model and help to establish projected spaces needed.

A point to consider regarding the parking supply is that motorists in general perceive off-street lots or parking areas with occupancies greater than 85 percent to be at capacity (industry standard), depending on the overall supply. When this occurs, motorists will begin to re-circulate to seek more parking, adding to traffic congestion and the drivers' perception that there is no parking available in the downtown.

Table I on page 19 identifies the specific daytime parking generation ratios used to calculate the demand for each block. These ratios are assigned according to the type of land use present in the buildings. The parking generation ratios were established from Rich & Associates previous experience, industry standards, and surveys distributed to managers, business owners, and employees throughout the study area. The surveys (one-on-one and on-line) helped establish how many people were in a given business at various times of the day, how they arrived and how much parking was necessary to support each business type. The participation of the on-line surveys was low, requiring Rich & Associates to rely on previous experience and industry standards in determining the parking generation ratios. These numbers are then validated using the turnover and occupancy data.

The parking generation ratio for each land use type includes an estimate for employees and patrons to that particular land use. The overall effect is that each type of downtown parker, whether an employee, business owner or customer/visitor is accounted for in the demand model for Lake Bluff. Once parking demand has been calculated for both current and future conditions on each block, a comparison with the existing supply is made. The resulting figures are parking surplus or deficit figures for each block.

The parking generation ratios are used in conjunction with information from the Institute of Transportation Engineers (ITE) and the Urban Land Institute (ULI). These two sources are the generally

accepted standards for parking generation. Rich & Associates uses information collected in Lake Bluff and previous experience along with these sources to modify or customize the parking generation ratios specific to the study area.

Once a parking demand model is developed that illustrates the surpluses and deficits numerically and graphically, then the model is compared with the actual field observations, specifically the turnover and occupancy counts. The comparison serves as a test of the demand model and allows further revisions or adjustments where necessary, thus ensuring accuracy to the overall parking dynamic in the downtown area.

The assumptions used for the individual block parking demand calculations are:

- Assumption 1:** It was assumed that parking demand per block was dependent on the gross floor area contained in the block. Demand computed for one block was not affected by the amount of gross floor area available on surrounding blocks. Therefore, a block with surplus parking supply is not used to offset shortfalls on adjacent blocks.
- Assumption 2:** The parking demand calculations were derived under the assumption that currently occupied properties would remain occupied at existing or higher than existing levels into the future.
- Assumption 3:** Parking demand is not affected by parking availability, use, location and price.

Parking Need

When determining the actual parking need for the study area Rich & Associates factors in the reality of parking to the demand. The following are issues that are considered when developing the number of spaces needed:

- Building size, purpose and special use conditions.
- Alternative modes of transportation, which includes availability, use, attractiveness and policy impacts.
- Proportion of the downtown trips that are multiple-use or linked.
- Vehicle traffic.
- Cost of parking.
- Use of surplus “public” capacity on adjacent blocks

Parking generation ratios developed for each land use reflect the peak daytime conditions (10:00 am-2:00 pm). The results from the parking demand matrix are compared to the turnover and occupancy results to make sure that there is a correlation with the observed needs of the study area.

Gross square footage of individual buildings was provided by Lake Bluff, this information was obtained through interviews with stakeholders, and then sorted by land use categories. Different land uses for each block are in general multiplied by a parking generation factor of spaces required per 1,000 square feet. The resulting demand number is deducted from the available parking supply on each block to determine a surplus or deficit condition for each block. Commuter parking demand is included in the demand matrix because it occurs within the study area and can affect the parking availability in the downtown. **Table I** on **page 19** is the Parking Demand Matrix followed by a summary of the parking demand represented spatially in **Map 4**.

The current parking situation in the study area is an overall surplus of +/- 45 spaces. This surplus number does include both train lots with the associated parking demand and the Artesian Park lot. The parking supply for the PNC lot that is gated off (16 spaces that are not being utilized except for special events) is not included in the demand. One of the biggest reasons that many stakeholders perceive there is a parking shortage in the study area is likely the result of employees of the downtown parking on-street, taking the prime customer and visitor spaces. When an employee parks on-street due to convenience when their business has a private parking space available for their use, the employee is actually taking two spaces out of the supply. This is because the private space is not a shared parking space, reserved only for the business, whereas the public on-street spaces are available for anyone visiting the downtown. This behavior creates both a real and perceived shortage of customer parking.

The Farmers Market during peak season can make it difficult for customers and visitors of the downtown to find convenient available parking. The Farmers Market counts taken were not at peak season though this count provided information on how special event parking functioned. Village Staff provided observations from peak days showing where people are willing to walk. Both the Artesian Park lot and the east Train lot are used during peak season of the Farmers Market.

The future projections show an increase in parking demand. The five year scenario reduces the surplus to 39 spaces and the ten year scenario reduced the surplus to 17 parking spaces. These numbers assume 40 percent of vacant space re-occupied in the five year scenario and 80 percent re-occupied in the ten year scenario. Both scenarios also include a five percent increase in train ridership. The five year scenario assumes 5,980sf of additional mixed use development occurring in block 4.

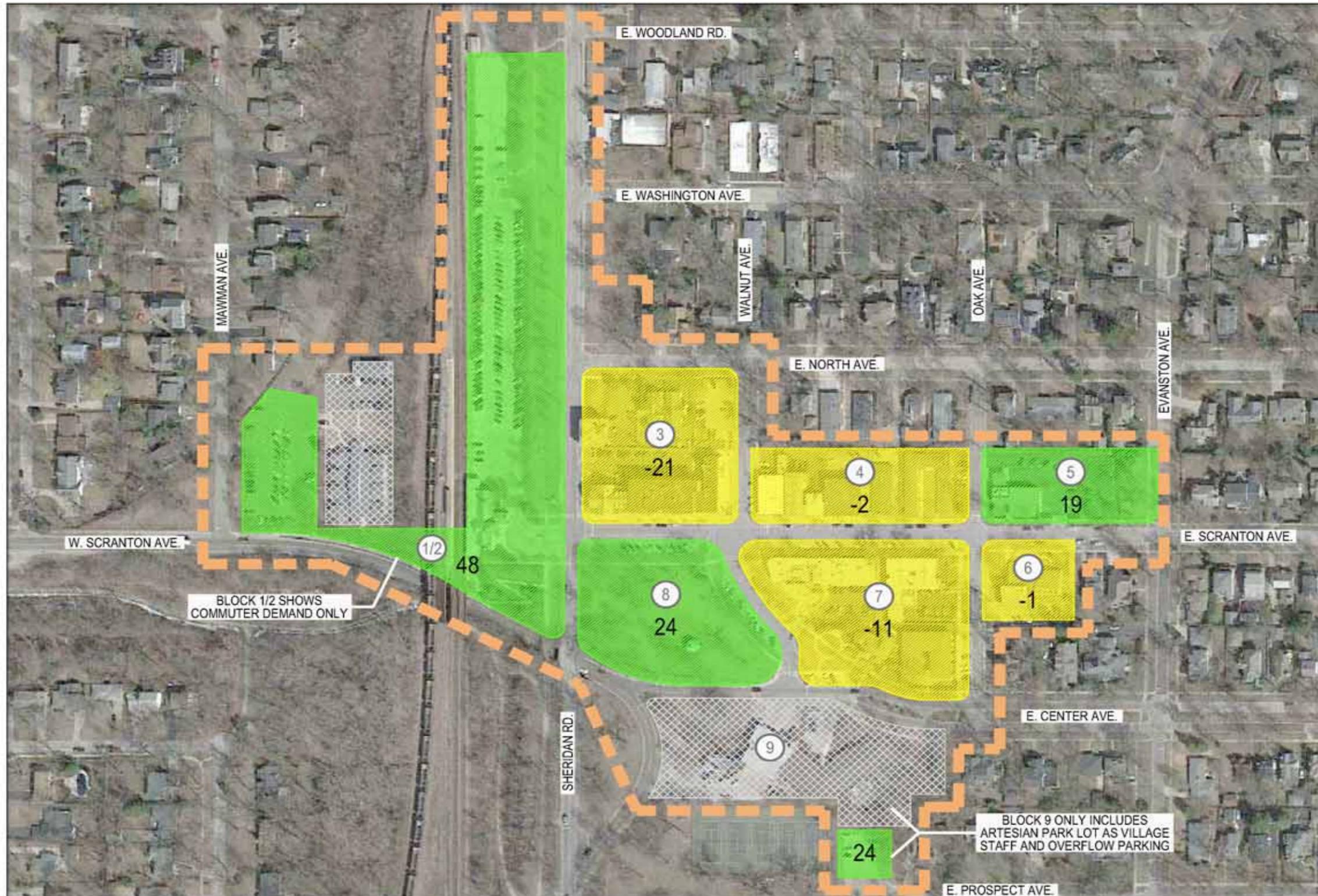
In summary, there is currently enough parking to satisfy the parking demand in the study area even with blocks 3, 4 and 7 showing a shortage of parking in the demand matrix. Though these blocks have a shortage of parking, the **parking need** for these blocks is being met on other blocks in the study area. The current overall surplus is not large and could begin to affect new businesses or land use changes (especially restaurants) wanting to locate within the downtown.

With the Village of Lake Bluff only in control of 35% of the parking supply in the study area there is not a lot of opportunity for shared use occurring with the parking supply. Shared use works by serving different adjacent buildings at varying times of the day. The detailed recommendations provided in this report discuss how the Village can obtain additional public parking that will be available for shared use. The outlying lots such as the Artesian Park lot and the east Train lot will need to be better utilized to accommodate any new development and special events. It is critical to have employee parking occurring in these lots to free up parking for customers and visitors of the downtown.

Table I
Daytime Peak Period Parking Demand Matrix

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Block	Office	Medical Office	Retail	Mixed Use	Service	Restaurant	Residential	Library/ Museum	(#1) Commuters	Vacant	Demand	Parking	Surplus/ Deficit	Surplus/ Deficit	Surplus/ Deficit
Daytime							(per unit)				(current)	Supply			
Parking Generation Ratios	2.65	3.50	2.38	3.25	2.43	6.00	1.00	1.50	0.65	3.25			(current)	(5 years)	(10 years)
1&2 (#2)	-	-	-	-	-	-	-	-	278	-	181	229	48	38	28
3	23,116	-	3,524	-	2,117	4,114	12	-	-	7,008	111	90	-21	-31	-40
4 (#3)	5,150	5,350	1,500	-	5,575	-	15	-	-	725	64	62	-2	-23	-24
5 (#4)	3,650	-	-	-	-	-	-	-	-	-	10	29	19	35	35
6 (#5)	-	-	-	-	-	-	-	12,297	-	-	18	17	-1	-1	-1
7	3,621	2,240	8,679	-	4,265	4,743	16	-	-	1,400	93	82	-11	-13	-15
8	-	-	-	-	-	-	-	-	-	-	0	24	24	24	24
9 (#6)	-	-	-	-	-	-	-	-	-	-	0	30	10	10	10
Totals	35,537	7,590	13,703	-	11,957	8,857	43	12,297		9,133	478	563	45	39	17
											(stalls)	(stalls)	(stalls)	(stalls)	(stalls)

- Notes:
- (#1) Commuter ridership numbers are from Metra 2006 AM peak, 278 passengers boarding.
 - (#2) Block #1 & 2 are combined and only include demand from commuter parking, the 5 and 10 year scenario each show a 5% ridership increase.
 - (#3) Block #4 does not include residential fronting E. North Avenue in the demand, the 5 and 10 year scenario each show an additional 5,980 sf of mixed use needing 20 parking spaces. This assumes no additional parking spaces are provided on site.
 - (#4) Block #5 does not include the PNC owned 16 gated off spaces that are not available for use except during special events in the current demand (these 16 spaces are included in the 5 and 10 year scenario) and the demand for this block does not include residential fronting E. North Avenue.
 - (#5) Block #6 only includes library and museum demand.
 - (#6) Block #9 includes a parking demand of 20 spaces for the Artesian park, this number increases on peak days. Also, this lot is currently used by Village staff.



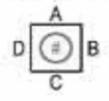
PARKING STUDY FOR THE VILLAGE OF LAKE BLUFF
Lake Bluff, Illinois


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LEGEND:

- # BLOCK NUMBER
- STUDY AREA
- SURPLUS OF PARKING**
 - +100
 - 0 through 99
- DEFICIT OF PARKING**
 - 99 through -1
 - 100 +

BLOCK FACE KEY PLAN



Sheet Title:

PARKING SURPLUS DEFICIT DAYTIME

File No.	1407	
Scale	NTS	
Date	06-17-2014	
Checked By	ALN	

MAP Number: **MAP 4**

Public Input

The phase of public input involved face-to-face and phone meetings with a variety of business owners and community stakeholders. The cross-section of stakeholders span local business people and residents. The stakeholder meetings and interviews provided consultant staff with individual perspectives on parking issues in Lake Bluff.

A public open house was held at 6:00pm on November 7, 2013 for anyone wanting to discuss parking concerns. A brief explanation of the project was given and then the group was able to voice concerns on all areas of parking.

Topics that came up during the discussions include:

- Convenience of parking for long term use and walking distances.
- Handicap parking, is there enough?
- Wayfinding signs.
- Need for additional parking.
- Special events parking.
- Employee parking.
- Train station parking lot underutilized.
 - Dark
 - Perception of safety
 - Distance to downtown

Three surveys were developed to gain additional public input. Surveys were directed toward Business Owners/Managers, Employees and the General Public. These surveys were available on the Village's website from March 14, 2014-April 16, 2014 (35 days). The participation rate from the business owners and employees was low, but there was a greater response from the general users. The surveys collected are as follows:

- **Business Owner/Manager:** 9 Responses
- **Employee:** 14 Responses
- **Parking User Survey:** 74 Responses

Parking Recommendations

Recommendations Summary Chart

#	Recommendation Type	Recommendation	Page #	Action Time
1	Parking Duration/Allocation	Employees and business owners need to park in the off-street lot locations leaving the short term on-street parking for customers and visitors of the downtown.	24-29	Summer 2014
1	Parking Duration/Allocation	Covert two of the five 15 min spaces on the corner of Walnut and E. Scranton to two hour spaces.	24-29	Summer 2014
1	Parking Duration/Allocation	Change the layout of the 8 spaces on the corner of Oak Street and E. Scranton street as shown in drawing adding two spaces and providing a continuation of the sidewalk.	24-29	Summer 2015-2016
1	Parking Duration/Allocation	Consider changing the parking on the south side of E. North Avenue between Sheridan Road and Walnut Avenue to eight hour permit parking.	24-29	Summer 2014
1	Parking Duration/Allocation	Consider adding a loading zone to the north side of E. Scranton Avenue near mid-block on the north side between Oak and Walnut so the space could serve both block 4 and block 7. This loading zone could convert back to two hour parking after 10:00am.	24-29	Spring 2015
1	Parking Duration/Allocation	The 10 public spaces in the Village Commons lot should be signed as public two hour spaces and enforced as all other public two hour spaces in the study area. It is not clear in any of these spaces that these spaces are not public.	24-29	Summer 2014
1	Parking Duration/Allocation	Consider removing the landscape island in the library lot to potentially add two spaces. There is also a potential for a third space at the end of the row.	24-29	Spring 2015
1	Parking Duration/Allocation	Consider option 1 or 2 in the east Train lot to deal with private shuttle bus loading and unloading. There is also a potential for additional spaces and a recommended reallocation of spaces in the lot.	24-29	Fall 2015-2017
1	Parking Duration/Allocation	Follow the recommended allocation of the parking spaces between commuters, overnight parking and CBD permit in the east Train lot. This new allocation should be completed whether or not the lot is redesigned.	24-29	Fall 2015-2017
1	Parking Duration/Allocation	Consider working to shift employee parking from the Walnut lot to the east Train lot and the recommended employee permit area along E. North Avenue between Walnut Avenue and Sheridan Road. This will free up needed parking for customers and visitors of the downtown. The above allocation changes and pedestrian improvements discussed on page 35 will need to be addressed before changing the location of permit parking to make the walk feel safe.	24-29	After the above is completed
2	Discourage the Development of Any New Private Parking Lots in the Downtown	The Village should work with private parking owners to allow for public shared use of the private parking areas where possible. The Village should try working with PNC Bank to create an agreement to use, lease or purchase the lot on block 5 and open the closed lot to public parking. This lot is currently chained off and not used.	30-31	On-going
3	Create a Sinking Fund for Maintenance and Upgrades to the Parking System	Create a sinking fund for maintenance and upgrades to the parking system and begin to put aside \$25.00 per parking space per year.	31	Fall 2014
4	Charging for Parking	It is recommended at this time to keep permit fees where they are to encourage use. The fee should be reviewed again in three to five years.	31-34	Review again in 3-5 years
4	Charging for Parking	Though this is a best practice it is not recommended to charge for parking at this time.	31-34	No Action

Recommendations Summary Chart Continued

#	Recommendation Type	Recommendation	Page #	Action Time
5	Parking Enforcement	Parking enforcement needs to be conducted during posted enforcement hours.	35-36	Summer 2015
5	Parking Enforcement	It is recommended that Lake Bluff hire one part time PEO for parking enforcement that are not Police Officers.	35-36	Summer 2015
6	Parking Fines	A parking fund should be created where all parking revenues are placed. The goal is to eventually have the parking system fund itself.	36-37	After the above is completed
6	Parking Fines	Consider offering courtesy tickets when making any changes to the parking system, including the first few weeks of enforcement when a regular enforcement schedule begins again.	36-37	Summer 2015
7	Pedestrian Enhancements	The east Train Station lot needs additional lighting and the landscaping needs to be cut back. A clear defined walkway from the lot to the CBD should be constructed.	37-38	As soon as funding permits
7	Pedestrian Enhancements	The walkway between the Artesian Park lot and the CBD needs additional lighting.	37-38	As soon as funding permits
7	Pedestrian Enhancements	Keep landscaping trimmed back to avoid creating places where someone can hide as well as keeping clear sight lines for vehicles.	37-38	On-going
7	Pedestrian Enhancements	Minimize surface lots and breaks between buildings to promote walking in the downtown.	37-38	On-going
8	Bicycle Racks/Encourage Bicycle Ridership	Add additional bicycle racks to the downtown and encourage bicycle ridership.	38-39	Summer 2015 then on-going
8	Bicycle Racks/Encourage Bicycle Ridership	Use the guidelines provided in the recommendations on bicycle racks when choosing any additional racks for the downtown.	38-39	When Necessary
8	Bicycle Racks/Encourage Bicycle Ridership	Create a marketing program to promote bicycle use as an alternative to driving and consider aiming to achieve the designation as a "Bicycle Friendly Community" through the League of American Bicyclists.	38-39	On-going
9	Signage	Rich & Associates recommends the addition of a family of parking wayfinding signs in the downtown. The use of directional/location signs in the downtown, especially signs that lead drivers to public parking lots. Use identification signs at the entrance of lots letting customers and visitors of the downtown know what lots are public, the allowed parking durations and hours of operation. Each lot should be named and those signs located at the entrances to the lots.	39-41	Summer/Fall 2016-2017
9	Signage	The one and two hour on-street parking signs should be spaced at approximately every 100ft – 120ft. There are some block faces where it is difficult to know what the time durations are for on-street parking.	39-41	On-going
9	Signage	All of the parking signs should use the same text size and color scheme.	39-41	On-going
11	Marketing	Marketing should be done every time there is a change to the parking system and should be directed towards downtown employees, business owners, residents and customers/visitors of the downtown.	41-42	On-going
11	Marketing	Flyers that list the downtown businesses included with a map showing parking areas and key attractions work well to market both the businesses and the parking system.	41-42	On-going

1. Parking Duration/Allocation

On-Street

Best practices state that two hour parking should be the dominate duration for on-street parking as it suits the needs of the majority of customers and visitors. Individuals requiring more than two hours should be directed to off-street parking areas. The other duration that should be found on-street is 15 or 30 minute parking for use as pick-up and drop off spaces. The 15 or 30 minute spaces should be located as either the first or last space on the block face where needed. These spaces do not belong to a specific business, rather the space is for anyone who has a short term errand to run or a quick pick up to make.

There are five 15 minute spaces on the corner of Walnut and E. Scranton, three are on Walnut and two are on Scranton. People are parking in these spaces longer than 15 minutes. Generally 15 minute spaces should be limited to one or two on each block face where appropriate. It is recommended that at least two of these spaces be converted to two hour parking.

