

CONSERVE
WATER

Glencoe Sustainability Task Force

Glencoe Parking + Streetscape Study

VILLAGE BOARD REVIEW

JUNE 18, 2026





ACKNOWLEDGEMENTS

Thank you to the Glencoe community for your participation, feedback and insights about the Central Business District Streetscape. Your participation turned shared values into a strategic vision for the future.

With gratitude to all who participated!

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ADOPTION DATE:

Plan prepared by Teska Associates, Inc. in association with TYLin



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PREFACE

This plan is not about dramatic reconstruction of the roads, sidewalks and open spaces that makeup Glencoe's Central Business District. It is about elevating what already works, using targeted, meaningful improvements to make the public right-of-way more efficient, more connected and supportive of daily use.

The plan is organized around improved connectivity, balanced parking access, unobstructed sidewalks, enhanced public places and an expression of Glencoe's unique character and identity.



INTRODUCTION

Glencoe's central business district (CBD) is vibrant and thriving. The community enjoys a diverse mix of services, retail shops, restaurants and cafes. Very few storefronts are vacant and the demand for first-floor retail space has been robust. Along with this demand is a growing desire for outdoor sidewalk café dining. At the same time, parking availability in the CBD district has historically been challenging.

The CBD Streetscape and Parking Study is a utilization study of the public way within Glencoe's Central Business District. The public way is generally defined by the roadways, on-street and off-street public parking, sidewalks, plantings, green spaces and plaza spaces controlled by the Village. Although private properties were evaluated for context, the recommendations herein do not address modifications to private properties.

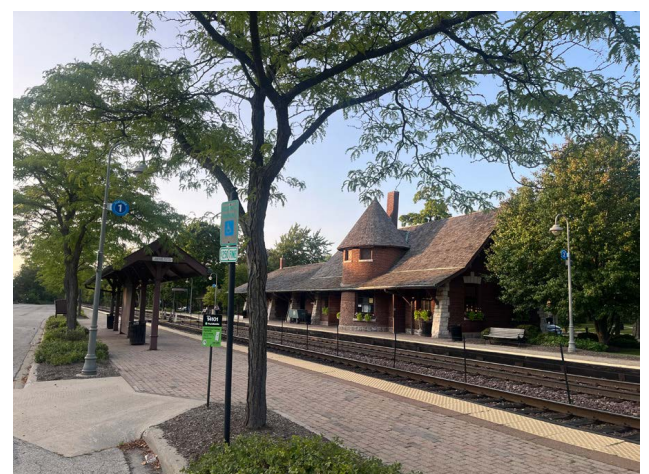
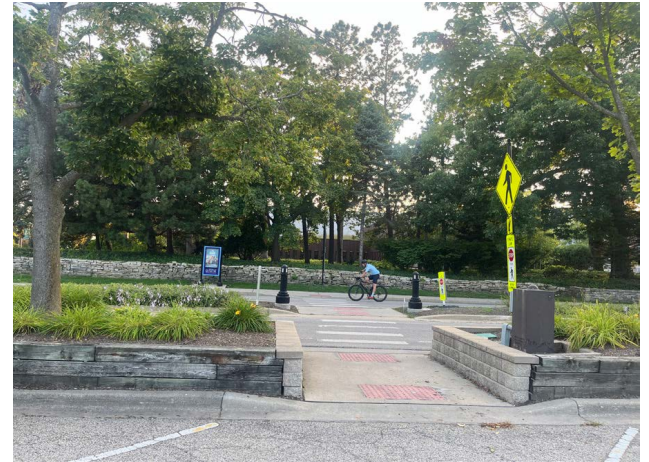
This planning and design effort was built upon previous planning studies, including the Village of Glencoe's Comprehensive Plan (2024) and the Downtown Plan (2016). Both documents addressed opportunities to benefit downtown businesses, residents and visitors.

Focus areas for this study included an evaluation of viable downtown streetscape and parking enhancements that improve parking usage and management, pedestrian safety, existing trees, outdoor seating and dining, lighting, pavement, plantings and site furnishings. Parking solutions explore physical and programmatic improvements intended to advance efficiencies related to the parking system.

STUDY AREA MAP

The project area is generally between Old Green Bay Road (to the east), Grove Street (to the west), Lincoln Avenue (to the north), and the Temple Court Parking lot (to the south).





COMMUNITY OUTREACH

Glencoe residents, businesses, employees, patrons and stakeholders care deeply for the CBD. Historically referred to as “Uptown”, Glencoe’s CBD has served the community well as a walkable, community-oriented business district, comprised of local shops, dining, services, Village Hall, Historical Society, Public Library, Writers Theatre, open spaces and destinations.

The following themes reflect key feedback from Glencoe’s engagement process and guide the Streetscape and Parking Strategies herein.

1. Safety and mobility for all modes
2. Access to on-street parking and improved parking management
3. Sidewalk space for strolling, seating, and social gathering
4. Distinctive destinations in the CBD
5. Greening, pedestrian comfort and public gathering areas



SEATING

- Bench Mounted to Stone Planter Wall
- Bench Mounted to Concrete Planter Wall
- Wood and Metal Bench - A
- Wood and Metal Bench - B

PLANTER POTS

- Planter A - Cast Limestone
- Planter B - Precast Concrete
- Planter C - Metal and Rotomolded
- Planter D - Precast Concrete

INCREASE PARKING TURNOVER

- Pay by Phone Parking
- Located on the Meter
- to pay for parking

REALLOCATE SUPPLY

IMPROVE MARKETING + OUTREACH

PARKING S

INCREASE UTILIZATION OF RENT

PROMOTE ALTERNATIVE TRAVEL MODES / WELCOME BIKES

Join us in planning the future of our downtown streetscape!

DOWNTOWN GLENCOE STREETScape & PARKING STUDY ONLINE SURVEY #2

Thank you to everyone who attended the June 2 Public Open House at Writers Theatre to discuss the first community survey outcomes, parking data, and preliminary concepts.

We are collecting additional community feedback on streetscape and parking concepts through a short, 10-15 minute online survey.

Your input is essential for shaping the future of Downtown Glencoe! Scan the QR code below or visit helloinput.org/glencoe-downtown-parking-streetscape-study to complete the survey!

The survey closes on October 15th, 2025.



ABOUT THIS STUDY:

The Village of Glencoe is conducting a study of the parking and streetscape conditions in the Downtown Business District. The study evaluates current parking use, infrastructure, and streetscape design, aiming to improve parking efficiency, pedestrian safety, and aesthetics. It also considers outdoor dining impacts and parking time limits.

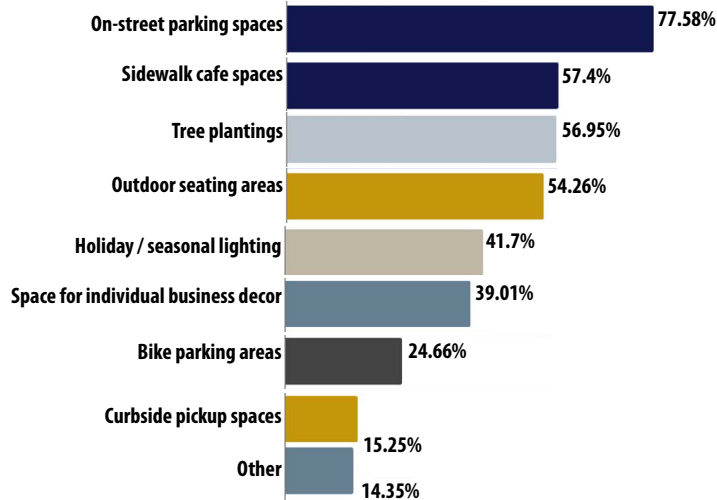
For questions about this process, please reach out to Development Services Director Taylor Baxter at tbaxter@villageofglencoe.org.



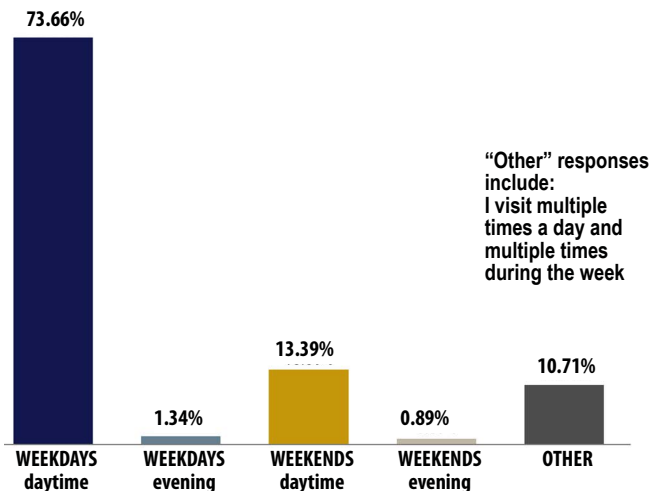
The planning process included outreach to the community in the form of stakeholder interviews, focus groups, online surveys, public open house, and public presentations to the Plan Commission and Village Board.

Public Survey #1 focused on how participants access and use the CBD streetscape and parking areas today. Refer to the Appendix for the full Public Survey #1 summary report.

WHICH STREETSCAPE FUNCTIONS PROVIDE THE MOST VALUE TO THE CBD?



WHEN DO YOU VISIT THE CBD?



WHAT SHOULD BE PROTECTED IN THE CBD?

Community response themes:

1. Old World Charm, Upscale Feel
2. Vibrant shops, restaurants + services
3. Walkable downtown (human scale buildings + wide sidewalks)
4. Historic buildings
5. Green spaces (parks and plantings)
6. Holiday lighting
7. Brick sidewalks
8. Outdoor seating + dining
9. Corner bumpouts + sidewalk gathering spaces

WHAT SHOULD BE IMPROVED IN THE CBD?

Community response themes:

1. Provide more parking + reallocate short term spaces to longer term spaces
2. Consider alternative parking management strategies
3. Remove privatized outdoor dining in public spaces
4. Enhance crosswalks for visibility and safety (decorative treatments + signage)
5. Unify the appearance of the streetscape, it currently looks plain
6. Add more seating areas + landscaping
7. Improve parking enforcement (U-turns, speeding)
8. Improve parking lot landscaping
9. Improve maintenance in winter
10. Don't overdo it!

Online Survey #1

228 Responses

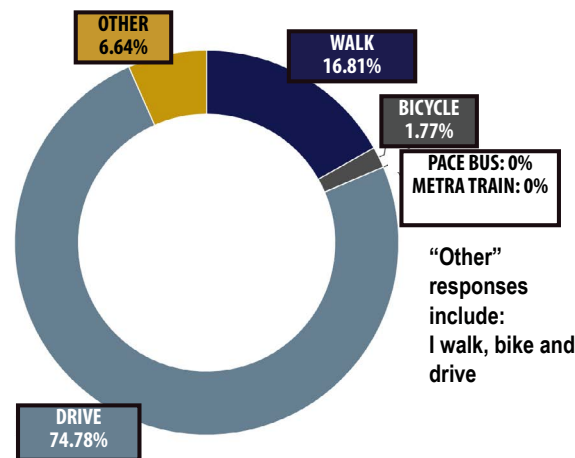
November 26, 2024 - January 24, 2025

Village website, social media, newsletters

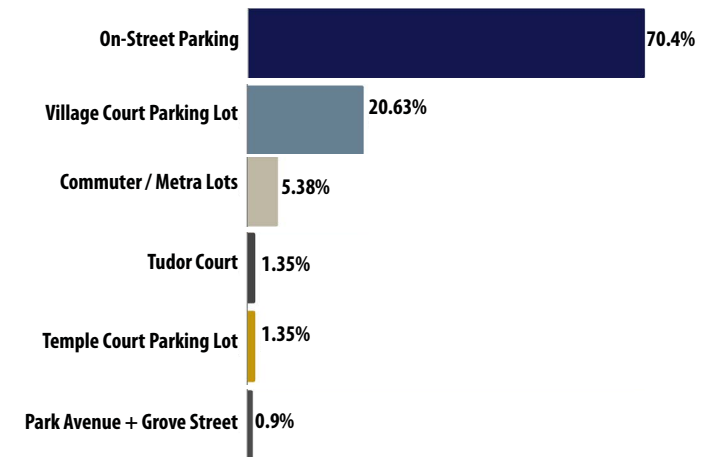
Key Takeaways:

1. Protect walkability, old world charm + upscale feel
2. Support vibrant shops + businesses
3. Maximize existing parking + consider alternative parking management strategies
4. Improve pedestrian safety + connectivity
5. Protect existing / add new outdoor seating + cafes
6. Protect existing / add new trees + plantings
7. Widen + declutter sidewalks
8. Protect brick sidewalks, green spaces + tree lighting

HOW DO YOU USUALLY TRAVEL TO THE CBD?