There are approximately eight spaces located on the corner of Oak Avenue and E. Scranton Avenue. These spaces belong to the Village but are currently being used as private parking.

Drawing 1 to the right shows a sidewalk with 10 paved and striped angle parking spaces. The drawing to the right is to scale based from a Google aerial image. It is recommended that the Village change the layout of these spaces as noted in the drawing. Please note that this change could involve the removal of several large oak trees.

Long term (4 hours or more) on-street parking is acceptable in areas where turnover is not the desired effect. This parking can be used for additional employee or customer/visitor parking. This parking typically does not support retail businesses in a downtown. An example of this is the on-street parking along Oak Avenue just north of E. Center Avenue. Consider changing the parking on the south side of E. North Avenue between Sheridan Road and Walnut Avenue to eight hour permit parking. This parking would need to be striped and signed adding approximately six employee spaces.

Loading and unloading in the study area is becoming an issue with the opening of new restaurants. There are two loading zones in the study area, one is on the NE corner of Sheridan Road and E. Scranton Avenue and the second is on the SE corner of Walnut Avenue and E. North Avenue. Consider adding a

Drawing 1



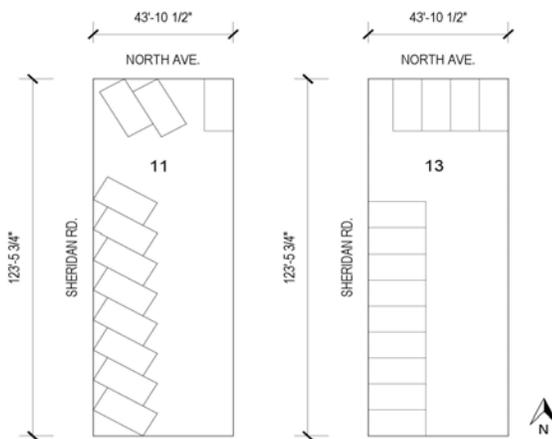
loading zone to the north side of E. Scranton Avenue near mid-block on the north side between Oak and Walnut so the space could serve both block 4 and block 7. This loading zone could convert back to two hour parking after 10:00am. The space would be signed loading zone until 10:00am, 2 hour parking from 10:00 am – 6:00 pm. It is easier to convert parallel parking to loading zones rather than angled parking.

Off-Street

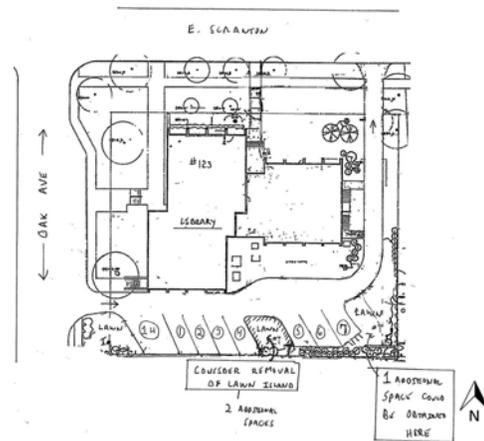
The majority of the off-street parking should be long term for employees, customers and visitors who plan on spending longer periods of time in the downtown. The Walnut Avenue lot, Artesian Park lot and the east Train lot are the locations for long term parking. There is a need for additional employee parking. Many employees are currently parking on street and moving their vehicles every two hours with some leaving their vehicle in a two hour space all day knowing that the risk of a ticket is minimal. These employees need to be parking in the off-street lots saving the most convenient spaces for customers.

The Village owns a parcel on the NE corner of Sheridan and E. North Avenue and this site was looked at as a potential CBD permit lot (see **Drawing 2** below). Unfortunately this lot could only provide 13 parking spaces, see drawing below. Because of the small number of net added parking spaces this lot would most likely be better used as a development site.

Drawing 2



Drawing 3



The Village established a legal requirement through an ordinance that required the Village Commons development to provide ten public spaces within their parking lot. These ten spaces are to be available at all times to anyone visiting the downtown. The spaces should be signed as public two hour spaces and enforced as all other public two hour spaces in the study area. Currently it is not clear that any of the spaces in this lot are public.

Consider removing the landscape island in the Library lot (**Drawing 3** above) to provide needed staff spaces. This island makes it difficult for snow removal and cleaning the lot. There is a potential to gain two spaces with the removal of the island and there is also a potential to gain an additional space at the end of the isle.

Rich & Associates was tasked with reviewing the east Train Station Lot. One Issue noted was a potentially inefficient configuration for the parking lot that could be improved to provide greater parking capacity. A second issue was the frequent complaints of commuters who were stuck in their vehicles behind private shuttle buses that were stopped in drive aisles waiting for passengers to board. The solutions investigated were intended to provide better CBD permit parking and eliminate the congestion caused by the buses.

The improved parking layout for the east Train Lot is shown on the following page in **Drawing 4, Option 1**. This configuration adds 28 additional parking spaces to the Lot that can be assigned as needed between CBD permit holders, commuters, overnight commuters or a combination of all three. When additional demand for parking is needed this layout could be continued on the northern portion of the lot to add additional spaces. The drawing also demonstrates the provision for six 17'10''x 30' shuttle bus parking spaces that do not block drive aisles and allow traffic to continue to flow during bus loading and unloading operations. This option does require pedestrians to cross the drive isle to reach the bus potentially backing up traffic.

Lake Bluff staff requested that we also look at the option of providing access for pick up and drop off for private shuttle buses that do not enter the lot. This is shown in **Drawing 5, Option 2 on page 28**. This option allows the shuttles to operate without causing congestion in the lot and minimizes pedestrian conflict. When additional demand for parking is needed a new configuration of the lot could potentially occur just north of the shuttle bus drop off lane. The parking in this lot could be reconfigured as shown in **Drawing 4, Option 1**.

It should be noted that the actual space gains may be somewhat different than these figures because Rich & Associates was not provided with a scaled drawing of the parking lot but developed the drawing scaling from a Google image. This could affect the ultimate car count and the placement of the bicycle path due to the potential inaccuracy from the image. With either option the bike path will need to be adjusted and future expansion of the lot should be taken into account when determining the location. In any case, it is likely that the Village will need to renegotiate with Union Pacific Railroad to implement these changes and for the ultimate allocation of spaces within the parking lot.

Assuming the lot is redesigned, the recommended allocation would place the CBD permit spaces closest to the downtown while relocating the overnight permit to the back portion of the lot, leaving the balance of spaces for commuters (whatever this number is ultimately negotiated to). Moving the permit spaces closer to the downtown with changes discussed in **Pedestrian Enhancements on pg. 37-38**, will allow the Village to transfer the permit spaces out of the Walnut into this lot, allowing for an increase of customer and visitor spaces in the core of the downtown.

Consider working to shift employee parking from the Walnut lot to the east Train lot and the proposed employee permit area along E. North Avenue. Opening up the Walnut will provide the needed longer term parking for customers and visitors of the downtown. The above allocation changes and pedestrian improvements discussed on page 35 will need to be addressed before changing the location of permit parking to make this parking area feel safe.

Drawing 4
Option 1



CAR COUNT SUMMARY			
SPACES	ORIGINAL LAYOUT	PROPOSED LAYOUT	NET ADD
BUSES	0	6	6
BARRIER FREE	6	6	0
STANDARD	113	135	22
TOTALS	119	148	28

SCALE BASED FROM GOOGLE AERIAL IMAGE

1407
04-01-2014

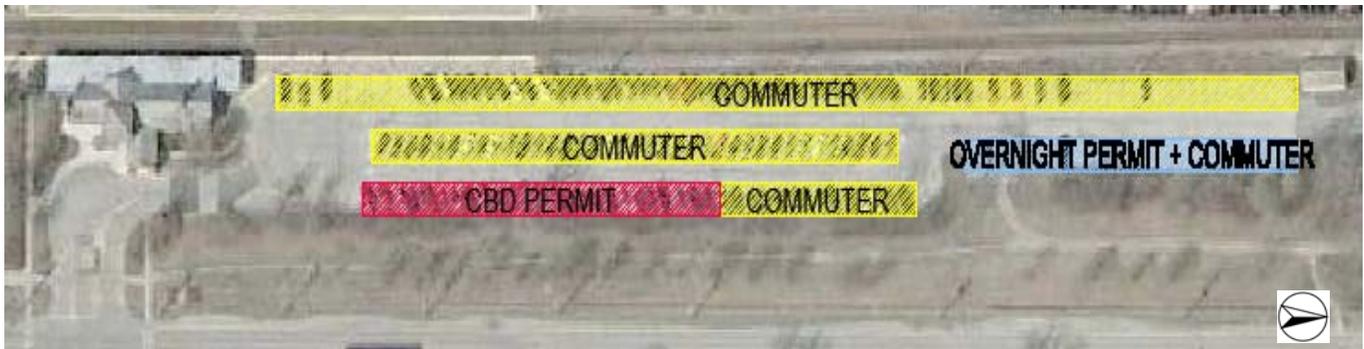


Drawing 5
Option 2



Drawing 6 below demonstrates the recommended allocation of the parking spaces between commuters, overnight parking and CBD permit in the east Train lot. This new allocation should be completed whether or not the lot is redesigned.

Drawing 6



Costs: To be determined.

Action Time: Reallocation of spaces - summer of 2015. The lot redesign - fall 2015-2016

Benefit: The reallocation of parking to benefit both customers/visitors and employees creates a better parking experience when visiting downtown Lake Bluff. Additionally this allows employees an option to park close without taking up valuable customer/visitor spaces.

2. Discourage the Development of Any New Private Parking Lots in the Downtown

A parking system works best when the parking is shared and the municipality is in control of 50 percent or more of the available parking in the study area. This is important because it allows shared use of the parking. Shared use works by serving different adjacent buildings at varying times of the day. For example, most office buildings peak in the morning and restaurants typically peak in the evening. The Village can then manage, regulate and enforce the parking more efficiently, keeping costs down and benefiting the downtown economically. Lake Bluff meets and exceeds this 50% benchmark, when including both train lots and the Artesian Park lot. As discussed on page 3, once the commuter parking and the Artesian lot (224 spaces) are taken out of the public supply the Village is only in control of 35 percent of the parking in the study area.

When parking spaces are reserved and are not available for multiple businesses in the downtown they often go unused for the majority of the day. While Lake Bluff controls more than 50 percent of the

parking in the study area a significant portion of this parking is designated for commuters and the Artesian Park lot (owned and operated by the Park District) is not really used for the downtown. These lots are available on nights, weekends and special events though the Artesian Park lot is not available through much of the summer due to park activity. It is currently difficult to get people visiting the downtown to park in these lots so it is important to understand what percentage of the public supply these lots account for.

While the parking demand analysis showed that there is an overall sufficient parking supply, subtracting the commuter spaces means the availability of shared use parking is an issue. It makes it difficult for a customer/visitor of the downtown to visit more than one location when the parking is reserved for or used by specific uses. It also makes it difficult to provide a sufficient amount of employee parking off-street.

There are several CBD permit spaces in the north end of the east Train lot though this lot often goes underutilized due to the walking distance to the downtown and lack of lighting. The previous recommendation details ways in which the Village can work with Union Pacific Railroad to implement these changes and for the ultimate allocation of spaces within the east Train lot.

The Village should work with private parking owners to allow for public shared use of the private parking areas where possible. One possibility is the Village should try working with PNC Bank to create an agreement to use, lease or purchase the lot on block 5 and open the closed lot to public parking. This lot is currently chained off and not used. Use of the lot would add approximately 16 additional spaces to the study area public parking inventory, which could provide additional long term permit and customer parking that is close and convenient to the CBD. If an agreement can be reached, or the lot purchased, there will need to be additional lighting and the lot will need to be signed for public use. This lot will need a new configuration due to the current non functioning layout. It is likely that redesigning this lot for an easier traffic flow may cause a slight reduction in the capacity of the lot.

The Village has had previous talks with PNC regarding the lease of this lot. The bank has concerns with liability. Rich & Associates recommends a new conversation on this lot for the use, lease or purchase. The Village could offer to assume the liability of the lot if the lot was open to the public at all times.

Costs: To be determined

Action Time: Summer 2014

Benefit: Parking works efficiently when a municipality controls 50% or more of the parking in a downtown.

3. Create a Sinking Fund for Maintenance and Upgrades to the Parking System

In order to keep up with the cost of maintenance and repair, it is recommended that the Village create a sinking fund for maintenance and upgrades to the parking system. We recommend putting aside \$25.00 per parking space per year. Based on 444 Village owned parking spaces within the study area, the reserve amount would be approximately \$11,100 annually.

This is an expense item deducted from the revenue and allocated for the purpose of improving, paving, repairing, and maintaining said parking lot and related access areas, for other related expenses and the administration therefore. (Ord.86-2, 2-24-1986, eff.4-1-1986)

Cost: To be determined

Action Time: Summer 2014

Benefit: Creates a yearly fund that can be used to maintain basic maintenance of the parking system.

4. Charging for Parking

Generally, cities that have parking systems that are self sufficient rely upon revenue from several sources. This includes revenue from a paid parking system, fine revenue and fee-in-lieu programs. It is difficult if not impossible to build future parking downtown and have it fully amortize without a pooled system of revenue.

Currently the Village offers free on-street parking with paid permit parking (employee and commuter) available in lots. The permits are offered with tiered parking rates. The closest premium parking at a higher rate is a best practice. Permit rates were lowered in the last few years due to complaints and unwillingness to purchase the permits by employees. Lowering the prices has encouraged the purchase of these permits though there are still employees parking on-street because there is not a risk of getting a ticket. Once parking enforcement is conducted (see **Recommendation #5**) on a regular basis there should be an increase in the sales of permits.

CBD Employee permit benchmarking:

Lake Bluff:	\$25/year – east Train lot, \$50/year – Walnut lot
Glencoe:	Free, must show proof of employment and display permit
Clarendon Hills:	\$50/six months

Hinsdale:	Blue (limited area) permit is free, must show proof of employment and display permit & Red permit (prime locations) is \$180/6 months
Lake Forest:	\$180/year or \$20/month
Waukegan:	\$40/month
Westmont:	Free (limited area), must show proof of employment and display permit, \$75/year (prime locations)

It is recommended at this time to keep permit fees where they are to encourage use. The fee should be reviewed again in three to five years. If the Village is able to shift employee parking from the Walnut lot to on-street permit, the east Train lot and potentially the PNC bank lot (as discussed in **Recommendation #1**) there will still be a need for two levels of permit fees. The parking in the east Train lot would remain a value lot.

Based on parking Best Practices it is generally agreed that on-street parking should be reserved for customers and visitors. In areas that have little commercial activity, the on-street spaces can have longer durations of stay allowed. There is a body of information that has been prepared by Donald Shoup from UCLA that suggests that all on-street parking should be metered. The rationale, simply put, is that on-street parking is the most sought after and thus the most valuable parking. Therefore there should be a charge that places a premium on this type of parking. (*Donald C. Shoup, The High Cost of Free Parking. Chicago: Planners Press 2004*)

Further, it is suggested by Shoup, that revenue from parking meters should be used to cover parking operating expenses and any net revenue go back into the downtown assessment area for things such as sidewalk cleaning, signs, lighting, banners etc. Parking revenue is then helping to pay for the upkeep of the downtown.

Parking meters and other parking technology encourage turnover in a downtown, though enforcement can also work to keep parking spaces turning over. While parking meters or some other type of system to pay for use of an on-street space in downtown Lake Bluff makes sense from a Best Practices standpoint and would provide a revenue stream to improve, maintain and expand the parking in the study area, on-street paid parking may not work at this time. Our experience has been that unless the property owners and business owners are in support of paid on-street parking, the implementation of the system will be difficult at best. Before a paid parking system is put in place, enforcement needs to be conducted with consistency. This issue should be looked at again in three to five years.

The following is a review of potential ways to charge for parking:

Single Space Meter

A single space meter is designed to handle one parking space. They are typically coin operated, though these meters can use credit cards, smart cards (a card specifically for the parking meter that can have money added to work like a debit card) and/or work with pay by phone systems.

Single space meters can help a parker remember the amount of time they have parked and this is a very simple system. Though they are typically low on maintenance cost and simple to fix there generally needs to be a meter head at every parking space, although meter heads are available that can handle multiple spaces.

The challenges with the Single Space Meter are:

- The coin boxes may need to be emptied often.
- Theft is often a problem.
- Maintenance to be done on multiple meters.

Multi Space Meter

The multi space meter was designed to handle both on-street and off-street parking. The simplest multi space meters are a basic meter head that can cover multiple spaces. This type of machine will typically only accommodate credit cards and coins. The more complex multi space meter can handle any number of spaces and can accommodate someone paying for parking by coin, bills, credit or value card. The parker simply inputs their stall number into the machine and then either selects the amount of time they want to stay (up to a maximum if applicable) and then pays the amount on the screen. A receipt is issued and the parker continues on to the downtown.

The system allows a parker to add time to their space, though ideally would not tell them how much available time was on the space to dissuade someone from driving up and using someone else's unused time. The enforcement officer either wirelessly downloads a report or gets a printout from the machine that indicates spaces that have time paid for. The parking enforcement officer (PEO) then tickets vehicles in violation.

The challenges with the Multi Space Meter are:

- Depending on the length of the block, the need for multiple machines.
- There is a learning curve to using the machine (though this technology is currently being used in several downtowns across the US).
- In general, the machines need a power source for lighting, though solar is possible because parking enforcement ends at 6:00pm.
- The Multi Space Meter allows a parker to use coins, paper currency, credit card, and value cards.
- Each parking space must be numbered and the parker must notice and remember their stall number when paying at the machine.

Pay and Display Machine

The pay and display machine is similar to the pay by space machine except that the parking spaces do not need to be numbered. The parker pays for the amount of time they want to park and then a receipt is received that requires the parker to return to their vehicle and place the receipt on the dashboard. The receipt shows the date, the block face that the machine is on and the time the space is paid for. The

PEO would walk down the vehicles parked on-street checking the receipt on the dashboard, reading the time the space is paid for and issue tickets accordingly.

The challenges with the Pay and Display Meter are:

- Depending on the length of the block, there may need to be multiple machines.
- There is a learning curve to using the machine.
- In general, the machines need a power source for lighting, though solar is possible because parking enforcement ends at 6:00pm.
- The Pay and Display Machine allows the potential to use coins, paper currency, credit card, and value cards.
- Each parking space is not numbered requiring the parker to walk back to their vehicle after they pay and place the receipt so that it can be read by the enforcement officer.
- The receipt must be placed on the dash in a location that offers a clear view of the receipt in order for the enforcement officer to read it.

Pay by Phone and Meter/Machineless

With any of these options there is the potential to use a pay by phone system. The parker would have to establish an account with the company which can be done in advance or while parking. Once a vehicle is parked the parker would then dial the posted phone number or enter a web address into their smart phone which would then prompt the parker to enter in their stall number along with the length of time they want to purchase. This information would be incorporated in the real time wireless data system allowing an enforcement officer to pull a report from the machine or handheld ticket writer, giving the pay by phone payment and valid time along with the payments to the meter.

Cost: N/A

Action Time: N/A

Benefit: N/A

5. Parking Enforcement

Parking enforcement is an important component of a parking system that is designating on-street parking for customers and visitors. By differentiating the time limits of parking between off and on-street parking, we are helping to ensure that customers and visitors always have adequate and convenient parking. However, it is necessary to enforce the parking time limits in order for the allocation to work.

Enforcement of time restrictions and other regulations should follow the posted day and time in the entire downtown. Within reason, the enforcement staff cannot choose who gets a ticket. Everyone in

violation is treated equally. Parking regulations are necessary and implemented to increase the efficiency of the parking system by allocating certain parking areas to given users. When the regulations are not followed the system efficiency is degraded.

Consider hiring one part time parking enforcement officer (PEO) to enforce the time restrictions both on-street and in the train lots. If parking enforcement is done consistently there is no need to have a full time Parking Enforcement Officer and there is not a need to cover each space for every hour of the enforcement time. It is important to maintain a level of staffing to cover the entire parking supply though this can be done randomly. There should be multiple routes with varied times so that patterns are not developed allowing patrons to know when and where to park to avoid a citation.

Currently the parking enforcement is managed through the Police Department and conducted by Police Officers when complaints are made. It is recommended that Lake Bluff hire one part time PEO for parking enforcement that is not a Police Officer. This frees up the Police Officers to focus on their duties and responsibilities and the PEO is allowed to be dedicated specifically to parking. It is much more cost effective to hire this position as a part time employee.