WHEN TRAVELING BY CAR, WHERE DO YOU TYPICALLY PARK?



Public Survey #2 delved further into design, including questions about parking and streetscape concepts and treatments for community review and feedback. Refer to the Appendix for the full Public Survey #2 summary report.

Online Survey #2

550 Responses

September 9, 2025 - October 31, 2025

Village website, social media, newsletters

TOP ENGAGEMENT THEMES

Preservation of Glencoe's small town, old world charm

Maintain Downtown's quaint, European-inspired design and historic feel as improvements are made. Keep a light touch on streetscape and parking interventions to respect existing charm.



Vibrancy across the downtown's spaces and places

Improve Downtown Glencoe's streetscape and parking environment in parallel with efforts to increase the amount of vibrant businesses such as cafes, restaurants, and retail as opposed to additional service-based businesses.



Simplicity in infrastructure and in spending

Be mindful of fiscal impacts of all parking and streetscape recommendations, especially in context of other Village projects. Simple improvements to downtown, as opposed to large construction projects and fundamental roadway changes, should be prioritized.



Parking is important to Glencoe and its local business community

Improve parking accessibility in the Downtown to encourage more residents and visitors to spend time and money at local businesses and amenities



Safety for all roadway users

Prioritize streetscape options that make Downtown a safer place to walk, drive, and bike. Eliminate potential hazards at intersections and crossings to simplify traffic flow.



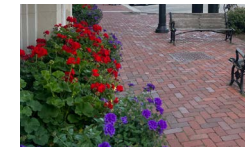
RANK YOUR PRIORITIES FOR THE AREA SURROUNDING THE PARK AND VERNON INTERSECTION



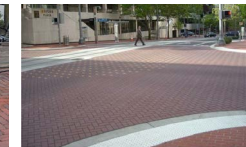
1 On-street parking



2 Widened sidewalk space



3 Landscape plantings



4 Raised intersections & widened sidewalks



5 Expanded corner bumpouts

WHICH PARKING ACCESS AND MANAGEMENT STRATEGIES WOULD BE MOST EFFECTIVE IN THE CBD?



Increase use of underutilized parking

Increasing the utilization of existing parking facilities such as the Metra and Temple Court lots was highly favored by participants.



Add on-street parking to Village-controlled parkways

The importance of preserving and adding on-street parking options was a repeated theme throughout the survey.



Increase parking turnover by creating more short-term parking

In the open-ended responses, participants noted that while more short-term parking could be added, the Village should consider extending the time limits from 15 to 30+ minutes in some cases.

PARKING ASSESSMENT

The CBD is walkable to surrounding neighborhoods, the Metra Station, Pace Bus Service, schools, parks and lakefront areas. Additionally, the CBD environment is comfortable and welcoming, comprised of a mix of one- and two-story buildings that frame brick paved sidewalks dotted with mature trees, period lighting, and well-maintained streetscape features. Although the CBD is a walkable environment, many visitors said they perceive the available public parking lots east of Green Bay Road as inconvenient and "too far to walk". As such, the parking areas located beyond the core CBD are often underutilized, filling up at certain times.

At the outset of this planning assignment, the project team conducted a parking assessment. Below is a summary of what we learned and additional information is in the Appendix:

1. The Central Business District has more off-street parking (63%) than on-street parking (37%);
2. Underutilized parking areas: SW parking lot, parking outside Village Hall + parking areas south of the CBD;
3. Public parking lot utilization peaks midday and then decreases in all lots except for Village Court Lot which peaks in the evening;
4. Key parking turnover in short-term spaces:
 - 2-hour spaces average duration: 84 minutes
 - 15-min spaces average duration: 23 minutes
 - 15-min spaces average turnover: 7 cars per day

PARKING TYPE	PARKING COUNTS
On-Street Parking	376
Public Off-Street Parking	651
TOTAL PUBLIC PARKING	1,027
Private Parking	36
TOTAL INVENTORIED	1,063



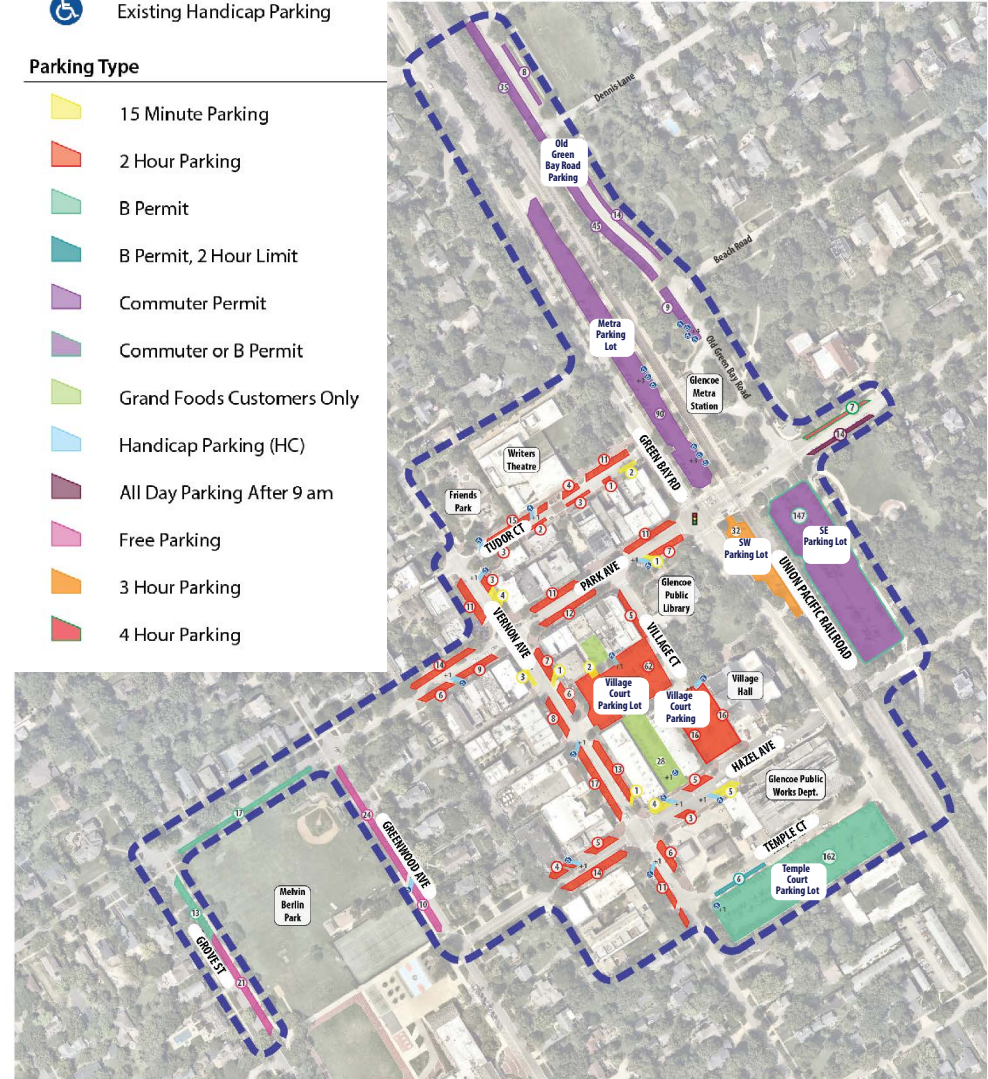
LEGEND

- Existing Traffic Signal
- Existing Handicap Parking

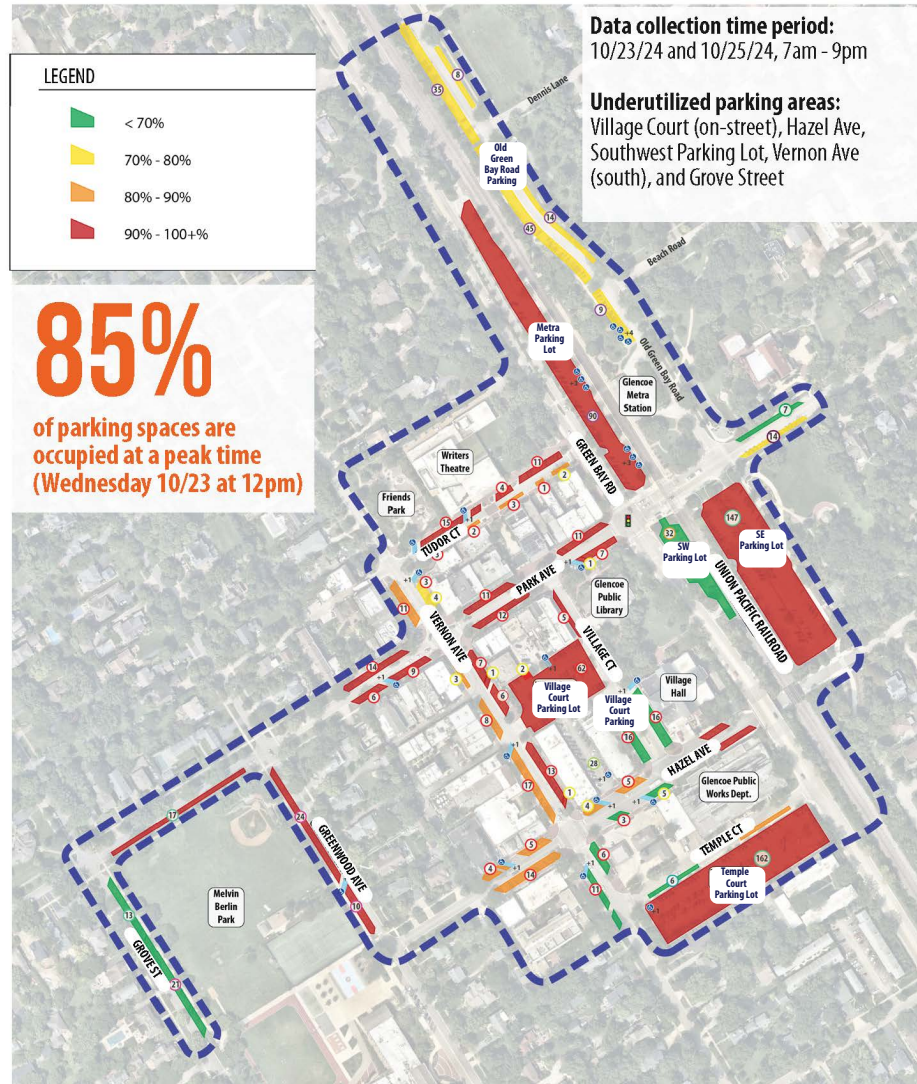
Parking Type

- 15 Minute Parking
- 2 Hour Parking
- B Permit
- B Permit, 2 Hour Limit
- Commuter Permit
- Commuter or B Permit
- Grand Foods Customers Only
- Handicap Parking (HC)
- All Day Parking After 9 am
- Free Parking
- 3 Hour Parking
- 4 Hour Parking

Parking Inventory



Peak Parking Demand



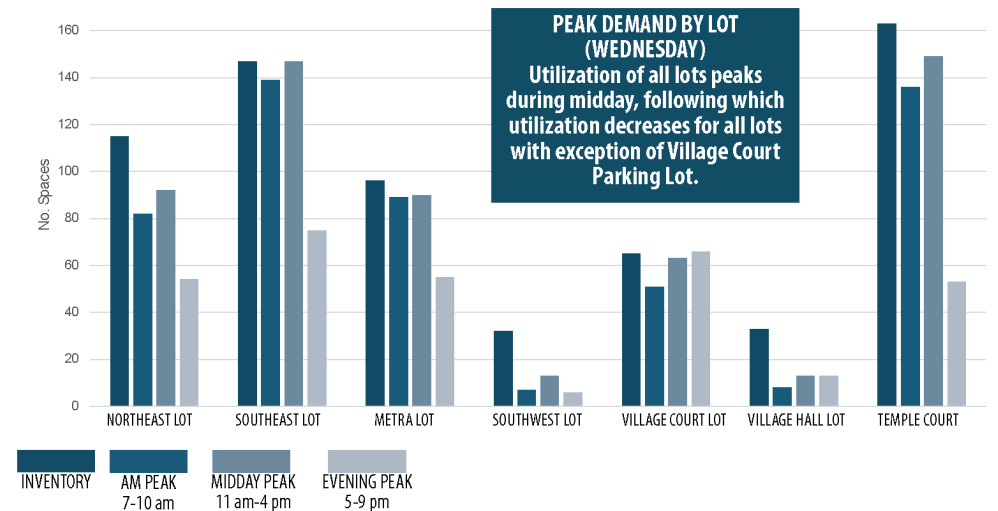
85%
of parking spaces are occupied at a peak time (Wednesday 10/23 at 12pm)

	7a	8a	9a	10a	11a	12p	1p	2p	3p	4p	5p	6p	7p	8p
Wed	23%	50%	67%	76%	82%	85%	84%	77%	70%	63%	49%	44%	41%	39%
Fri	20%	40%	56%	64%	68%	71%	72%	67%	59%	49%	34%	37%	39%	40%

Peak system-wide demand occurs midday on weekdays when 85% of spaces are utilized, which is generally considered an appropriate overall target for a vibrant downtown while still allowing for some cushion to accommodate circulation and routine events that may reduce the effective parking supply.