Continue to mark tires with chalk for the first few years setting aside money to purchase a handheld unit that can electronically track vehicles and print tickets. These units typically run between \$5,000-\$14,000 depending on the type of unit and software package chosen to support the handheld. Many communities are using smart phones or small tablets to run parking ticket software.

Guidelines to efficient and effective parking enforcement:

- Routing of officers so that a complete circuit is followed every two hours in the CBD. This does not necessarily mean that parking enforcement is done every day from 6:00am-7:00pm.
- PEO's should use handheld parking ticket writers that track license plate numbers.
- Every parking space, whether occupied or not, when following a route is then entered into the handheld.
- PEO's should be dedicated to parking duties, only being reassigned during emergencies or special circumstances that may arise.
- All parking signs on-street and off-street should indicate hours of enforcement.

Cost: To be determined

Action Time: Summer 2014

Benefit: The on-street parking is vital for the success of downtown businesses. Keeping these spaces turning over is important. Consistent parking enforcement discourages improper parking activity such as repeat or multiple offences.

6. Parking Fines

The current parking fine schedule:

Overtime Parking \$25.00
Illegal Parking \$25.00
Handicap Violation \$250.00

All fines currently go to the Village of Lake Bluff General Fund. A parking fund should be developed.

The \$25.00 fee is typically enough incentive to encourage people to park in the correct places if parking enforcement is consistently being conducted. Without consistent enforcement it does not matter how high the parking fine is because the chance of actually getting a ticket is too low.

Other communities overtime parking fine:

Glencoe:	\$0.00 for 1 st ticket, \$25.00 for 2 nd -5 th ticket, \$50.00 for the 6 th , \$75.00 for the 7 th , \$100 for 8 th , \$125 for 9 th , \$150 for 10 th and above
Clarendon Hills:	\$25.00
Hinsdale:	\$25.00
Lake Forest:	\$15.00 for 1 st -2 nd , \$50.00 for 3 rd -9 th , \$100.00 for 10 or more
Waukegan:	\$25.00
Westmont:	\$25.00

The goal of a parking fund is to eventually have the parking system pay for itself. All fine revenue beyond the court fees are placed in the parking fund and this money is used to make improvements to the parking system such as handheld ticket writers, signs, striping, lighting and any other issues related to parking.

Consider offering courtesy tickets when making any changes to the parking system, including the first few weeks of enforcement when a regular enforcement schedule begins again. From a public relations standpoint, Lake Bluff would benefit from issuing a Courtesy ticket alerting the parker of their violation without any fine attached and then explaining the rules for parking in the downtown including a map of labeled parking areas. Handheld ticket writers are needed to issue courtesy tickets.

Cost: Loss of first parking violation for courtesy tickets.

Action Time: Summer 2015

Benefit: A parking system that funds itself, providing money for improvements.

7. Pedestrian Enhancements

Pedestrian movement is an important aspect of parking. It is difficult to get people to park beyond the front door of their destination if there are any concerns regarding personal or vehicle safety, or the experience is not pleasant. Lighting and landscaping can greatly change the perception of safety in lots and along sidewalks. Pedestrian wayfinding will work hand in hand with marketing and signage in the downtown.

The east Train Station lot needs additional lighting and the landscaping is causing safety concerns. Several stakeholders expressed that the lot did not feel safe and said that vehicle break-ins were occurring often. The north end of this lot is a CBD permit lot for business owners and employees of the downtown and the walk in the evening is dark with landscaped areas where people could hide behind bushes. Using landscaping that does not allow cover for someone to hide behind and installing additional lighting would change the perception. The walkway leading from the lot to the downtown should be lighted in this area as well. The updating of lighting and landscaping should be done in this lot regardless of completing the proposed changes to this lot discussed in **Recommendation 1**. It will be difficult to move additional employee parking to this lot without the completion of this recommendation.

The Artesian Park lot is an overflow lot for downtown employees. This lot is not well lighted and the winding walkway bringing people to and from the downtown is very dark with tall shrubbery on both sides. This lot is most likely not used by many employees except for those at Village Hall and some Library employees due to the safety concerns.

The Walnut Avenue lot is fairly well lighted and very close to the CBD which is an incentive to park in this lot. Overall this lot functions well.

Minimize surface lots and breaks between buildings to promote walking in the downtown. People tend to walk further without complaints if the walk is pleasant, enjoyable and engaging. Landscaping, murals and decorated store windows tend to create an experience worth walking. Parking areas are important, though large parking lots without appropriate landscaping and lighting can be viewed as unsightly and unsafe.

Cost: To be determined

Action Time: Summer 2014

Benefit: Increases the perception of safety which in turn will increase the utilization of the lots.

8. Bicycle Racks/Encourage Bicycle Ridership

Add additional bicycle racks to the downtown and encourage bicycle ridership. Having a safe and secure place to store a bicycle is paramount to successfully promoting the use of bicycles for downtown employees who would otherwise commute using a motor vehicle.

It is recommended that Lake Bluff use the following guidelines on bicycle racks when choosing any additional racks for the downtown.

Guidelines on Bicycle Racks (*Bicycle Parking Guidelines, first edition 2002*):

- Racks should allow bike frame to make contact at two points.
- Should allow for more than one bike per rack.
- Needs to allow for popular “U” shape lock.
- Racks should be placed where they will not impede upon pedestrian traffic, though need to be readily identifiable.
- Should be clearly signed with a bicycle parking sign.



Create a marketing program to promote bicycle use as an alternative to driving and consider aiming to achieve the designation as a “Bicycle Friendly Community”. This designation is awarded by the League of American Bicyclists to communities who are making bicycles awareness a priority in downtowns and creating an environment that promotes bicycle ridership.

1. Develop a brochure that markets bicycle ridership in the Lake Bluff area. Include a bicycle rack locations map as well as a map detailing bicycle routes that connect to the downtown.
2. Host a special event to promote bicycle ridership in a Village wide effort to use alternative modes of transportation. This will in turn cut down on the number of parking spaces needed.

Marketing Bicycle Ridership

- Federal law provides tax incentives to bike to work which are explained by The League of American Cyclists, <http://www.bikeleague.org/news/100708faq.php>.
- There are several communities throughout the U.S. that participate in National “Ride Your Bike to Work Day/Month” in May. Information can be found through the League of American Bicyclists, www.bikeleague.org.
- Source of possible grant funding through Bikes Belong Coalition, <http://bikesbelong.org>.
- Pedestrian and Bicycling Information center is a helpful link that offers advice on funding and marketing bicycling in downtowns, <http://www.bicyclinginfo.org>.

“Communities that are bicycle-friendly are seen as places with a high quality of life. This often translates into increased property values, business growth and increased tourism. Bicycle-friendly communities are places where people feel safe and comfortable riding their bikes for fun, fitness, and transportation. With more people bicycling, communities experience reduced traffic demands, improved air quality and greater physical fitness,” www.bicyclefriendlycommunity.org.

Cost: Racks are between \$100-\$300/rack depending on the size and number of racks. Marketing is covered under the Marketing recommendation.

Action Time: 2014/2015 – Begin with 4-6 the first year and double the number the second year assessing the need each year after.

Benefit: Creates a more pedestrian friendly downtown and encourages alternate modes of transportation.

9. Signage

This recommendation focuses specifically on the parking wayfinding that leads customers and visitors to the public parking lots. There needs to be directional/location signs leading a driver to the public parking areas. It is difficult to know if the parking lots are public or private. All public parking lots should have identification parking signs listing the name of the lot, who can use the parking, the duration of parking, the hours of operation and the hours of parking enforcement. This lack of identification creates issues with marketing and wayfinding.

Best Practice For Parking Signage

Rich & Associates has established a best practice for vehicle and pedestrian wayfinding parking signage. These best practices have been developed by looking at successful signage in other communities and through signage programs that we have developed. Lake Bluff has a variation of many of these signs, though all are listed to show how all of the sign types work together.

As a best practice, the following four types of parking signs that increases drivers’ wayfinding experience are strongly recommended. It should be noted that sign color, size design and placement may be impacted by the regulations of local, county or State highway departments.

Directional/Location: Directional-parking signage is distinct in color, size and logo and directs drivers to off-street parking areas. Parking location signage complements the directional parking signage. The signs have arrows pointing to the off-street lots. The signs are mounted on poles at standard heights, on the streets.



Identification:



Identification signage is placed at the entry of each parking lot. The name of the parking area is identified and the type of parking available as well as hours of enforcement and the hours of lot operation is listed on the signage. The identification signage is distinctive in color and size, and it is located on a pole at a lower height.

Vehicular Wayfinding:



Vehicular wayfinding signs are placed at points in the downtown leading drivers to places of interest and parking locations. The sign also points out the various landmarks or attractions that can be found. These types of signs are placed at locations easily found by a driver and are intended to help a driver orient themselves to the downtown area.

Pedestrian Wayfinding:



Pedestrian wayfinding signs or kiosks are placed at the points of pedestrian entry/exit to parking lots. A kiosk typically displays a map illustrating the downtown area pointing out the various shops or attractions. Pedestrian wayfinding signs are also placed on key sidewalks or park areas and are intended to help someone orient themselves to the downtown.



Rich & Associates recommends the addition of a family of parking wayfinding signs in the downtown. The use of directional/location signs in the downtown, especially signs that lead drivers to public parking lots. Use identification signs at the entrance of lots letting customers and visitors of the downtown know what lots are public, the use restrictions and hours of operation. Additionally each lot sign should include the lot name allowing businesses to advertise parking locations for their customers. There is a lack of directional parking wayfinding in the downtown.

The on-street parking signs should be spaced at approximately every 100ft – 120ft. When multiple signs are needed in lots due to changing time or user restrictions the signs should also be spaced at approximately 100ft – 120ft or when changes occur. All of the on-street and off-street parking signs should use the same text size and color scheme. The text should remain consistent on all parking signs and the text should list the hours of enforcement.



The on-street and off-street parking signs in Lake Bluff are different in color and text.

Cost: Signage packages vary in price depending on the type of sign, design and number of signs. Typically prices are in a range of \$50,000-\$250,000 for the package of signs. Look for potential funding through Preserve America, <http://www.preserveamerica.gov/>.

Action Time: Summer/Fall 2015

Benefit: Customer/visitor experience will be greatly enhanced by a comprehensive new sign program, as will the overall perception of Lake Bluff as a quality destination place. This takes away confusion in locating an appropriate place to park for both customers/visitors and employees.

10. Marketing

Marketing is a key aspect of a successful parking system. Marketing should be done every time there is a change to the parking system and should be directed towards employees, business owners, residents and customers and visitors of the downtown. It is important to help encourage employees to park in the long term parking areas, leaving the most valuable on-street parking for customers and visitors. Additionally, an individual's perception of Lake Bluff is greatly enhanced if they know ahead of time where they can park and what the parking fees are.

Materials can include direct mailings, brochures, maps, kiosks, on-line web pages, articles in magazines and newspapers. Information contained in the marketing materials should include location, up-coming changes, pricing, regulations, fine payment options and any other information relating to the parking system.

Flyers that list the downtown businesses included with a map showing parking areas and key attractions work well to market both the businesses and the parking system. The flyer is even more beneficial if it included the durations of parking both on-street and off-street. It is beneficial to promote the free parking in the downtown for employees, customer and visitors.

The flyers can be distributed to businesses and can be carried by the PEO's. The flyer should be available on the Village website as well as any other business association in Lake Bluff. This flyer should be specific to parking in the downtown including bicycle racks and transit stops.

Cost: \$500-\$1,000 for flyers with \$600 annually for ongoing maintenance.

Action Time: On-going

Benefit: Education to employees and downtown visitors on where to park and any changes in the parking system.

Appendices

Appendix A

Q1 Business Name

Answered: 9 Skipped: 0

#	Responses	Date
1	Lake Bluff History Museum	4/12/2014 9:32 AM
2	lake Bluff History Museum	4/11/2014 6:18 PM
3	Daily grind	4/9/2014 8:12 AM
4	Lake Bluff Brewing Company	3/27/2014 10:18 PM
5	Lake Bluff Massage Therapy	3/25/2014 3:33 PM
6	MicroMetl Corp.	3/23/2014 10:22 PM
7	Lawrence Interiors, Inc. Lawrence Framing & Autographs	3/21/2014 8:22 PM
8	EMB ONE LLC Found within VOILA!	3/14/2014 2:54 PM
9	Voila	3/13/2014 2:04 PM

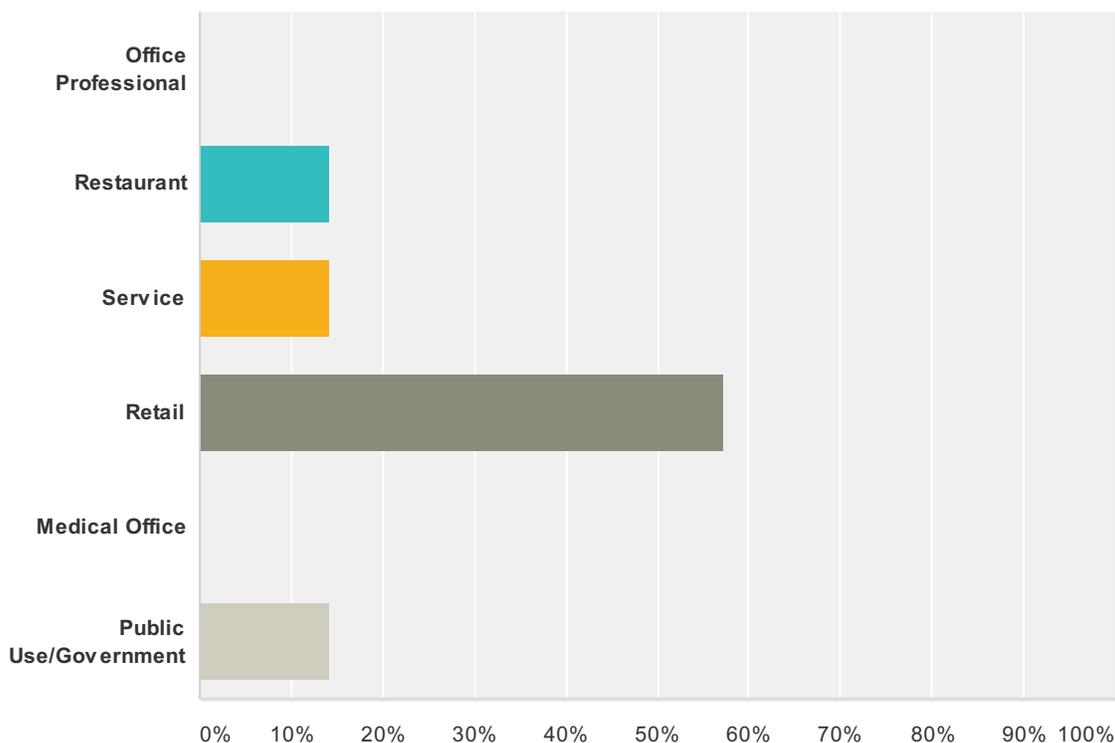
Q2 Business Address

Answered: 9 Skipped: 0

#	Responses	Date
1	127 East Scranton Avenue	4/12/2014 9:32 AM
2	127 E. Scranton Ave	4/11/2014 6:18 PM
3	600 walnut	4/9/2014 8:12 AM
4	16 E Scranton Ave	3/27/2014 10:18 PM
5	71 E. Scranton Avenue	3/25/2014 3:33 PM
6	604 walnut	3/23/2014 10:22 PM
7	109 E. Scranton Avenue	3/21/2014 8:22 PM
8	53 E. Scranton Ave Lake Bluff, IL 60044	3/14/2014 2:54 PM
9	53 E. Scranton Ave. Lake Bluff, IL 60044	3/13/2014 2:04 PM

Q3 Type of business

Answered: 7 Skipped: 2



Answer Choices	Responses
Office Professional	0.00% 0
Restaurant	14.29% 1
Service	14.29% 1
Retail	57.14% 4
Medical Office	0.00% 0
Public Use/Government	14.29% 1
Total Respondents: 7	

#	Other (please specify)	Date
1	museum	4/11/2014 6:18 PM
2	Corp. office	3/23/2014 10:22 PM

Q4 Business Hours of Operation, days/hours

Answered: 9 Skipped: 0

#	Responses	Date
1	Tuesday 1-4 pm Thursday 1-4 pm Saturday 10-1om or by appointment	4/12/2014 9:32 AM
2	Tuesday and Thursday 1-4 pm, Saturday 10-1 open to the public. Other times variable - board members, volunteers and public (by appointment)	4/11/2014 6:18 PM
3	7 days 10-7 pm	4/9/2014 8:12 AM
4	5:00 pm - 11:00 pm	3/27/2014 10:18 PM
5	mon-sat 9am-8pm	3/25/2014 3:33 PM
6	8:30-5:00 Monday to Friday	3/23/2014 10:22 PM
7	10-5 m-f & 10-4 sat	3/21/2014 8:22 PM
8	January - November, Monday - Saturday - 10...ish to 5...ish	3/14/2014 2:54 PM
9	10ish to 5ish, Mon-Sat	3/13/2014 2:04 PM

Q5 If your business hours of operation change seasonally please explain changes, hours/days by season

Answered: 5 Skipped: 4

#	Responses	Date
1	Later on Sunday's in the summer	3/27/2014 10:18 PM
2	no	3/25/2014 3:33 PM
3	No	3/23/2014 10:22 PM
4	June - October - Friday's 8:00am to 5..ish, we open early on Farmer's Market Fridays December Monday - Sunday 10...ish to 5...ish Sunday 12..ish to 4...ish	3/14/2014 2:54 PM
5	Open some evenings for special events & trunk shows Open at 8am on Farmer's Market Sats During XMas, 'til 8 on Thurs & Sun 12-4	3/13/2014 2:04 PM

Q6 Number of parking spaces your business owns?

Answered: 9 Skipped: 0

#	Responses	Date
1	none	4/12/2014 9:32 AM
2	0	4/11/2014 6:18 PM
3	0	4/9/2014 8:12 AM
4	1 space in the back of the building	3/27/2014 10:18 PM
5	1	3/25/2014 3:33 PM
6	None	3/23/2014 10:22 PM
7	NOT our business but our building has 12 spaces for both tenants in the apartments and businesses	3/21/2014 8:22 PM
8	We don't own any but have parking behind building owned by Center Avenue Partners	3/14/2014 2:54 PM
9	0 We are allowed 2 spaces per our shop in our landlords lot	3/13/2014 2:04 PM

Q7 Location and number of leased parking spaces your business owns (if applicable)?

Answered: 4 Skipped: 5

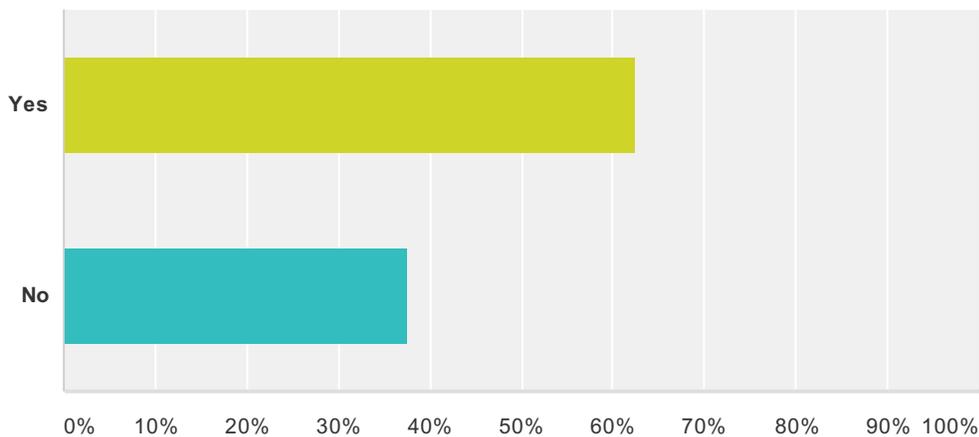
Answer Choices	Responses
Location	100.00% 4
Number	25.00% 1

#	Location	Date
1	none	4/12/2014 9:32 AM
2	Unknown what #, labeled with our business in the back of the building	3/27/2014 10:18 PM
3	on the side of the cleaners 1 of 2 spots	3/25/2014 3:33 PM
4	Behind our building	3/13/2014 2:04 PM

#	Number	Date
1	don't know it	3/25/2014 3:33 PM

Q8 Do you have a policy that encourages/requires employees to reserve the most desirable parking for customers?