At peak demand, the data shows several individual street segments and facilities are at functional capacity (90-100% utilized) indicating motorists can feel inconvenienced searching for a parking space during peak periods even though the system does not exceed practical capacity.

OFF-STREET PARKING UTILIZATION



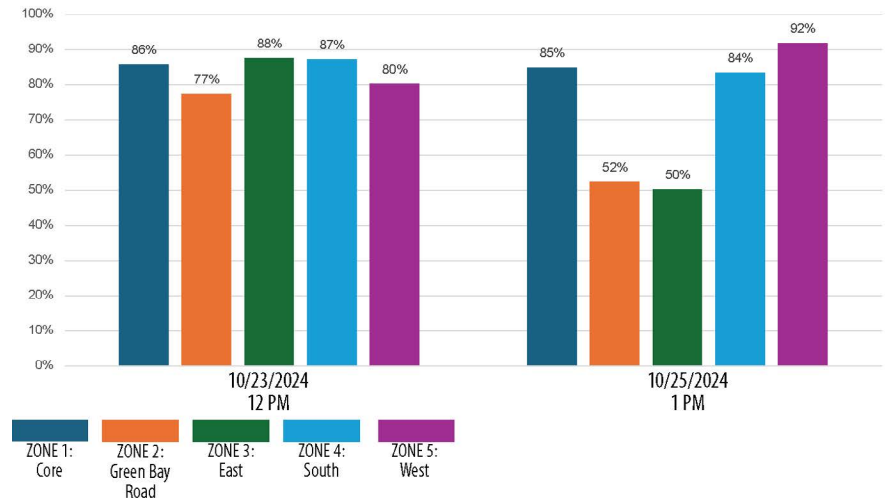
Parking Zone Analysis



All downtown zones delineated for purposes of this study maintain a parking surplus at peak times while three out of the five zones have a utilization rate over 85%. This indicates localized strain—not a system-wide shortage—that can be addressed through improved management, signage, and distribution.

Zones	Inventory	Wednesday		Friday	
		Peak Demand	Surplus	Peak Demand	Surplus
Zone 1: Core	336	288	+48	285	+51
Zone 2: Green Bay Rd	128	99	+29	67	+61
Zone 3: East	283	248	+35	142	+141
Zone 4: South	194	169	+25	162	+32
Zone 5: West	86	69	+17	79	+7

PARKING UTILIZATION BY ZONE





GOAL 1

CONNECTIVITY

Enhancing safety and mobility for all modes

Although there is a perception that Glencoe’s CBD is bounded by Green Bay Road to the east, several important destinations exist east of Green Bay Road, including the Metra Station, Green Bay Trail, parks, the lakefront, and public parking lots. The Village has constructed successful improvements along the Village-controlled Green Bay Road corridor, including landscaped medians and an enhanced mid-block pedestrian crossing between Tudor Court and the Metra Station area.

Opportunities exist to improve connectivity throughout the CBD and across Green Bay Road to improve pedestrian use and comfort and to help maximize the convenience of using existing parking facilities.

GOAL 1 STRATEGIES AT A GLANCE

1.1 Enhance Connectivity Throughout the CBD

- Improve pedestrian connections at intersections

1.2 Enhance Connectivity Across Green Bay Road

- Establish the Park Avenue connector
- Develop the south Green Bay Road mid-block pedestrian crossing and Village Court connections
- Improve the Hazel Avenue underpass area

“Downtown (Uptown) is very important to my day-to-day life. What matters to me is mostly convenient access to the drugstore, the bank, the library, the dry cleaner, the coffee shop, the post office and the grocery store. I usually walk to town and extremely infrequently, I drive. I do not think outdoor dining should be the driver of our new streetscape. I think driving, walking, and parking are what matters”

- Community Survey Response

“Let’s enhance walkability downtown and hopefully get people to be willing to walk from parking one/two blocks away from the store they want to visit.”

- Community Survey Response

“The more significant pedestrian hubs at the corners of Park and Vernon and Park Street and Village Court should be maintained for pedestrian safety and for villagers to congregate.”

- Community Survey Response

“Brick street inlay cross walks for intersections on Park and Vernon and Harbor and Vernon; new cross walk section between BMO Harris Bank and Chase Bank; Improved pedestrian crossing signaling at Green Bay Road and Park - countdown or chirping signals.”

- Community Survey Response

“Pedestrian access, way-finding and safety should be improved and enhanced. Enforcement of unsafe driving practices (left turn into spaces and repeat parking violations) should be enhanced.”

- Community Survey Response

“Cars speed through crosswalks far too often. It’s not very pedestrian friendly sometimes. So many people get frustrated trying to find parking places that frustration gets a little too ‘road-ragey’ and creates unsafe driving, thus making it unsafe for pedestrians.”

- Community Survey Response

CONNECTIVITY

Based on community feedback, this map describes proposed near-term and long-range connectivity improvements that can be made within the CBD.

OLD GREEN BAY ROAD

Neighborhood Greenway and Multi-Use Bike Path

- Replace invasive plantings along RR ROW
- Protect existing trees and add infill plantings
- Improve crosswalks

GREEN BAY ROAD

Gateway to Downtown

- Repeat landscaped median / pedestrian crosswalk south of Park Avenue
- Update landscape plantings along Metra parking lot

PARK AVENUE

East of Green Bay Road: Connections between Downtown, Metra, Green Bay Trail + Lake Michigan

- Reduce travel lane widths, expand pedestrian pavements and landscaping
- Add colored / textured pavements across intersections and driveways

Vernon Ave to Green Bay Road: Downtown Core

- Maintain diagonal parking
- Enhance the pedestrian oriented streetscape

West of Vernon Ave: Residential Transition

- Maintain sidewalk connections
- Consider expanding on street parking east of Greenwood Ave

HAZEL AVENUE

East of Green Bay Road: Connections between Downtown, Green Bay Trail + Lake Michigan

- Add colored / textured pavements across intersections and driveways

Vernon Ave to Green Bay Road: Future Downtown Expansion

- Maintain on-street parking and expand the pedestrian oriented streetscape
- Add sharrow markings to enhance bicyclist connections between the Green Bay Trail and CBD

West of Vernon Ave: Residential Transition

- Maintain sidewalk connections
- Consider expanding on street parking east of Greenwood Ave

VERNON AVENUE

North of Park Avenue: Writers Theatre, Friends Park, Tudor Court + Neighborhood Transition

- Maintain diagonal parking
- Enhance pedestrian oriented streetscape
- Consider expanding on street parking north of Tudor Court

Park Ave to Hazel Ave: Downtown Core

- Consider alternative roadway organization to expand outdoor seating and dining

South of Hazel Ave: Residential Transition

- Maintain sidewalk connections

VILLAGE COURT / TUDOR COURT WALKWAY CONNECTOR

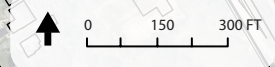
Pedestrian Connector

- Specialty streetscape and connection to Tudor Court Walkway
- Connection to future development south of Hazel Avenue

VILLAGE COURT PARKING / WYMAN GREEN / GREEN BAY ROAD CONNECTOR

Pedestrian Connector

- Green Bay Road landscaped median + crosswalk
- Wyman Green interconnected walkways in partnership with Glencoe Library
- Village Court parking lot reconfiguration and widened center median walkway aligns with Vernon Avenue





1. IMPROVE PEDESTRIAN CONNECTIONS AT INTERSECTIONS

Key intersections throughout the CBD may be enhanced with raised intersections and crosswalks, colored/textured pavements, bollards, planters, and detectable warning ramps. These features are intended to calm traffic, reduce pedestrian crossing distances, and prioritize pedestrian use. Key intersections that may benefit from these improvements include:

- Vernon Avenue at Tudor Court, Park Avenue, Southway Court and Hazel Avenue
- Park Avenue at Old Green Bay Road, Green Bay Road, Village Court, Vernon Avenue
- Hazel Avenue at Vernon Avenue
- Green Bay Road at Wyman Green

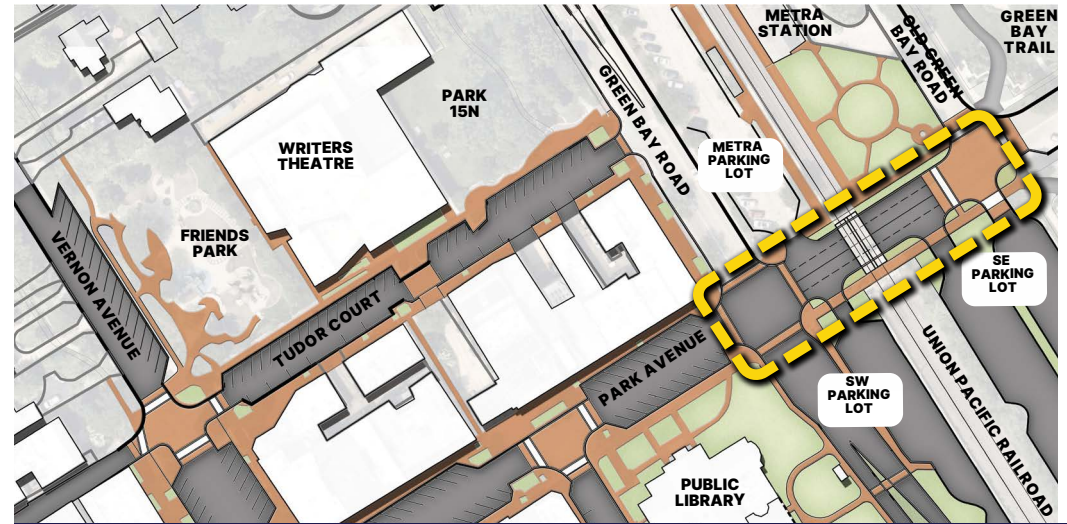


Raised Intersection Example Photo

Connectivity continued...

2. ESTABLISH THE PARK AVENUE CONNECTOR

The Park Avenue and Green Bay Road intersection may be enhanced with high visibility colored and textured crosswalks. East of Green Bay Road, opportunities exist along Park Avenue to narrow the travel lanes and establish a multi-use path, landscaping, lighting and signage. These improvements would extend the Green Bay Trail to the CBD and improve connectivity between the CBD and available parking and destinations east of Green Bay Road.



PARK AVENUE CONNECTOR

Re-size Park Avenue lane widths east of Green Bay Road. Add a landscaped multi-use path and improved connections between the Green Bay Trail, Metra Station, Public Parking and the CBD