Answered: 8 Skipped: 1

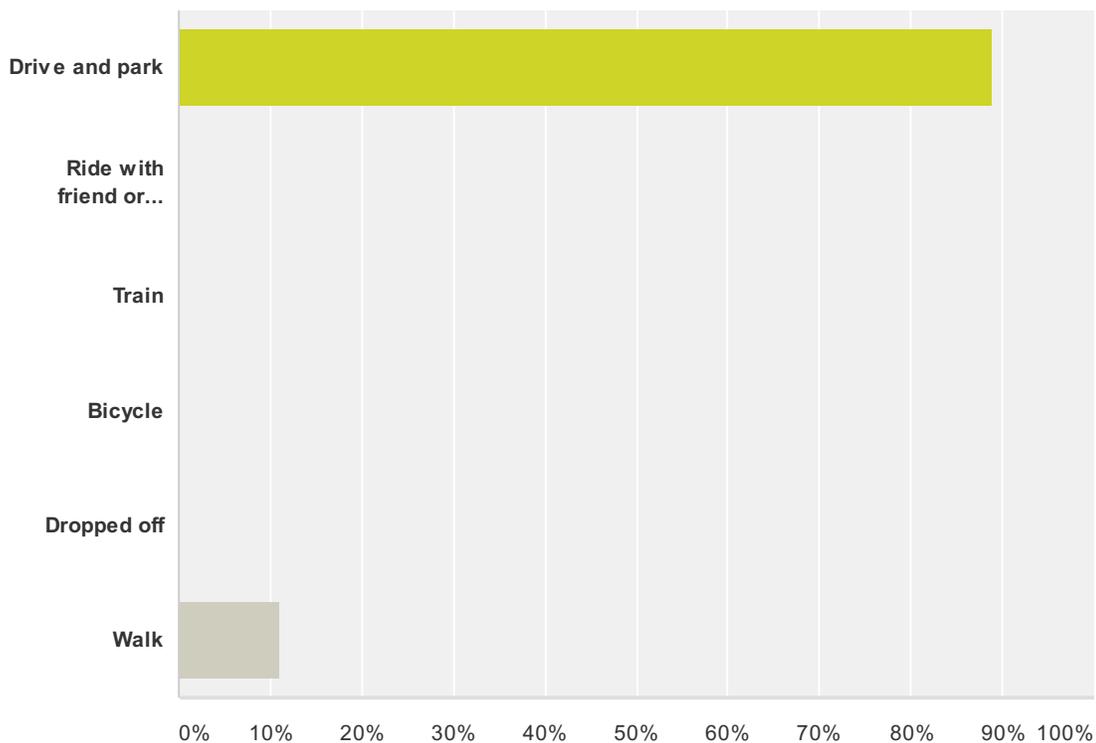


Answer Choices	Responses
Yes	62.50% 5
No	37.50% 3
Total	8

#	If so, please tell us about it. Do your employees adhere to the policy?	Date
1	no guidleines for volunteers	4/11/2014 6:18 PM
2	Only 1 car drives in--bill takes the train	4/9/2014 8:12 AM
3	Employees should use the parking spot in the back of the building, not the spaces on Scranton Ave.	3/27/2014 10:18 PM
4	We have no customers at this office.	3/23/2014 10:22 PM
5	Parking is for workers and tenants. Not customers	3/21/2014 8:22 PM
6	Yes	3/14/2014 2:54 PM
7	If for some reason we have to park in the street (i.e., our lot is full) we do until a space opens up & then we move our car into the lot	3/13/2014 2:04 PM

Q9 How do you generally come downtown?

Answered: 9 Skipped: 0

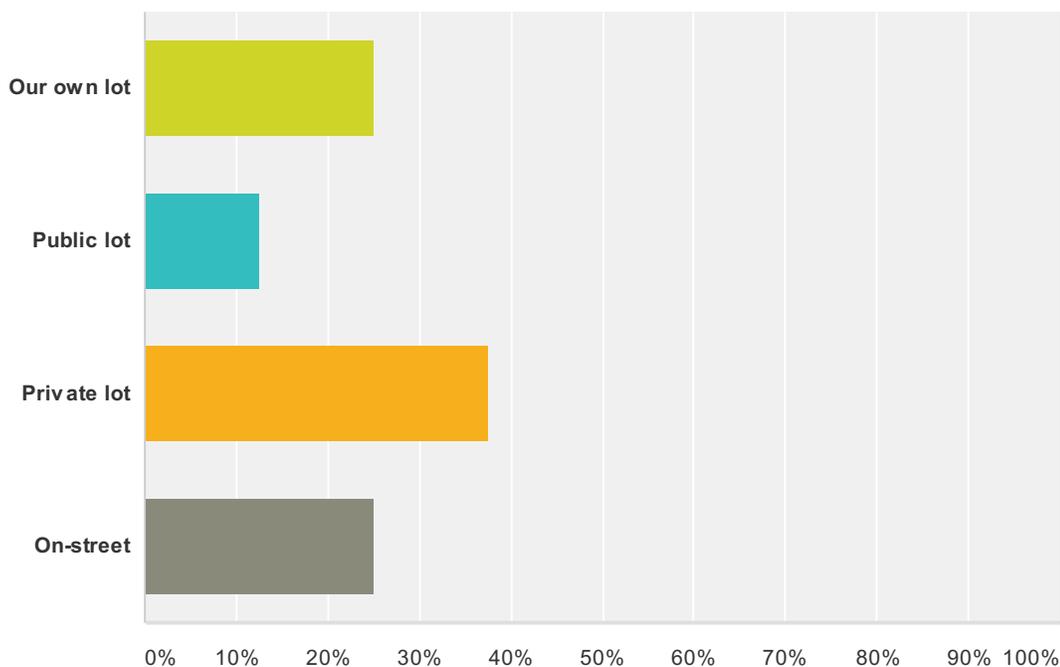


Answer Choices	Responses
Drive and park	88.89% 8
Ride with friend or relative	0.00% 0
Train	0.00% 0
Bicycle	0.00% 0
Dropped off	0.00% 0
Walk	11.11% 1
Total	9

#	Other (please specify)	Date
	There are no responses.	

Q10 Where do you typically park?

Answered: 8 Skipped: 1



Answer Choices	Responses
Our own lot	25.00% 2
Public lot	12.50% 1
Private lot	37.50% 3
On-street	25.00% 2
Total Respondents: 8	

#	Other (please specify)	Date
1	Pnc lot	4/9/2014 8:12 AM
2	In the back of the building, in our space	3/27/2014 10:18 PM
3	next to the cleaners in the driveway	3/25/2014 3:33 PM

Q11 How many employees do you have?

Answered: 9 Skipped: 0

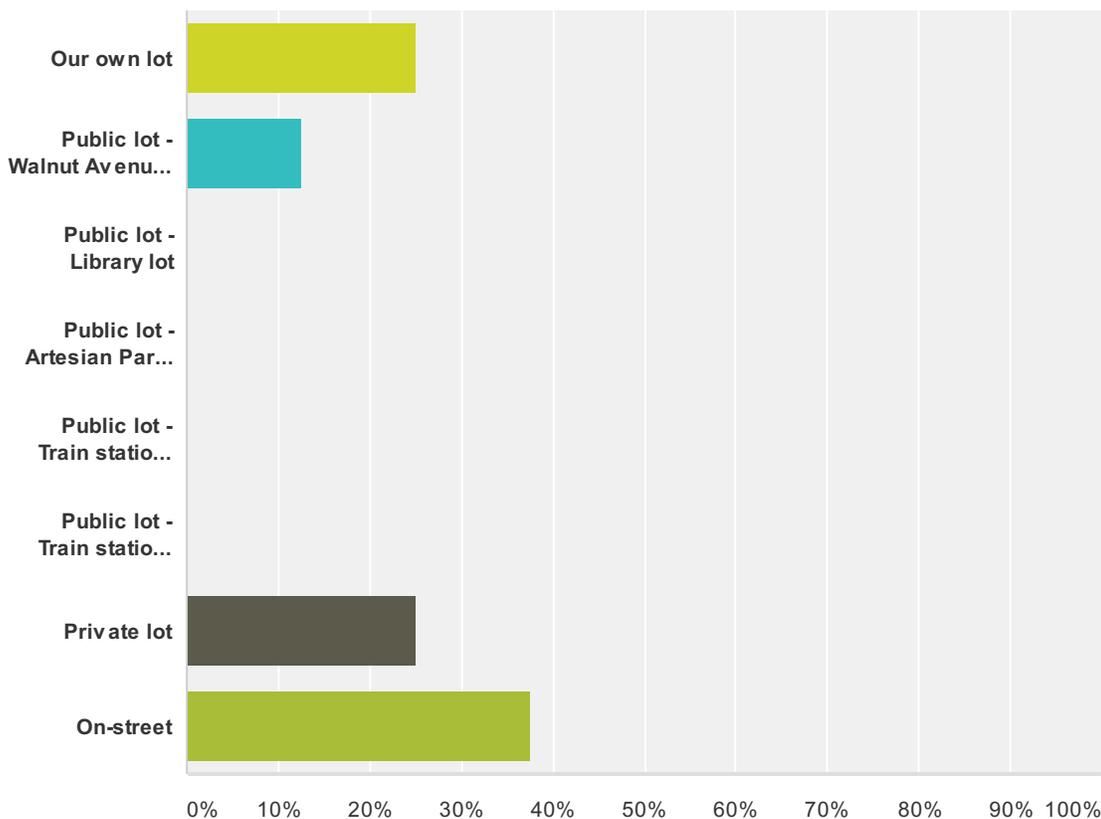
Answer Choices	Responses
Number of full time employees?	100.00% 9
Number of part time employees?	77.78% 7

#	Number of full time employees?	Date
1	21 directors	4/12/2014 9:32 AM
2	none	4/11/2014 6:18 PM
3	1	4/9/2014 8:12 AM
4	2	3/27/2014 10:18 PM
5	they are independent part-time contractors -2	3/25/2014 3:33 PM
6	4 people	3/23/2014 10:22 PM
7	Three	3/21/2014 8:22 PM
8	2	3/14/2014 2:54 PM
9	2	3/13/2014 2:04 PM

#	Number of part time employees?	Date
1	20 docents	4/12/2014 9:32 AM
2	volunteers - approx 40	4/11/2014 6:18 PM
3	1	4/9/2014 8:12 AM
4	6 (but only 1-2 work at any given time)	3/27/2014 10:18 PM
5	2 independent contractors	3/25/2014 3:33 PM
6	None	3/21/2014 8:22 PM
7	1	3/14/2014 2:54 PM

Q12 Where do your employees typically park?

Answered: 8 Skipped: 1



Answer Choices	Responses
Our own lot	25.00% 2
Public lot - Walnut Avenue lot	12.50% 1
Public lot - Library lot	0.00% 0
Public lot - Artesian Park lot	0.00% 0
Public lot - Train station west (Mawman Avenue) lot	0.00% 0
Public lot - Train station east lot	0.00% 0
Private lot	25.00% 2
On-street	37.50% 3
Total	8

#	Other (please specify)	Date
1	In the back of the building, or come to work via train	3/27/2014 10:18 PM
2	if less than 2 hours. I will suggest the other lots.	3/25/2014 3:33 PM

Q13 How many customers do you typically have in a day?

Answered: 9 Skipped: 0

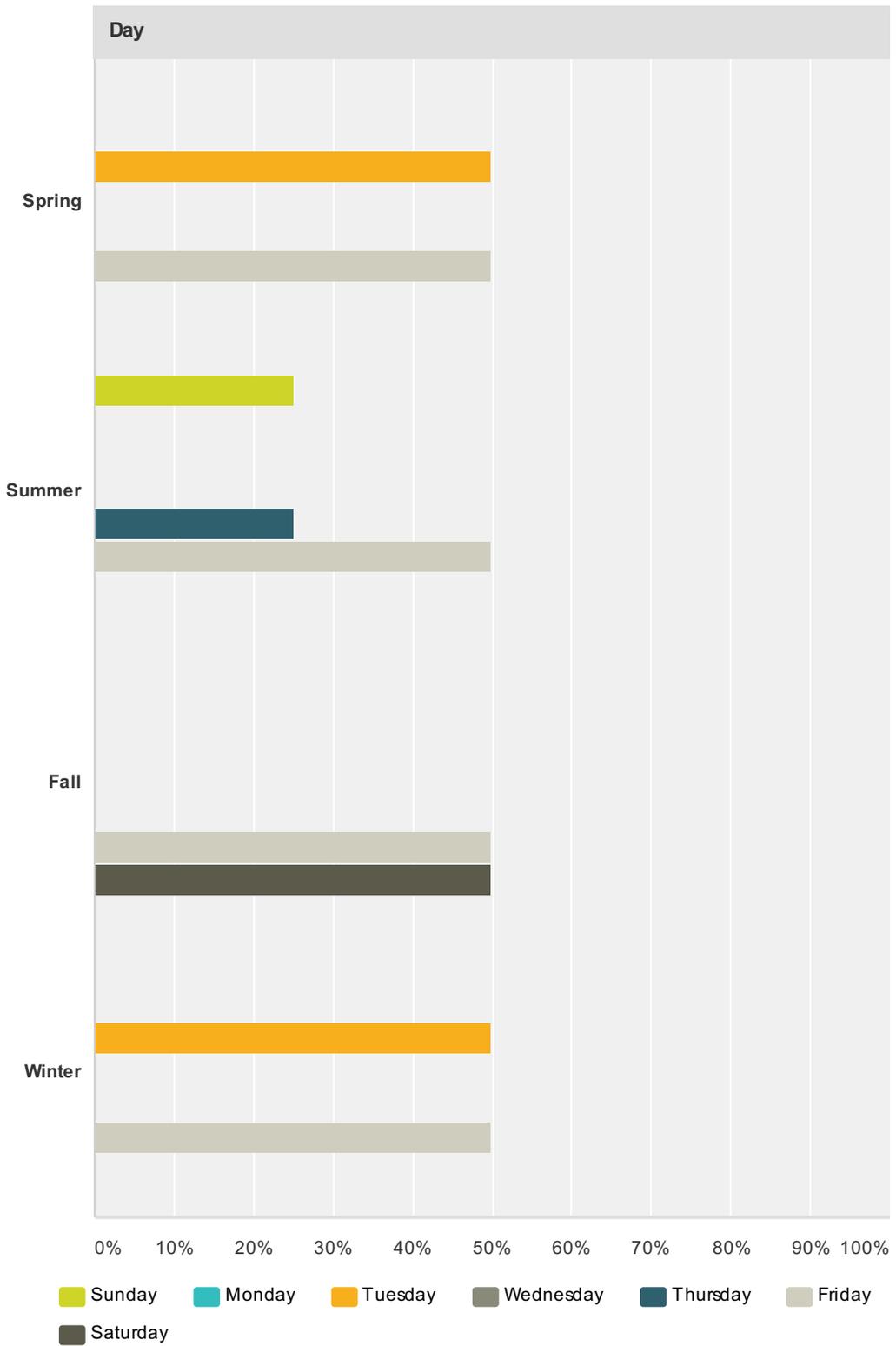
Answer Choices	Responses
Summer (May-September)	100.00% 9
Winter (October-April)	100.00% 9

#	Summer (May-September)	Date
1	8	4/12/2014 9:32 AM
2	5	4/11/2014 6:18 PM
3	80-100	4/9/2014 8:12 AM
4	25 at a time, typical stay is 1-2 hours	3/27/2014 10:18 PM
5	6	3/25/2014 3:33 PM
6	None	3/23/2014 10:22 PM
7	15	3/21/2014 8:22 PM
8	10 to 30	3/14/2014 2:54 PM
9	10-30	3/13/2014 2:04 PM

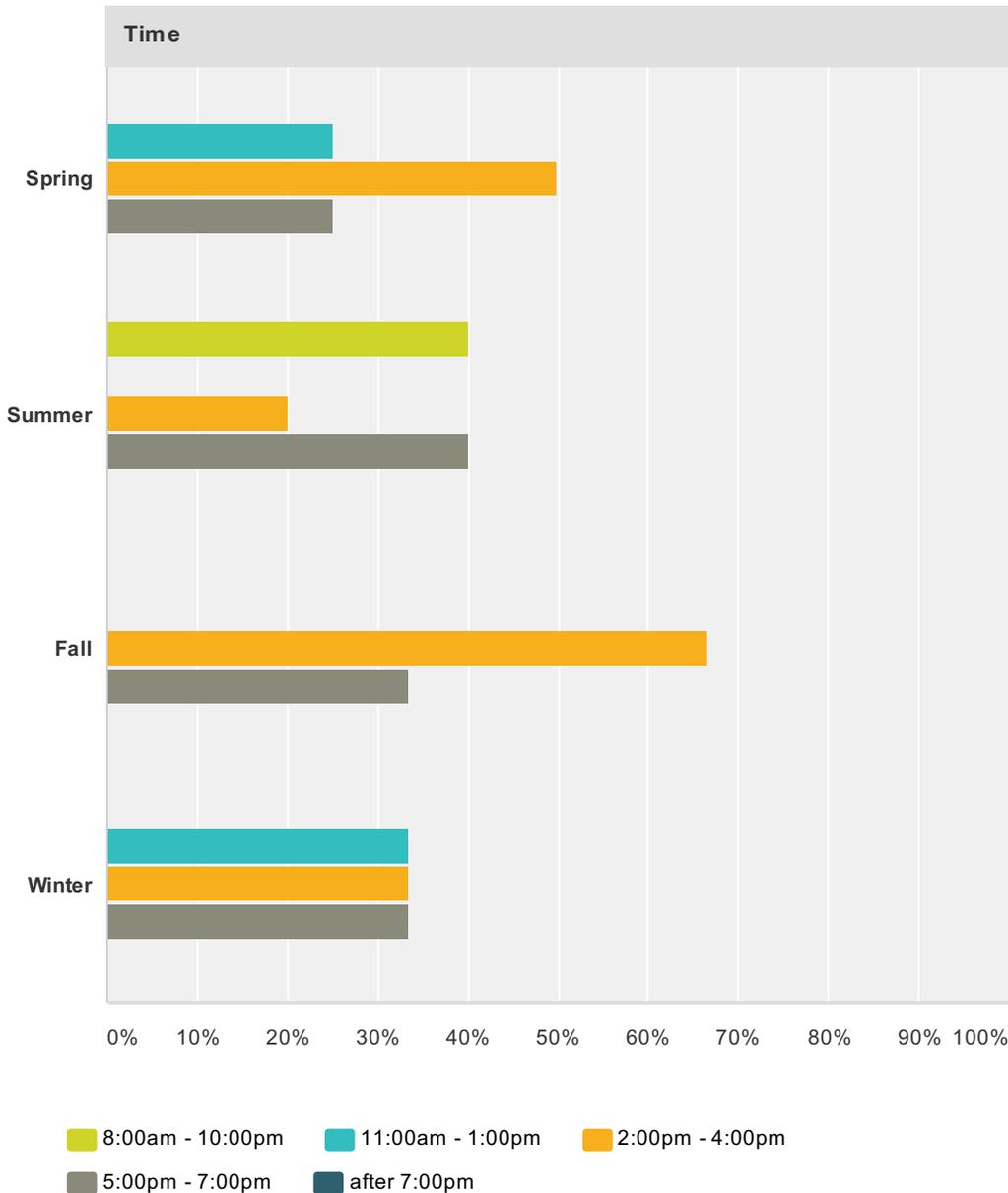
#	Winter (October-April)	Date
1	6	4/12/2014 9:32 AM
2	5	4/11/2014 6:18 PM
3	50-60	4/9/2014 8:12 AM
4	15 at a time, typical stay is 1-2 hours	3/27/2014 10:18 PM
5	6-10	3/25/2014 3:33 PM
6	None	3/23/2014 10:22 PM
7	6-10	3/21/2014 8:22 PM
8	10 to 30	3/14/2014 2:54 PM
9	10-30	3/13/2014 2:04 PM

Q14 When are the busiest times in the downtown area?