EXISTING SECTION: 75'-0" ROW



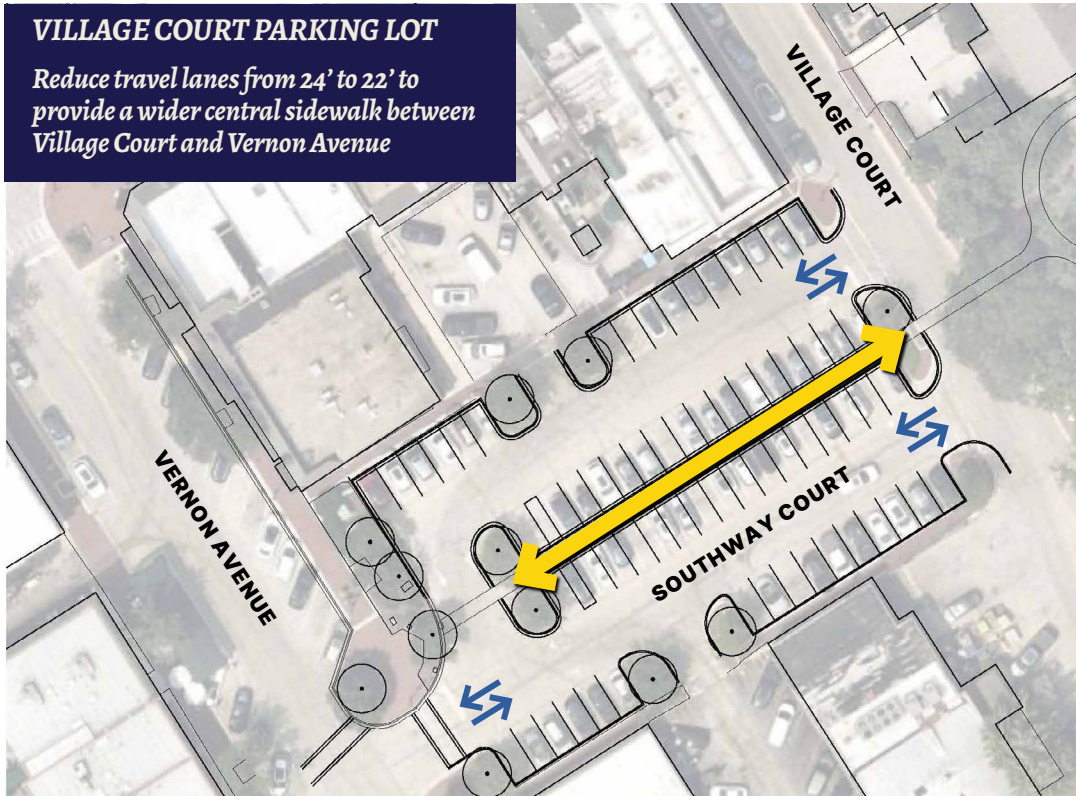
PROPOSED SECTION: 75'-0" ROW



Connectivity continued...

VILLAGE COURT PARKING LOT

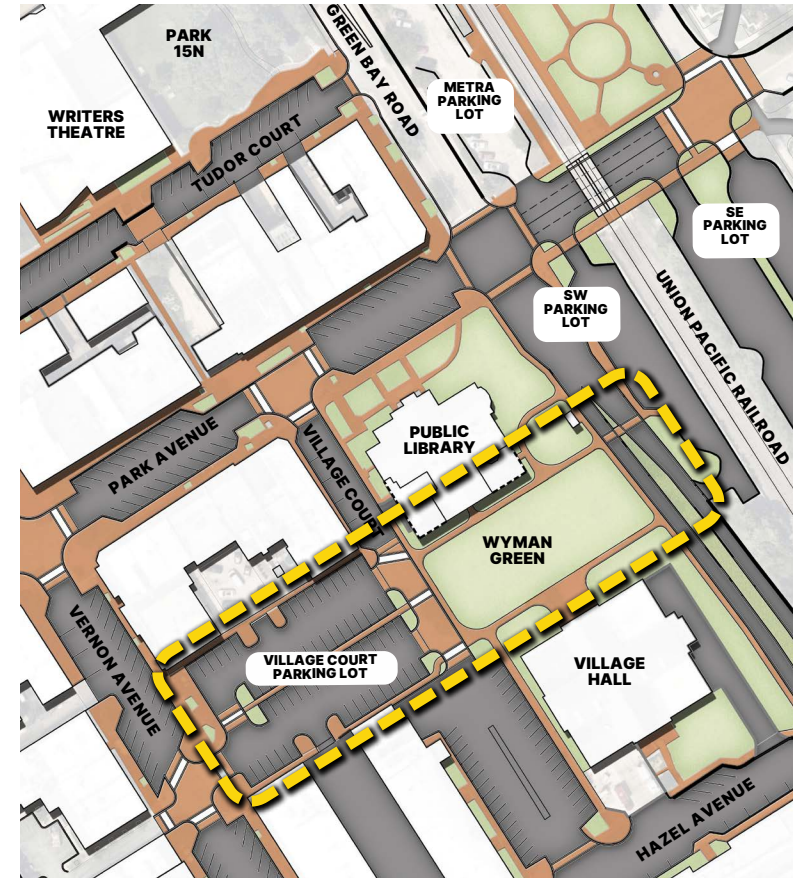
Reduce travel lanes from 24' to 22' to provide a wider central sidewalk between Village Court and Vernon Avenue



3. DEVELOP THE SOUTH GREEN BAY ROAD MID-BLOCK CROSSING AND VILLAGE COURT CONNECTIONS

The existing striped median along Green Bay Road may be replaced with a landscaped median and mid-block crossing, similar to the mid-block crossing at Green Bay Road and Tudor Court. This crossing, including pavement markings, signage and lighted beacon may support additional functions associated with the planned Library expansion and continued programming at Wyman Green.

Considering the planned Library expansion, programming at Wyman Green and potential future development of the Village Public Works facilities, Village Court and the Village Court Parking Lot will likely experience increased pedestrian use. Village Court may be enhanced with raised intersections and crosswalks, landscaping and lighting. The parking lot travel lanes may be narrowed to establish a wider central pathway and pedestrian crossings enhanced with colored/texture paving and lighting.



Continuous, accessible routes should be provided between the proposed Green Bay Road mid-block crossing, Wyman Green, Village Court Parking Lot and Vernon Avenue.



The mid block crossing at Green Bay Road and Tudor Court includes pavement markings, signage and lighted beacon and may be repeated at Green Bay Road at Wyman Green for additional connectivity.

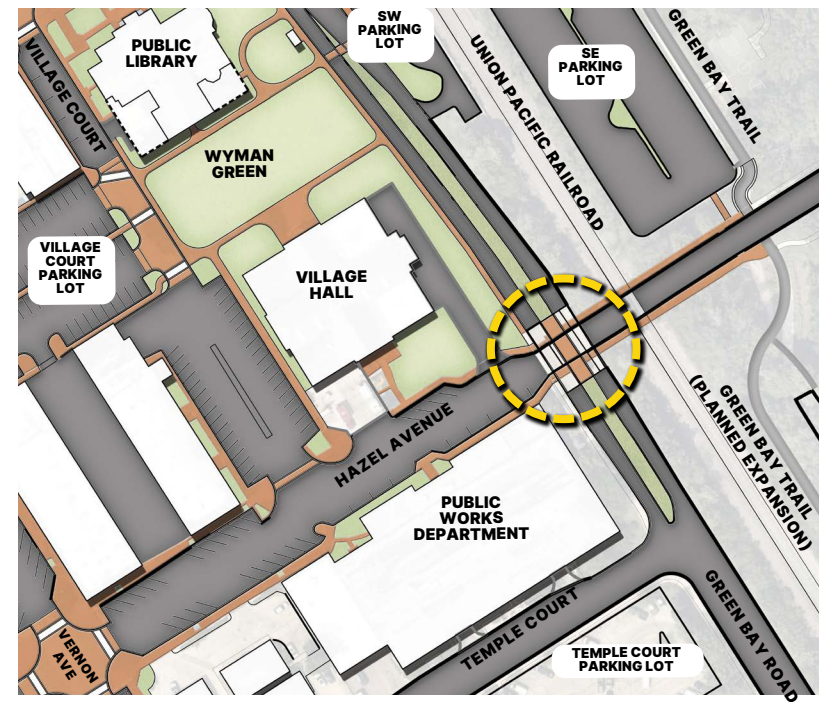
Connectivity continued...