Answered: 6 Skipped: 3



Lake Bluff Business Operator Parking Survey



Day								
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Spring	0.00% 0	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	0.00% 0	2
Summer	25.00% 1	0.00% 0	0.00% 0	0.00% 0	25.00% 1	50.00% 2	0.00% 0	4
Fall	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2
Winter	0.00% 0	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	0.00% 0	2

Time						
	8:00am - 10:00pm	11:00am - 1:00pm	2:00pm - 4:00pm	5:00pm - 7:00pm	after 7:00pm	Total
Spring	0.00% 0	25.00% 1	50.00% 2	25.00% 1	0.00% 0	4
Summer	40.00% 2	0.00% 0	20.00% 1	40.00% 2	0.00% 0	5

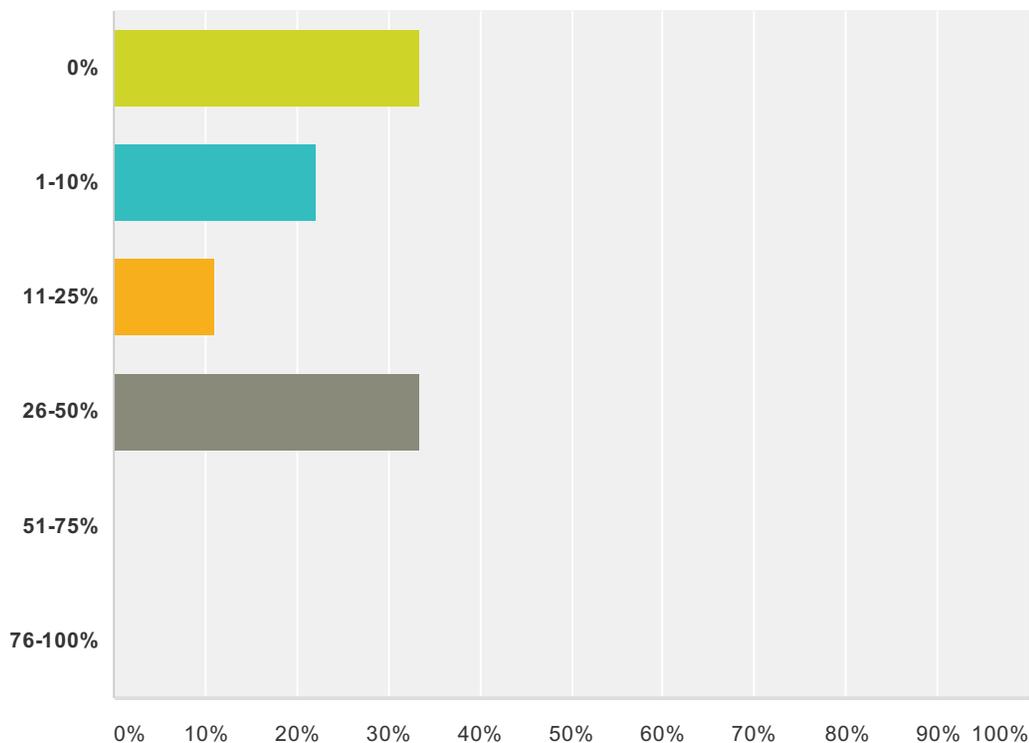
Lake Bluff Business Operator Parking Survey

APPENDIX A

	1	2	3	4	5	6
Fall	0.00% 0	0.00% 0	66.67% 2	33.33% 1	0.00% 0	3 3
Winter	0.00% 0	33.33% 1	33.33% 1	33.33% 1	0.00% 0	3 3

Q15 In your estimation, what percentage of your customers or visitors are people already downtown for another purpose?

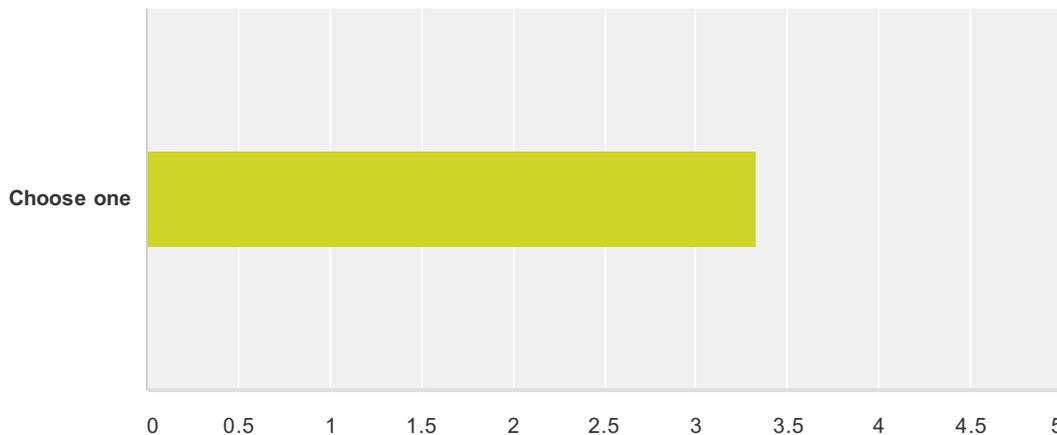
Answered: 9 Skipped: 0



Answer Choices	Responses
0%	33.33% 3
1-10%	22.22% 2
11-25%	11.11% 1
26-50%	33.33% 3
51-75%	0.00% 0
76-100%	0.00% 0
Total	9

Q16 Suppliers find it easy to deliver goods to your business.

Answered: 9 Skipped: 0

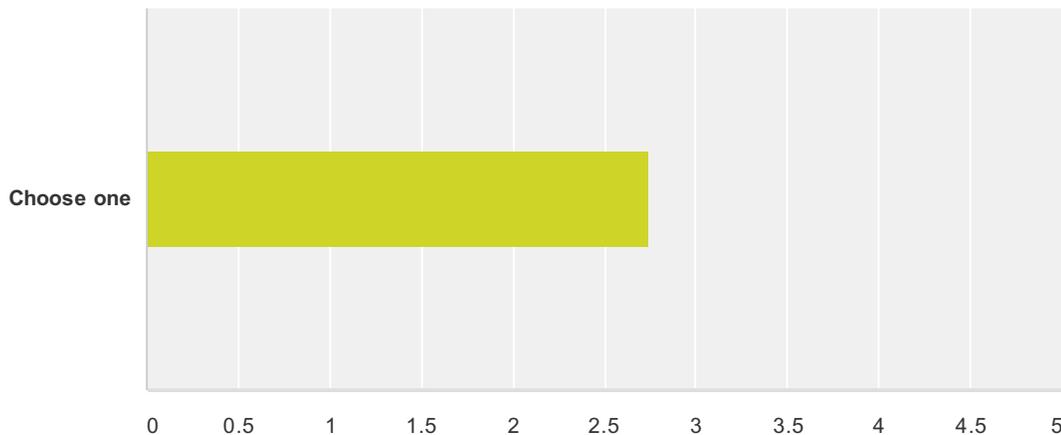


	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	0.00% 0	11.11% 1	44.44% 4	44.44% 4	0.00% 0	9	3.33

#	additional comments	Date
1	Our deliveries are early most days-- off peak business hours	4/9/2014 8:12 AM
2	They deliver using the parking lot in the back which is one way only and very tight. Stops flow of cars through the lot during delivery.	3/27/2014 10:18 PM
3	We are busiest Wednesday - Friday between the hours of 11:30 to 2:00 and again 3:30 to 5:30 Very slow in January and February. Busiest months June, July, September thru December.	3/14/2014 2:54 PM

Q17 How often do your customers/patrons complain to you about parking?

Answered: 8 Skipped: 1

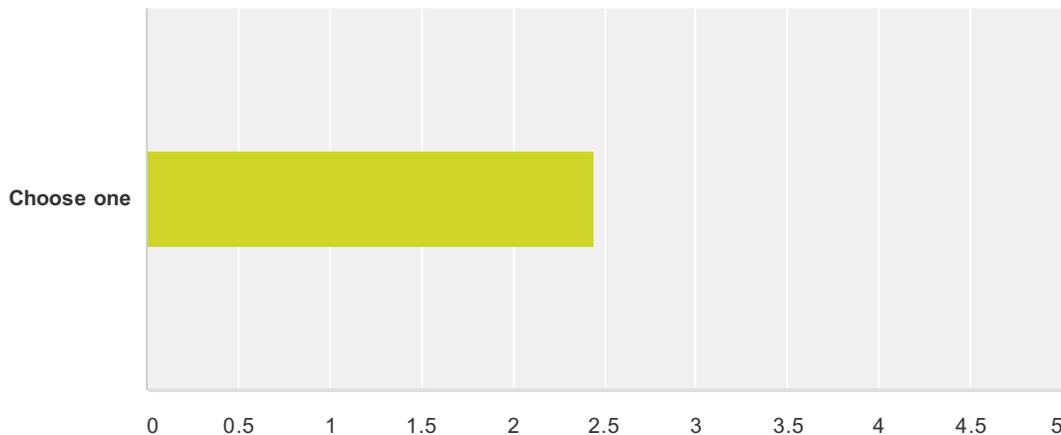


	never	rarely	sometimes	often	very often	Total	Average Rating
Choose one	12.50% 1	12.50% 1	62.50% 5	12.50% 1	0.00% 0	8	2.75

#	additional comments	Date
1	biggest problem is volunteers getting tickets for exceeding the 2 hour street parking limit	4/11/2014 6:18 PM
2	Dinner hour is busiest. All spaces in front of store frequently taken by restaurant/bar patrons. 15 minute parking should be enforced more.	4/9/2014 8:12 AM
3	depends on the season	3/13/2014 2:04 PM

Q18 There are an adequate number of parking spaces for downtown employees.

Answered: 9 Skipped: 0

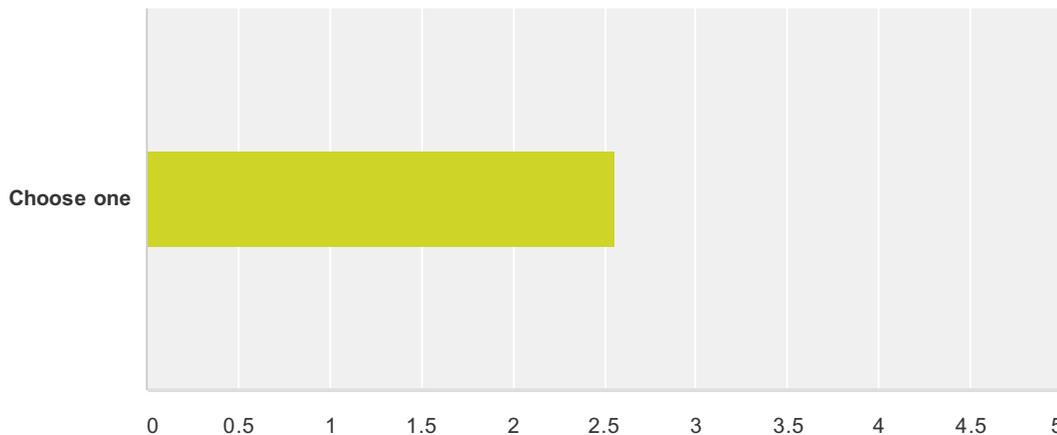


	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	11.11% 1	44.44% 4	33.33% 3	11.11% 1	0.00% 0	9	2.44

#	additional comments	Date
1	Train station lot should be promoted for downtown employees in the Scranton/Center ave area. Further east it would be nice to try to get public access to the virtually unused PNC lot	4/11/2014 6:18 PM
2	Entire city lot is taken by employees	4/9/2014 8:12 AM

Q19 There are an adequate number of parking spaces for downtown customers.

Answered: 9 Skipped: 0

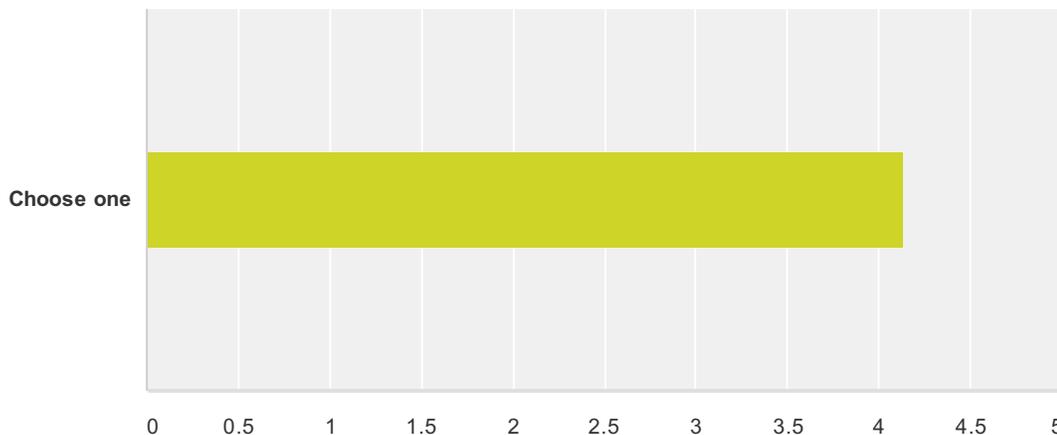


	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	11.11% 1	44.44% 4	22.22% 2	22.22% 2	0.00% 0	9	2.56

#	additional comments	Date
1	Generally yes. Need to provide some place for longer term parking. Need to promote the train lot as an option in the evenings and on weekends. Parking behind Block One that is public should be signed as such - all looks to be private.	4/11/2014 6:18 PM
2	It always depends on the time of day	3/21/2014 8:22 PM

Q20 The parking downtown is reasonably close to my place of business for customers.

Answered: 8 Skipped: 1

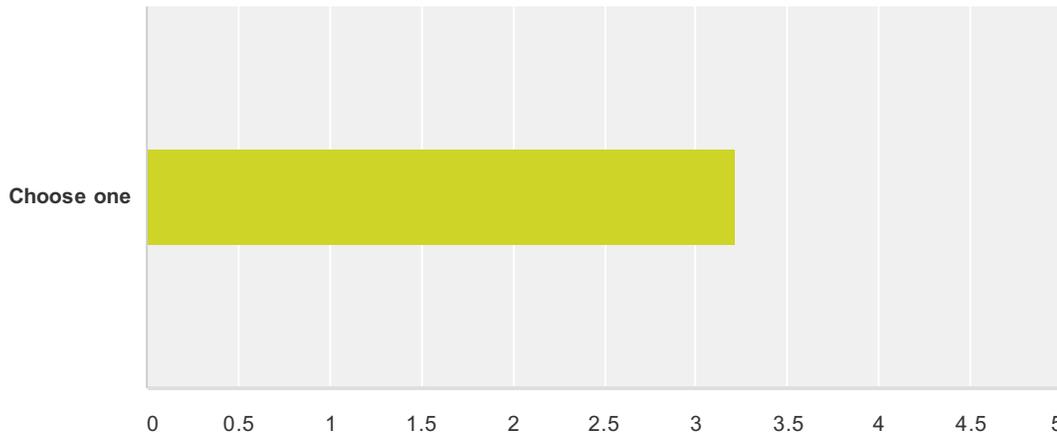


	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	0.00% 0	0.00% 0	12.50% 1	62.50% 5	25.00% 2	8	4.13

#	additional comments	Date
1	The only problem is the 2 hour limit when people don't plan to stay as long and end up exceeding the time limit. There is street parking on other side streets that could be used but people don't think that is an option.	4/11/2014 6:18 PM
2	In front of store-- by post office (2 hour) should be adequate.	4/9/2014 8:12 AM

Q21 There is adequate handicap parking in the downtown.

Answered: 9 Skipped: 0

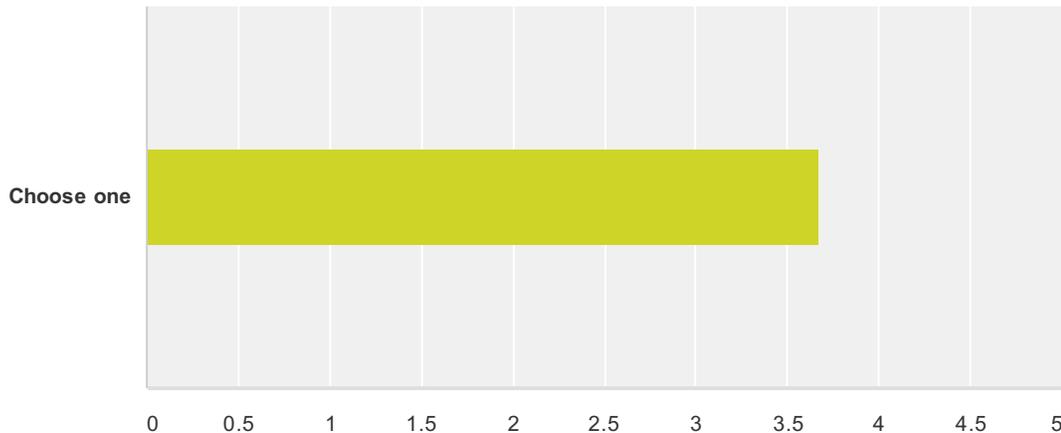


	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	0.00% 0	0.00% 0	77.78% 7	22.22% 2	0.00% 0	9	3.22

#	additional comments	Date
	There are no responses.	

Q22 Lighting around the parking spaces is sufficient at night.

Answered: 9 Skipped: 0



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	11.11% 1	0.00% 0	11.11% 1	66.67% 6	11.11% 1	9	3.67

#	additional comments	Date
1	not where I park between buildings.	3/25/2014 3:33 PM

Q23 Please feel free to make additional comments regarding parking:

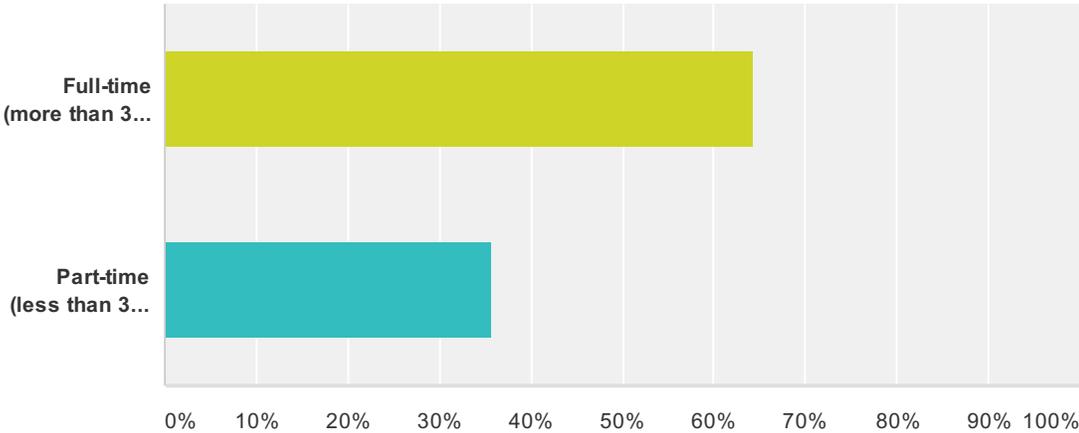
Answered: 3 Skipped: 6

#	Responses	Date
1	I shouldn't have to call repeatedly to report trucks unloading in front or cars parked for hours in front. A NO TRUCK PARKING sign in front would be helpful	4/9/2014 8:12 AM
2	Need to create parking in Metra lot seem more accessible, safe, and increase awareness of it's availability.	3/27/2014 10:18 PM
3	Free parking passes for employees and contractors would be helpful.	3/25/2014 3:33 PM

Appendix B

Q1 Employment Status

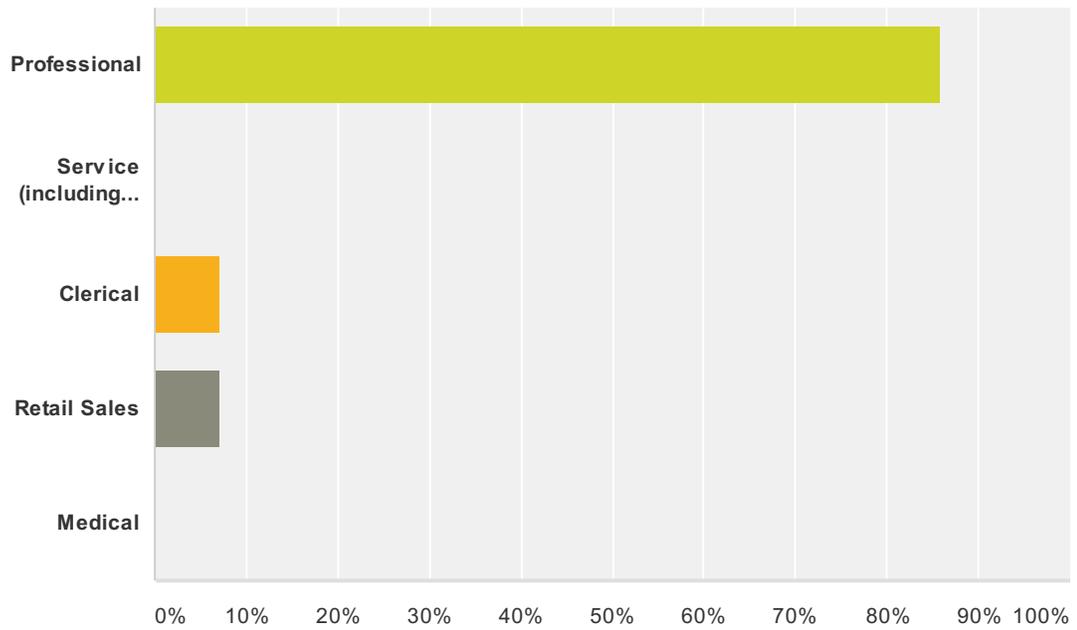
Answered: 14 Skipped: 0



Answer Choices	Responses
Full-time (more than 30 hours per week)	64.29% 9
Part-time (less than 30 hours per week)	35.71% 5
Total	14

Q2 Employment Classification

Answered: 14 Skipped: 0

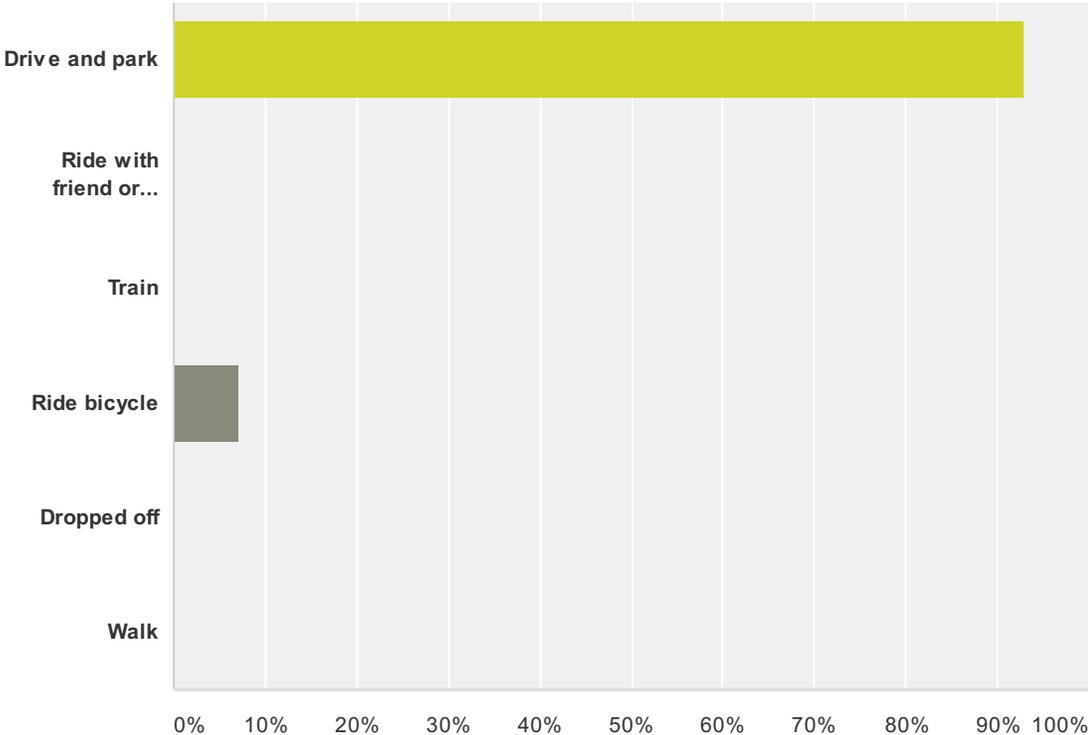


Answer Choices	Responses
Professional	85.71% 12
Service (including restaurant)	0.00% 0
Clerical	7.14% 1
Retail Sales	7.14% 1
Medical	0.00% 0
Total	14

#	Other (please specify)	Date
	There are no responses.	

Q3 How do you generally come to work downtown?

Answered: 14 Skipped: 0

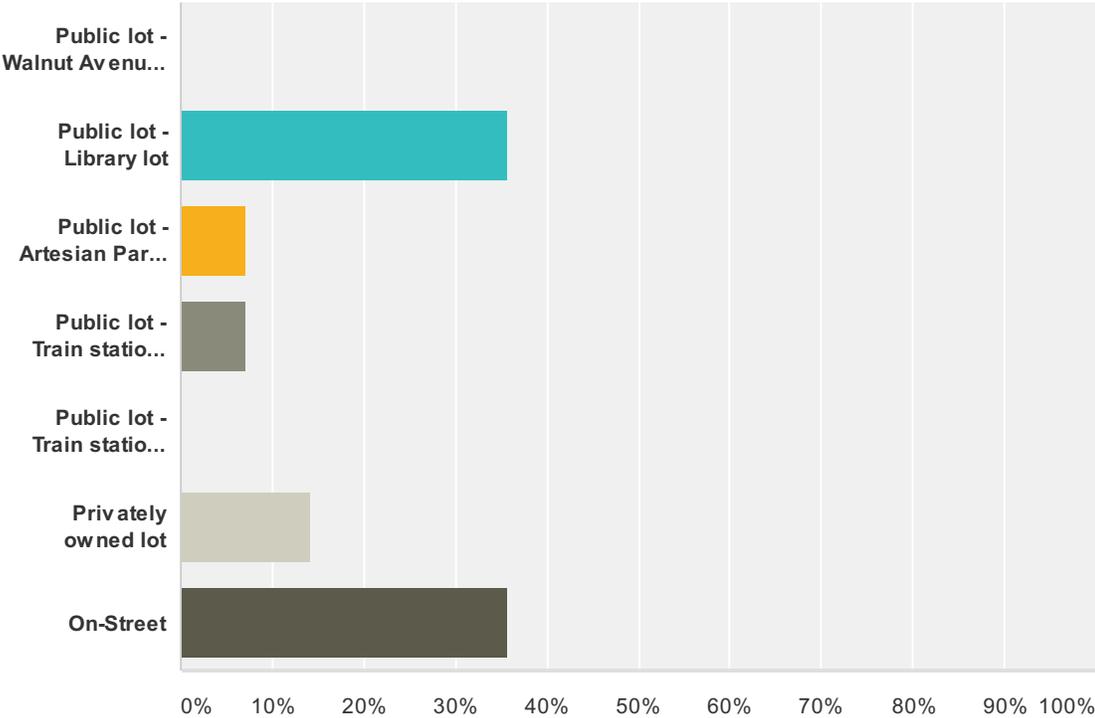


Answer Choices	Responses
Drive and park	92.86% 13
Ride with friend or relative	0.00% 0
Train	0.00% 0
Ride bicycle	7.14% 1
Dropped off	0.00% 0
Walk	0.00% 0
Total	14

#	Other (please specify)	Date
	There are no responses.	

Q4 If you drive when you come downtown to work where do you usually park?

Answered: 14 Skipped: 0

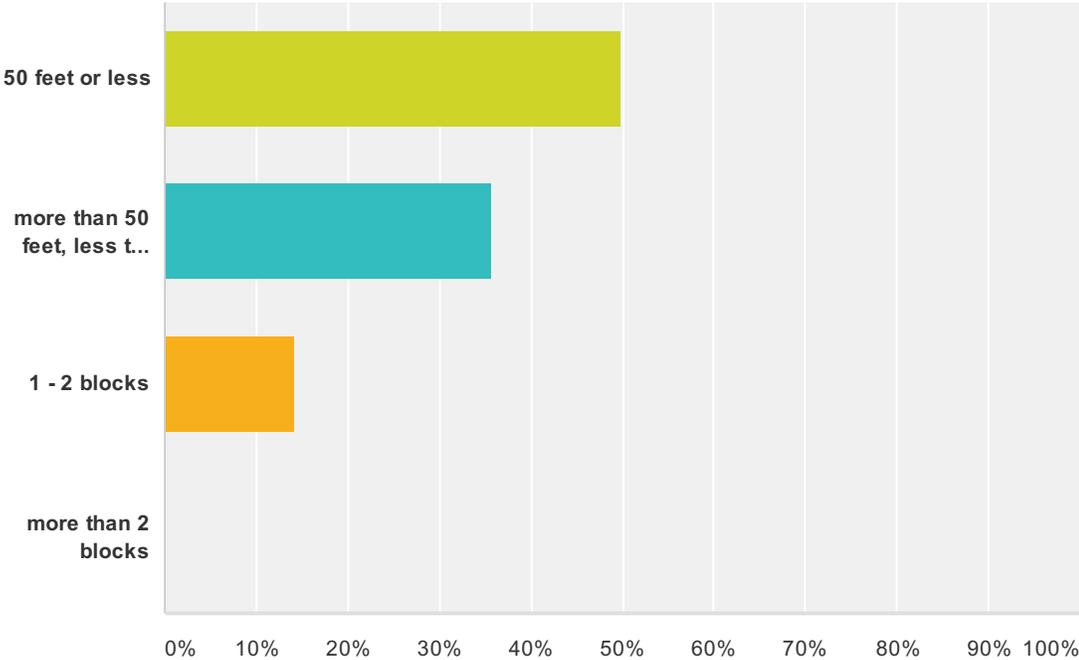


Answer Choices	Responses
Public lot - Walnut Avenue lot	0.00% 0
Public lot - Library lot	35.71% 5
Public lot - Artesian Park lot	7.14% 1
Public lot - Train station west (Mawman Avenue) lot	7.14% 1
Public lot - Train station east lot	0.00% 0
Privately owned lot	14.29% 2
On-Street	35.71% 5
Total	14

#	Other (please specify)	Date
	There are no responses.	

Q5 How far do you generally walk from your parking location to your workplace?

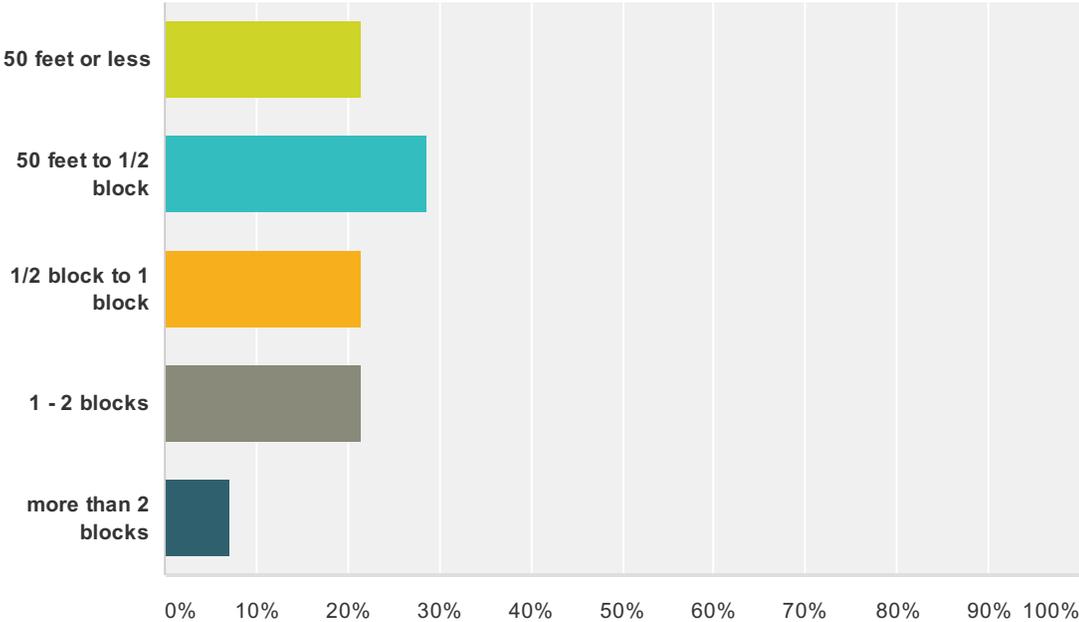
Answered: 14 Skipped: 0



Answer Choices	Responses
50 feet or less	50.00% 7
more than 50 feet, less than one block	35.71% 5
1 - 2 blocks	14.29% 2
more than 2 blocks	0.00% 0
Total	14

Q6 How far are you willing to walk from a parking space to your destination?

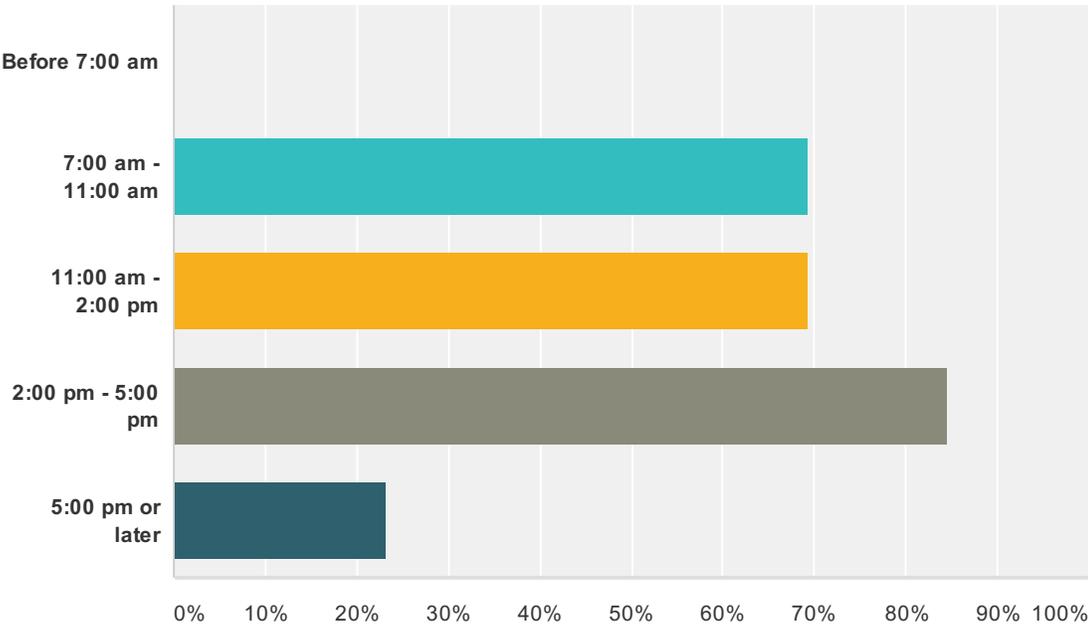
Answered: 14 Skipped: 0



Answer Choices	Responses
50 feet or less	21.43% 3
50 feet to 1/2 block	28.57% 4
1/2 block to 1 block	21.43% 3
1 - 2 blocks	21.43% 3
more than 2 blocks	7.14% 1
Total	14

Q7 At what times do you have the greatest need for parking? Please check all that apply.

Answered: 13 Skipped: 1

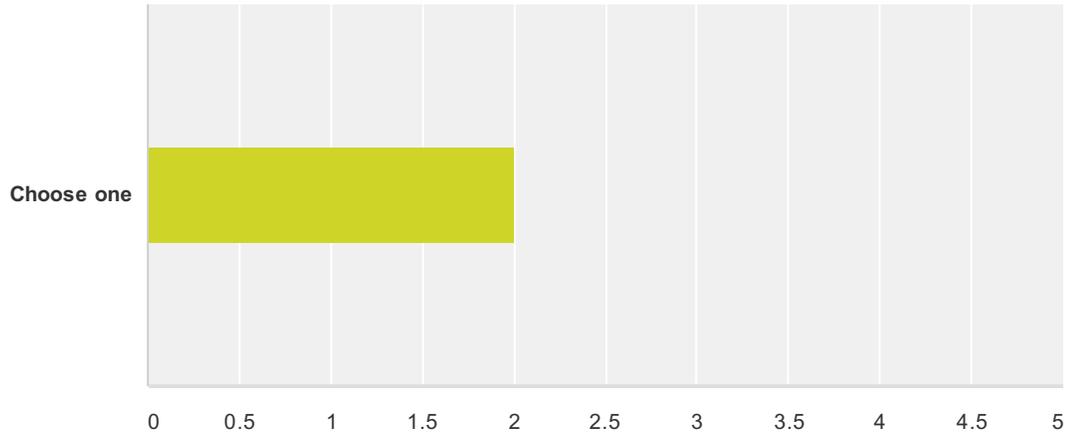


Answer Choices	Responses
Before 7:00 am	0.00% 0
7:00 am - 11:00 am	69.23% 9
11:00 am - 2:00 pm	69.23% 9
2:00 pm - 5:00 pm	84.62% 11
5:00 pm or later	23.08% 3
Total Respondents: 13	

#	Other (please specify)	Date
1	10-6 AND 1-9 on Mondays	3/13/2014 4:18 PM

Q8 There are an adequate number of parking spaces for downtown employees.

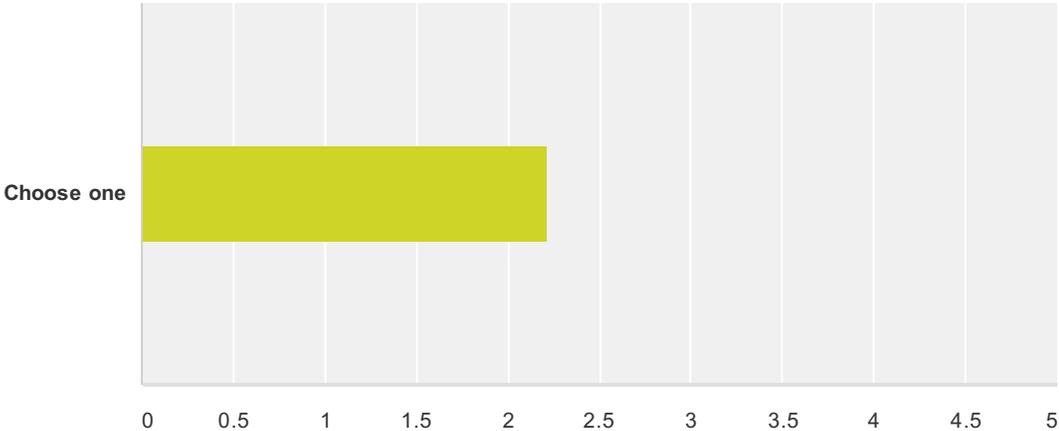
Answered: 14 Skipped: 0



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	57.14% 8	14.29% 2	0.00% 0	28.57% 4	0.00% 0	14	2.00

Q9 There are an adequate number of parking spaces for downtown customers/visitors.

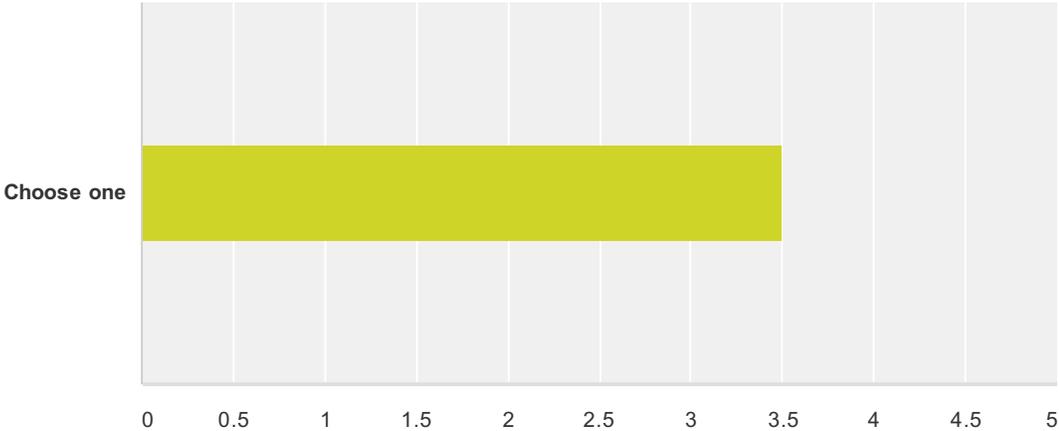
Answered: 14 Skipped: 0



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	35.71% 5	21.43% 3	28.57% 4	14.29% 2	0.00% 0	14	2.21

Q10 The parking downtown is reasonably close to my place of work.

Answered: 14 Skipped: 0



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	14.29% 2	7.14% 1	21.43% 3	28.57% 4	28.57% 4	14	3.50

Q11 Please feel free to make additional comments regarding parking:

Answered: 10 Skipped: 4

#	Responses	Date
1	As an employee of the library, I find it very difficult, now that we are at the appropriate number of staff to serve the community, to find parking in the few spaces that have been allotted as "Library Staff Parking." Additionally, we have patrons who will occasionally use the staff parking lot (either the one handicapped space, or during shift changes) when they find that the street parking is full. Parking in Artesian Park lot is quite inconvenient when leaving the library in the dark during the winter months, as the path to the lot does not have appropriate lighting for nighttime use. Thank you for conducting this survey—I really appreciate your interest in this ongoing problem!	3/14/2014 11:26 AM
2	The library lot does not provide adequate parking for the library staff. If you work a shift longer than two hours (as all staff do) and are not fortunate enough to arrive when a space in the library lot is available than your choices are to walk from the Artesian Park lot, which far away, dimly lit and often icy/snowy during the winter, or move your car every two hours when you park on the street. This cause unnecessary interruptions to the work of the library and takes away valuable parking from the public. Library patrons will often stay longer than 2 hours while working on a project and it is nearly impossible for them to find a spot in which it is legal for them stay. In addition the single disabled parking spot for the library is situated inconveniently and at times dangerously. The spot is situated close to the previous entrance on the west side of the building. As the entrance has relocated to the center of building this necessitates that the disabled individual walk around another car to access the ramp to enter the building. This coupled with inadequately cleared sidewalks makes a treacherous walk and vastly limits the accessibility of the library. We have had complaints from those who use the disabled parking and the situation as it stands now is untenable.	3/13/2014 7:26 PM
3	What in the world is going on with the PNC lot? Are they using it for Wonder Woman's invisible fleet of cars? No one parks there and it's always chained off with a scary sign. It seems to me that if the Village is short on parking, it would be in our best interests to use that space appropriately. The library also doesn't have many parking spaces for patrons, and that lot would be perfect. Not that I work for the library or anything. Well, okay, maybe I work for the library. I've always thought it would be nice if Village/business employees had parking permits. If I have to park outside of the staff lot, I'd prefer to not spend my day moving my car around or wondering if I've been ticketed. Also, I know that the Artesian Park lot is one of the designated overflow lots, but the only access route from town to the lot is that creepy, poorly lit wooded path. It's basically a set up for a horror film. Granted, it's also right next to the police station, but it's not a reassuring commute. Also, this year's attempts at sidewalk snow removal have been half-hearted at best and I am slightly reluctant to venture down a creepy, poorly lit path that has likely not been thoroughly salted. Thanks for doing this survey—I hope you find useful information to improve our parking situation.	3/13/2014 4:19 PM
4	I have a handicap sticker so I am fortunate enough to have the one designated spot in the library staff only lot, so I can't complain but I know we do not have enough spots even for library staff, let alone patron parking. It is a problem I do not have the answer for.	3/13/2014 4:18 PM
5	The library lot does not have enough spaces for its staff to park. Those of us who do not arrive when one is available are either moving their cars every 2 hours or parking in Artesian Park. Moving cars every couple of hours is also very disruptive to staff like myself who work 8 hour days. I sometimes arrive nearly an hour early to work to ensure I get a spot in our lot. We do not feel the walk to Artesian Park is safe to make by staff, as it is far away, often snowy and icy in winter, dimly lit, and most employees leave after dark and not necessarily together. Patrons also complain frequently about the lack of downtown parking or that there is not enough parking east of Oak and Scranton.	3/13/2014 3:55 PM
6	When privately owned lots spaces are not available, I am forced to park on village streets. Since there is no parking in downtown Lake Bluff that has a time restriction of more than 2-3 hours and the local police have been more strict about enforcing time limits, it becomes a challenge to find unlimited time options (anything east of Evanston Ave seems to work). Perhaps consider making the parking limit in town a bit longer?	3/13/2014 3:33 PM
7	The difficult restriction is the 2 hour parking limit. I don't always comply with the regulations, but I am concerned I will get a ticket (and that clients visiting our offices will get tickets).	3/12/2014 11:32 PM

Lake Bluff Employee Parking Survey

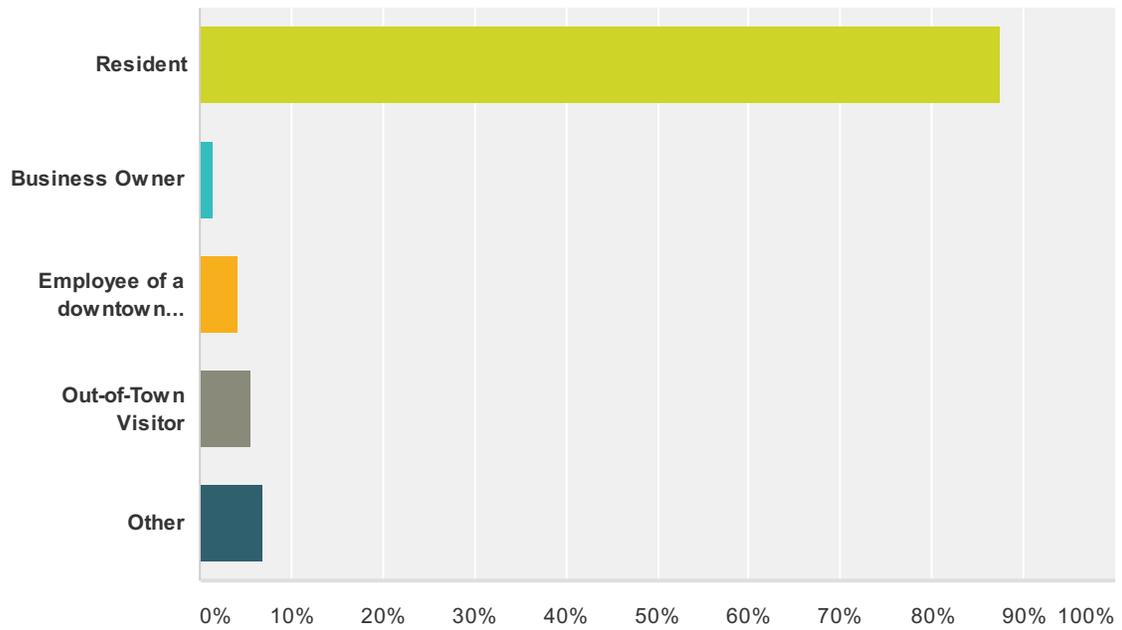
APPENDIX B

8	There shouldn't be a limit on how many hours you park on the street - it's too hard to find available parking in the area.	3/12/2014 8:08 PM
9	At 10 E Scranton there are 2 designated spaces for an office of team members that fluctuate from 5 to 15 on a daily basis. It's first come first serve, and the rest are either on or off street parking in the downtown area.	3/12/2014 4:06 PM
10	lunch time is very busy...but this is good for the restaurants; and therefore, the retail community	3/11/2014 9:45 PM

Appendix C

Q1 I am a (check all that apply):

Answered: 72 Skipped: 2



Answer Choices	Responses
Resident	87.50% 63
Business Owner	1.39% 1
Employee of a downtown business	4.17% 3
Out-of-Town Visitor	5.56% 4
Other	6.94% 5
Total Respondents: 72	

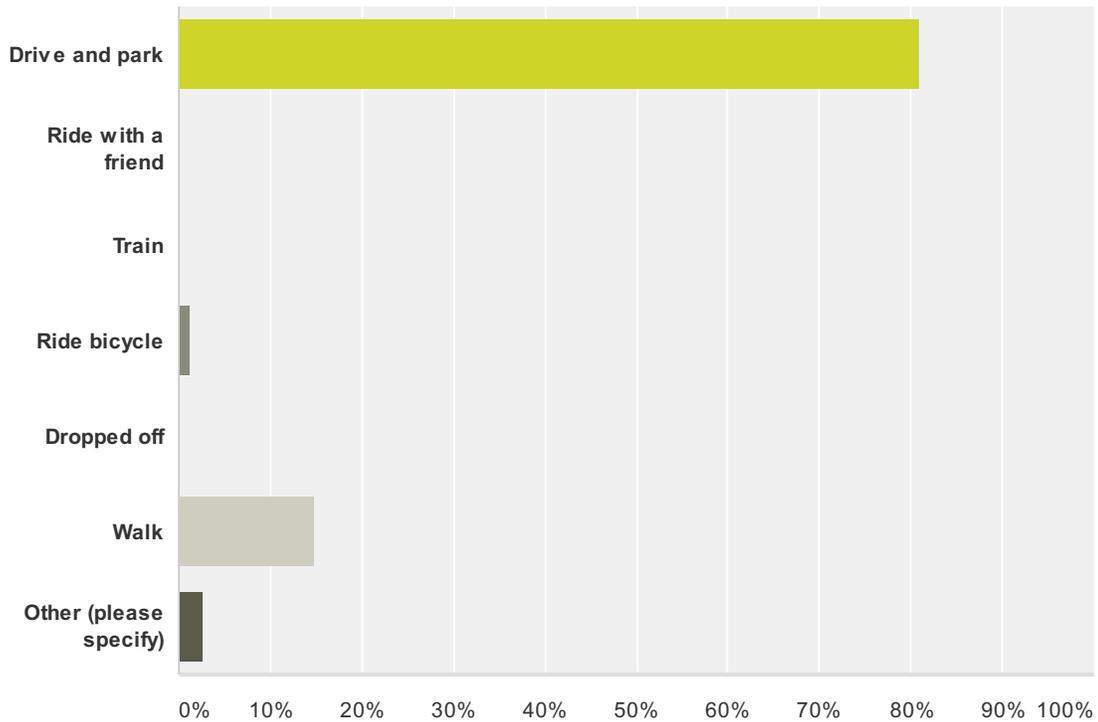
**Q2 Name of the city/town where you reside
if not in Lake Bluff?**

Answered: 10 Skipped: 64

#	Responses	Date
1	grayslake	3/22/2014 5:52 AM
2	unincorporated Shields Township	3/21/2014 9:49 PM
3	knollwood	3/21/2014 5:16 AM
4	Knollwood	3/20/2014 4:18 PM
5	Antioch	3/20/2014 3:48 PM
6	Lindenhurst	3/20/2014 3:29 PM
7	Gurnee	3/20/2014 1:13 PM
8	ZION	3/20/2014 12:03 PM
9	Mundelein	3/17/2014 10:14 AM
10	Rolling Meadows	3/13/2014 4:05 PM

Q3 How do you generally come downtown?

Answered: 74 Skipped: 0

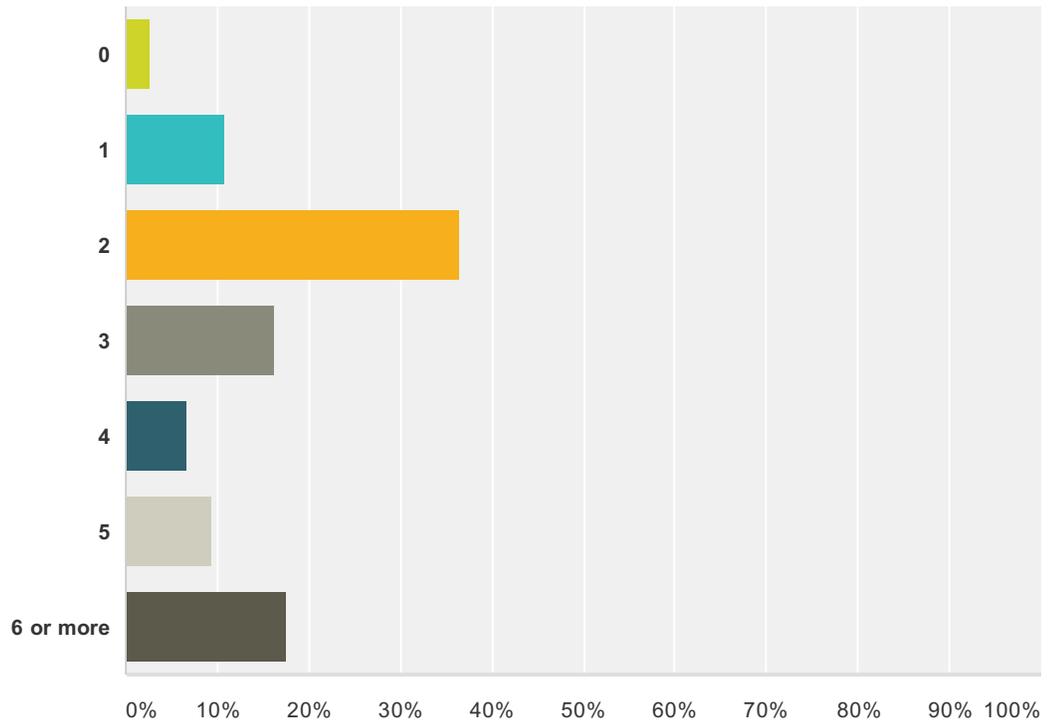


Answer Choices	Responses
Drive and park	81.08% 60
Ride with a friend	0.00% 0
Train	0.00% 0
Ride bicycle	1.35% 1
Dropped off	0.00% 0
Walk	14.86% 11
Other (please specify)	2.70% 2
Total	74

#	Other (please specify)	Date
1	I walk whenever the weather permits because it's so hard to find a place to park.	3/21/2014 10:12 PM
2	Drive and Park but when the weather is nice I ride my bike quite often	3/21/2014 7:11 PM

Q4 How many times do you visit downtown in a typical week?

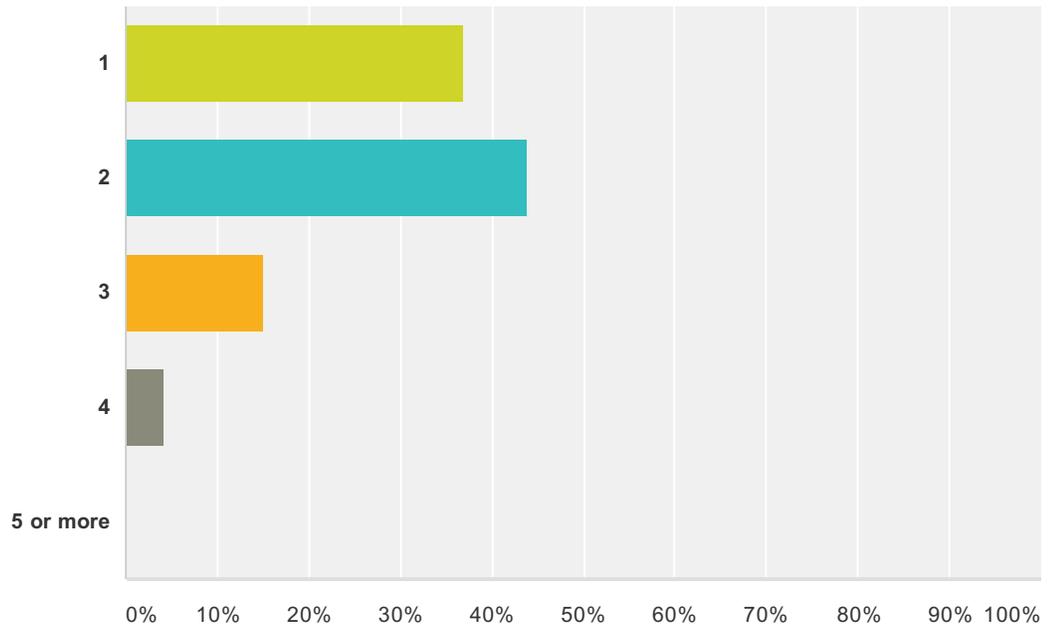
Answered: 74 Skipped: 0



Answer Choices	Responses	
0	2.70%	2
1	10.81%	8
2	36.49%	27
3	16.22%	12
4	6.76%	5
5	9.46%	7
6 or more	17.57%	13
Total		74

Q5 How many businesses do you typically visit during your downtown stay?

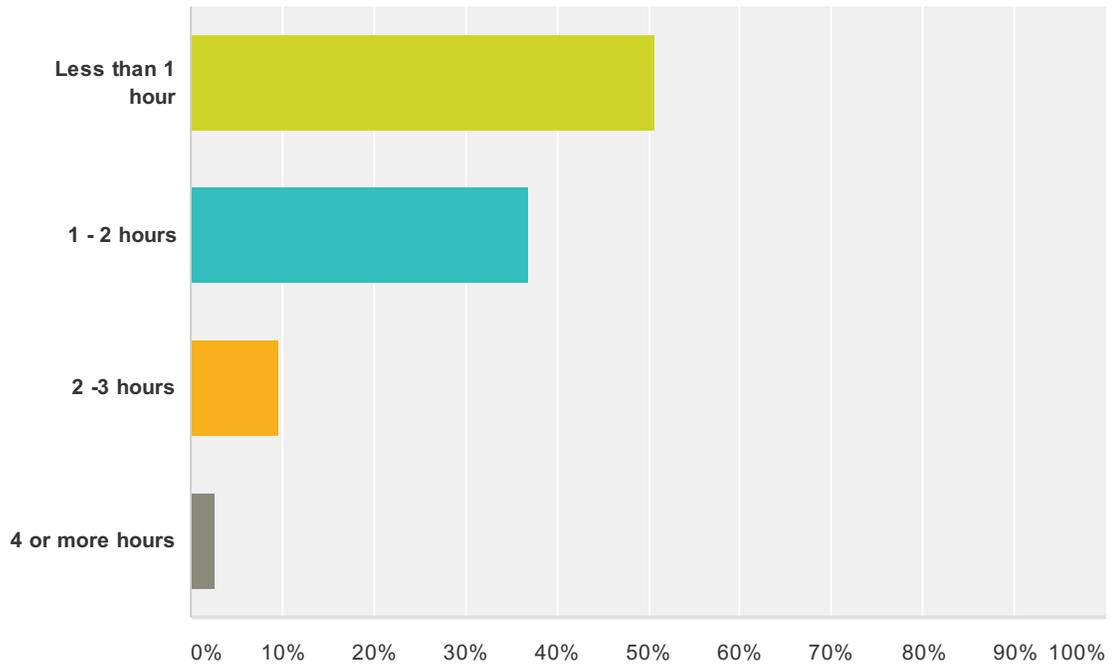
Answered: 73 Skipped: 1



Answer Choices	Responses
1	36.99% 27
2	43.84% 32
3	15.07% 11
4	4.11% 3
5 or more	0.00% 0
Total Respondents: 73	

Q6 How long do you generally stay in the downtown area?

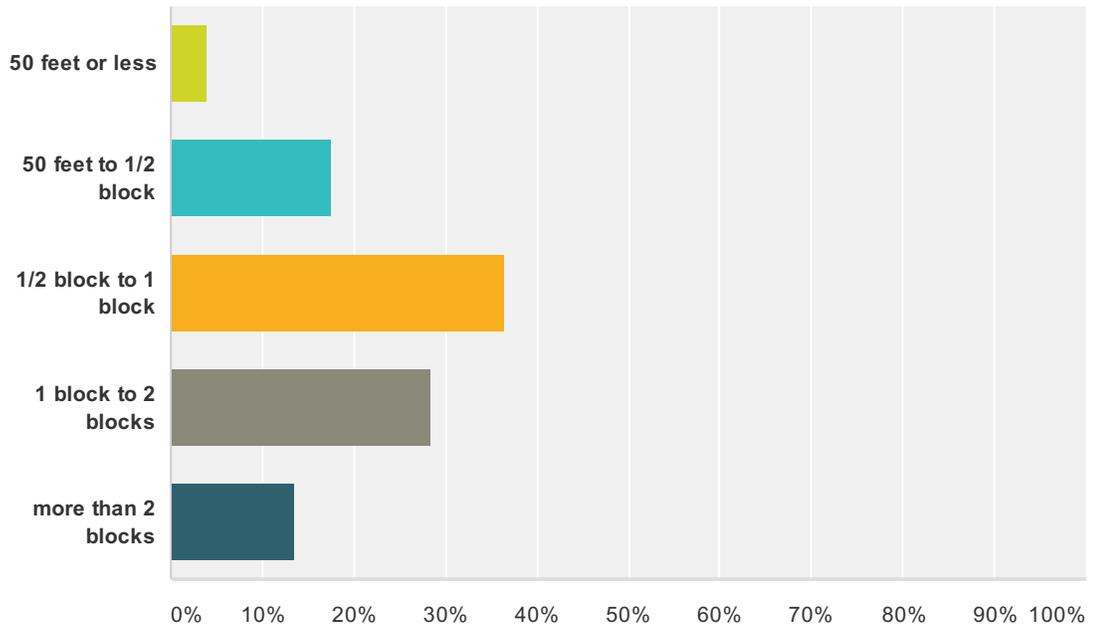
Answered: 73 Skipped: 1



Answer Choices	Responses
Less than 1 hour	50.68% 37
1 - 2 hours	36.99% 27
2 -3 hours	9.59% 7
4 or more hours	2.74% 2
Total	73

Q7 How far are you willing to park and walk to your destination?

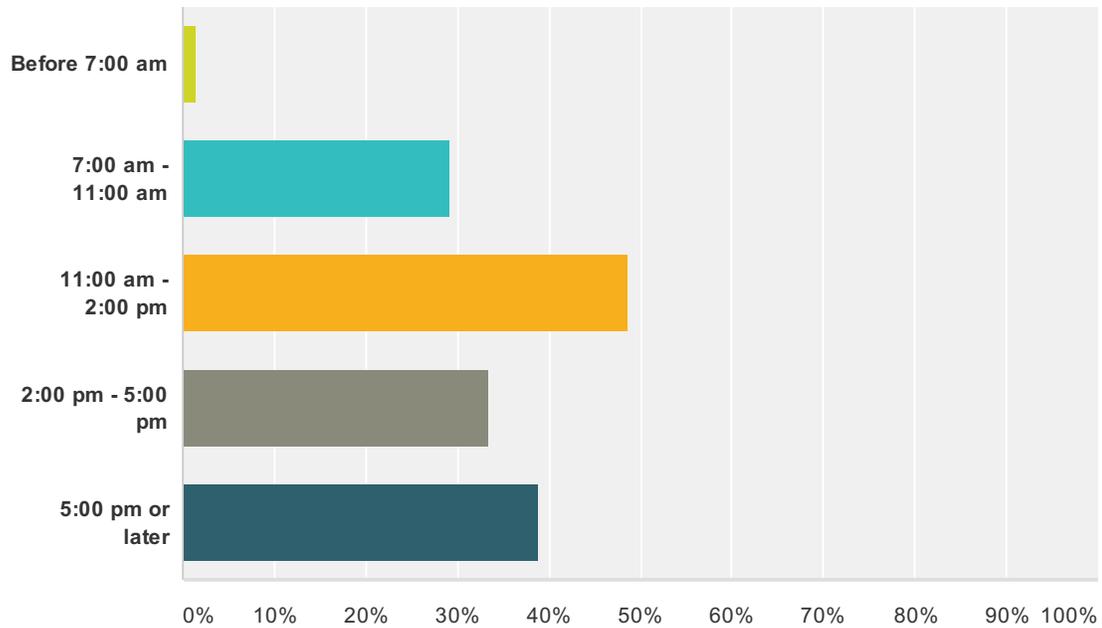
Answered: 74 Skipped: 0



Answer Choices	Responses
50 feet or less	4.05% 3
50 feet to 1/2 block	17.57% 13
1/2 block to 1 block	36.49% 27
1 block to 2 blocks	28.38% 21
more than 2 blocks	13.51% 10
Total	74

Q8 At what times do you have the greatest need for parking? Please select all that apply.

Answered: 72 Skipped: 2

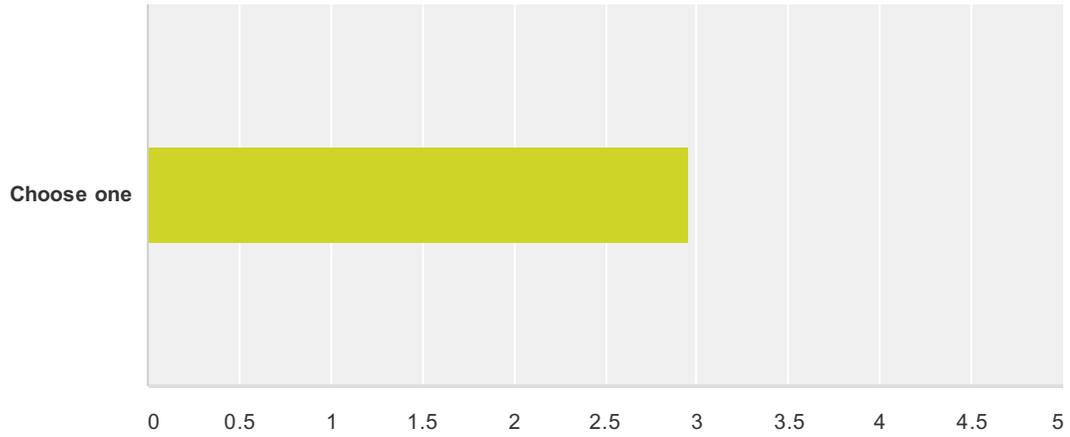


Answer Choices	Responses
Before 7:00 am	1.39% 1
7:00 am - 11:00 am	29.17% 21
11:00 am - 2:00 pm	48.61% 35
2:00 pm - 5:00 pm	33.33% 24
5:00 pm or later	38.89% 28
Total Respondents: 72	

#	Other (please specify)	Date
1	weekends	3/22/2014 8:23 PM
2	or with special events	3/21/2014 7:25 PM
3	Varies with season!	3/14/2014 10:04 PM
4	I rarely park on the street at a busy time (noon)	3/11/2014 9:53 PM

Q9 It is easy to locate a parking space downtown.

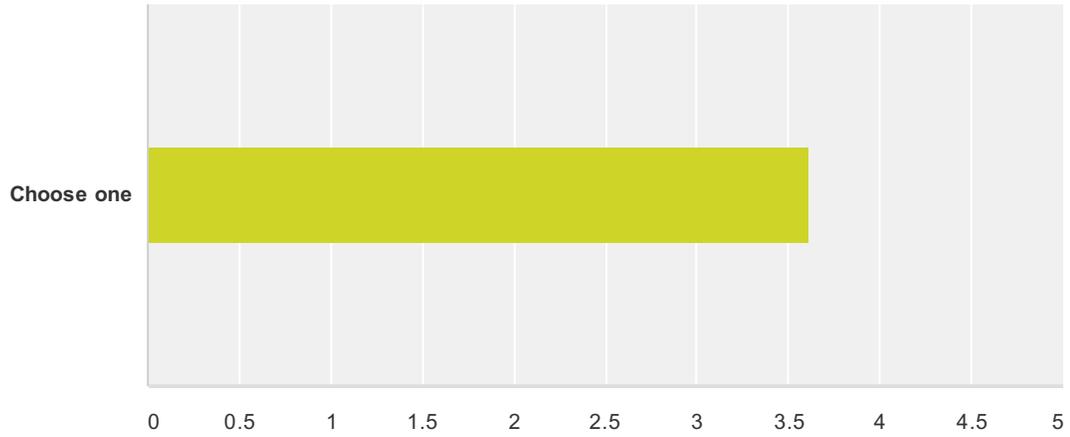
Answered: 73 Skipped: 1



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	13.70% 10	24.66% 18	20.55% 15	35.62% 26	5.48% 4	73	2.95

Q10 Parking signage (directional, length of stay, etc.) is easy to follow and understand.

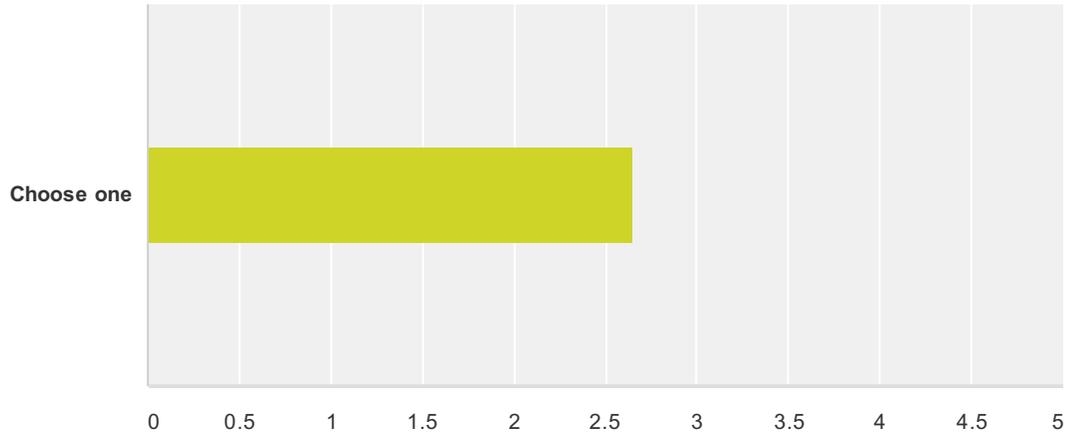
Answered: 71 Skipped: 3



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	2.82% 2	11.27% 8	22.54% 16	49.30% 35	14.08% 10	71	3.61

Q11 There is enough public parking in the downtown area.

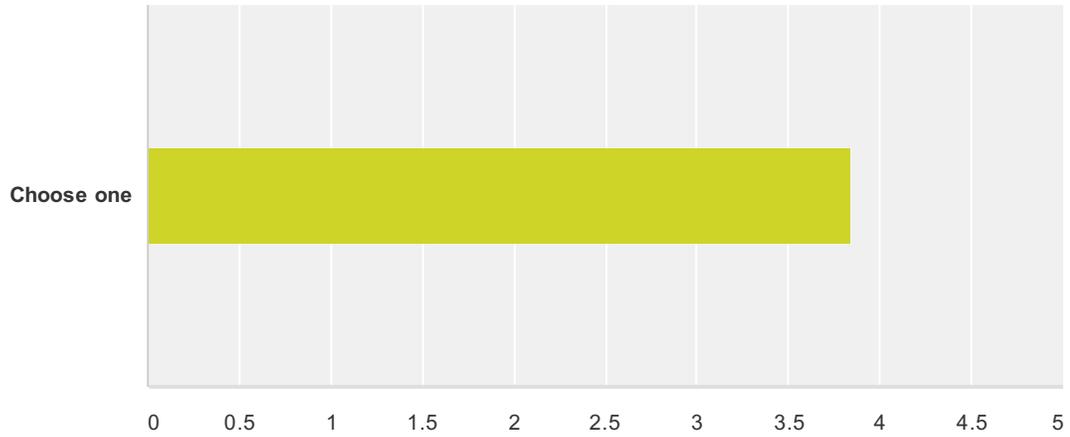
Answered: 74 Skipped: 0



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	10.81% 8	45.95% 34	14.86% 11	24.32% 18	4.05% 3	74	2.65

Q12 The on-street parking time restrictions generally give me enough time to complete my trip.

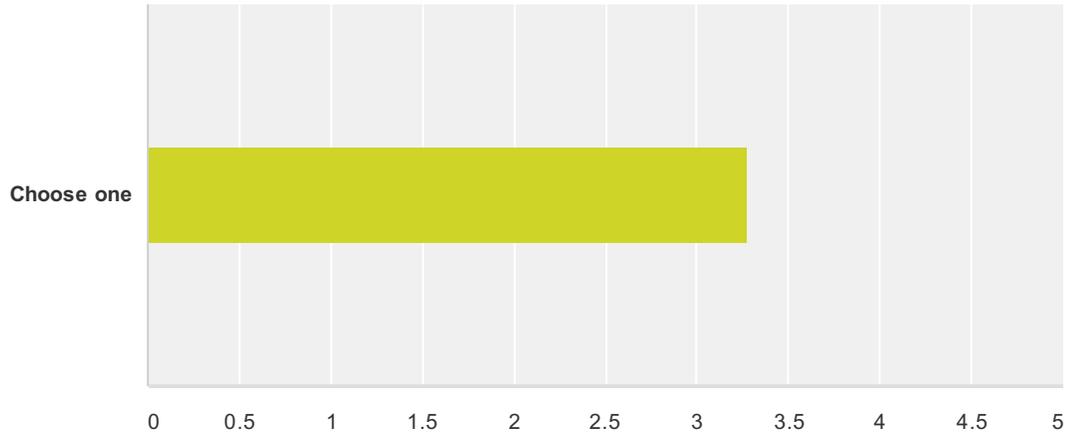
Answered: 73 Skipped: 1



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	2.74% 2	8.22% 6	13.70% 10	53.42% 39	21.92% 16	73	3.84

Q13 Parking enforcement is consistent and fair.

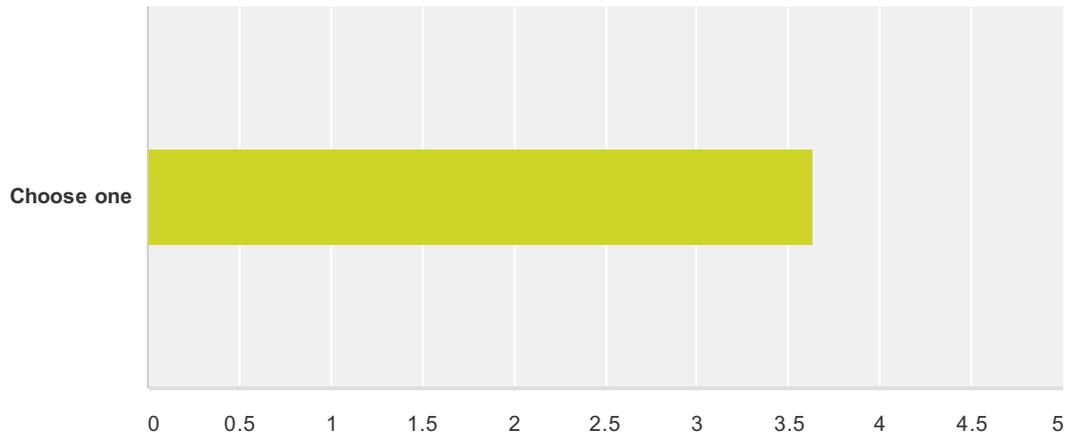
Answered: 74 Skipped: 0



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	6.76% 5	2.70% 2	58.11% 43	20.27% 15	12.16% 9	74	3.28

Q14 Lighting around the parking spaces is sufficient at night.

Answered: 72 Skipped: 2



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	2.78% 2	6.94% 5	25.00% 18	55.56% 40	9.72% 7	72	3.63

#	Please specify lot or location lighting should be improved if you disagree	Date
1	All along Scranton	3/21/2014 9:04 PM
2	Around the library.	3/15/2014 7:50 AM
3	Scranton Ave., Center St.	3/14/2014 10:42 PM
4	small lot north of Village Grind	3/14/2014 9:01 PM
5	LB library outside of the building on sidewalks	3/13/2014 4:05 PM
6	Scranton, Center and Walnut	3/13/2014 12:59 PM
7	East side of main train lot could be improved	3/12/2014 11:07 AM

Q15 Please feel free to make any additional comments regarding parking below.

Answered: 30 Skipped: 44

#	Responses	Date
1	There is not enough handicapped parking in front of the library/museum. Since the bank has its own parking lot, it would be good if more parking on the south side of Scranton in front of the library/museum be designated with handicapped so that others used parking on the north side of the street and along the west side of the library.	4/11/2014 6:38 PM
2	Add more parking ...if practical!	3/25/2014 12:51 PM
3	Parking is more difficult than it was, but it's still not bad. Moving employees into the train station lot would help.	3/24/2014 10:32 AM
4	The worst times are in summer on Friday when the Farmer's market is in session. It can be very hard to find a parking space.	3/22/2014 11:53 AM
5	Didn't know there are on-street parking restrictions! Didn't know parking was "enforced".	3/22/2014 9:47 AM
6	Employees need places to park, too. The library patrons and others would benefit from the use of the closed lot next to the PNC bank	3/21/2014 10:12 PM
7	It is literally impossible to find parking. It is hard to understand as the shops appear to be mostly empty. Office workers?	3/21/2014 9:15 PM
8	Seems like this is all a little late. Where are they going to find parking now?	3/21/2014 7:26 PM
9	1. Village enforcement is needed. 2. Employee parking needs to be enforced with a designated "all day parking" area.	3/21/2014 7:25 PM
10	I have always thought that parking enforcement doesn't really happen. Additional bike racks would be great to make biking in town safer and easier. Parking is really insufficient for big events like farmers market. Use of the extra lot by PNC Bank would be great for events.	3/21/2014 7:11 PM
11	Though I can usually find parking, the need to circle blocks if parking not immediately available is frustrating. Wish there was a reasonable location for many cars within 2 blocks	3/21/2014 6:08 PM
12	The police department does a very good job of responding to complaints and enforcing time restrictions.	3/20/2014 3:29 PM
13	remove all parking restrictions, because they are not enforced!	3/20/2014 1:13 PM
14	Requires learning, to know where longer parking exists. Frustrated to see cars of business owners and workers in spaces when there is no parking. PNC, be a good citizen, and share your unused lot.	3/18/2014 3:40 PM
15	Problems with parking are an issue during city sponsored events such as farmers market and bluffinia	3/16/2014 5:45 PM
16	Your opening line says "city" - Lake Bluff is a VILLAGE	3/16/2014 5:06 PM
17	I would bicycle to town from my residence in Tangley Oaks if there was adequate bicycle parking. I would like Lake Bluff to increase bicycle parking and apply to the League of American Bicyclists for recognition as a Bicycle Friendly Community.	3/15/2014 7:34 PM
18	Signage behind Village Commons is confusing and makes it appear that spaces are unavailable to public. Parking tends to be a problem only when there is an event attracting a crowd (Farmers market, etc). I don't believe there is an awareness that the train lot is available (free) on weekends - could perhaps be better publicized. In most places, people are willing to walk several blocks to a destination. When you live within a half mile of downtown, as many do, this "acceptable" distance shrinks as teh convenience of opting to drive rather than walk diminishes.	3/15/2014 11:08 AM
19	Some evenings it's hard to find parking close to your destination.	3/15/2014 10:36 AM
20	I hope we are not spending to much of the tax payer's \$ on this unneeded project!	3/15/2014 10:05 AM

Lake Bluff General User Parking Survey

21	<p>Since SUVs, trucks, and other large vehicles have become increasingly popular, parking spaces need to be designed for this size vehicle, or they need to be restricted from smaller spaces. These vehicles extend out into traffic, creating an additional hazard. Get a few of these vehicles sticking out into E.Center Ave, and other vehicles can hardly get through. This is also a problem on Oak Ave., alongside of the Post Office. Also, PNC bank has a lot that is always chained off, and never used, Can't the village work out something with PNC to make that lot available. The library needs employee parking, but has no visitor parking. Why doesn't the village buy the home next to the library to create more parking.</p>	3/15/2014 7:50 AM
22	<p>More handicap parking spaces would be an improvement.</p>	3/14/2014 10:42 PM
23	<p>Parking seems to be most tight at dinner (6-8). during day not too bad at all.</p>	3/14/2014 10:11 PM
24	<p>While historically parking has not been an issue, in the past year the shortage of spaces has become increasingly apparent. We need more spaces - it is the price to be paid for the success of the efforts to attract business to the downtown area. If we fail to provide sufficient parking, the redevelopment ultimately will fail.</p>	3/14/2014 9:26 PM
25	<p>The difficulty or ease of finding parking depends on what is happening in th village.</p>	3/14/2014 7:41 PM
26	<p>If the Village was allowed to use the parking lot to the east of PNC Bank it would free up spaces for the Library, the Museum and Bluffington's</p>	3/14/2014 6:46 PM
27	<p>Being an employee downtown I would like to see more parking available for employees as well as visitors so that they are not discouraged from visiting due to insufficient parking.</p>	3/13/2014 4:05 PM
28	<p>Enhance the train station for parking, removing shrubs, lighting, call boxes. Put employee parking in the train station areas.</p>	3/12/2014 1:40 PM
29	<p>consistent "soft" enforcement of parking in the cbd is important. use of one of pnc parking lots for all day paid permit parking should be encouraged. parking on oak should be by paid permit only. might start with an intern to issue warning tickets in cbd for the summer and monitor if full time enforcement is needed.</p>	3/12/2014 10:53 AM
30	<p>meal times are very busy, which is good for the community, but parking availability should be addressed.</p>	3/11/2014 9:53 PM