4. IMPROVE THE HAZEL AVENUE UNDERPASS

The Hazel Avenue underpass below Green Bay Road provides safe and functional access between the CBD, Green Bay Trail, public parking and lakefront overlook. The underpass area may be enhanced with lighting, mural art and paving treatments to reinforce this area as integral to the CBD.



Green Bay Trail Crossing at Hazel Avenue Photo



Map of Hazel Avenue Underpass Improvement Area

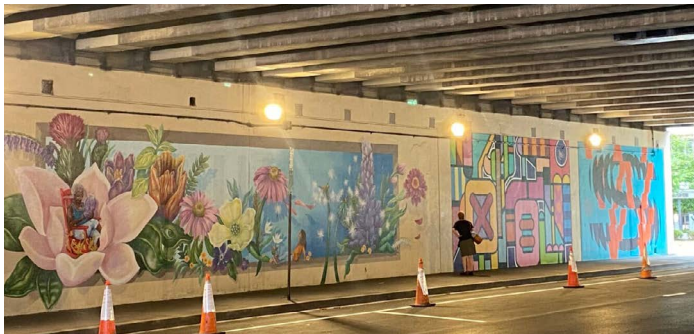


Photo Example of painted murals and lighting improvements that may be applied to the Hazel Avenue underpass. Mural art may explore themes such as the nearby lakefront and historic Glencoe postcard imagery.



Hazel Avenue may be enhanced with on-street sharrow markings to enhance bicyclist connectivity between the Green Bay Trail and the CBD.



GOAL 2

PARKING ACCESS

Increase parking supply and improve parking management

The following recommendations are designed to improve parking access, enhance walkability, and strengthen the overall downtown experience while preserving Glencoe’s character. The parking assessment found that the CBD has areas with prime on-street and off-street spaces in high demand and some other areas that are underused. Community feedback emphasized the importance of maximizing the usability of existing parking, improving pedestrian safety, and supporting vibrant local businesses. Together, these strategies prioritize better parking management and clearer wayfinding, while coordinating parking decisions with broader streetscape and connectivity improvements.

GOAL 2 STRATEGIES AT A GLANCE

- 1.1 Increase parking supply and improve parking management
 - Increase parking turnover
 - Reallocate parking supply and provide more designated ADA parking in high use areas
 - Improve marketing and outreach related to parking
 - Enhance and brand parking signage
 - Promote alternative modes and welcome bicyclists
 - Increase remote parking uses
 - Pursue targeted expansion of on-street parking supply

“There are too many 5-minute and 15-minute max parking spaces. They’re generally not used leading me to believe that number should be reduced to allow for those who are circling access to parking spots”

- Community Survey Response

“Increase short term parking and preserving the quaint feel of downtown should be the priority. Encourage residents to walk/bike to downtown and leverage underutilized lots during peak hours.”

- Community Survey Response

“Please be thoughtful and while parking is sometimes crowded, it is more important to maintain the Glencoe feel and not make us one of the many suburbs around us.”

- Community Survey Response

“It’s already beautiful. We just need more parking.”

- Community Survey Response

“I was interested to learn Glencoe does not have an insufficient amount of parking, currently.”

- Community Survey Response

“The downtown is quaint, beautiful and easily walkable. The parking is ‘hidden’ in the middle of the village, which allows you to just see beauty of buildings and tree lined streets. We should keep the ‘bones’ of the downtown even as we expand it. It should feel and look similar, even if bigger and more parking.”

- Community Survey Response

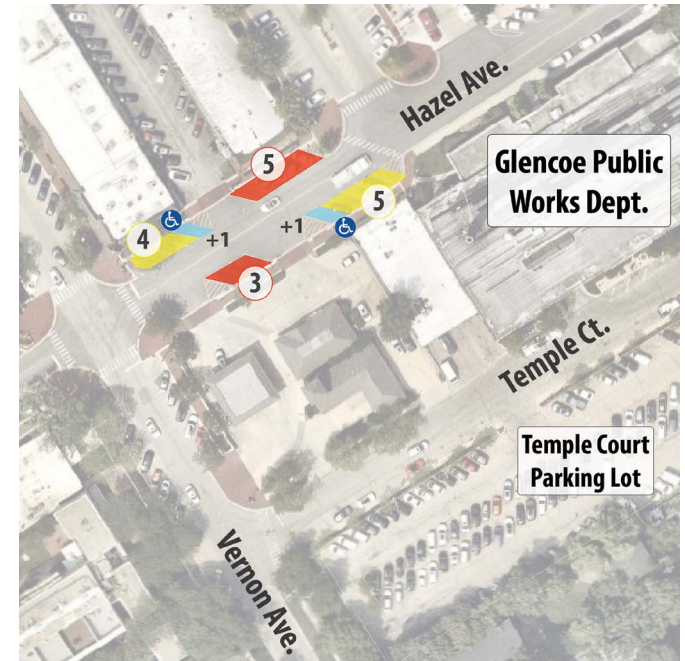
PARKING ACCESS

1. INCREASE PARKING TURNOVER

Prime on-street parking should be prioritized for customers, and improving parking turnover in downtown Glencoe should remain a primary goal. This will require consistent enforcement of time limits for on-street parking and employee parking regulations, along with stronger employee compliance to ensure that convenient spaces remain available for customers. Employers should proactively communicate the importance of remote parking to their employees, and the Village should continue working with businesses to provide consistent and reasonable employee parking options. Targeted and flexible paid parking may be considered in the future, but only after other parking management strategies have been implemented, consistent with prior Board discussion.

2. REALLOCATE PARKING SUPPLY AND PROVIDE MORE DESIGNATED ADA PARKING IN HIGH-USE AREAS

Redistribute time limited parking to maximize the effectiveness of the existing supply. With 1,030 total spaces and some underutilized parking areas, the Village should first maximize the existing supply. Several 15-minute spaces along Hazel were regularly underutilized, so consideration may be given to converting some to 2-hour spaces which would make them available to longer-term customers that are shopping and dining. Consider limiting the number of 15-minute spaces per block. Reserved Village Hall parking was also underutilized and may be reallocated to 2-hour spaces. Furthermore, designated ADA accessible spaces are recommended at high-demand destinations including Walgreens, Village Hall, and Hometown to improve equitable access and meet ADA needs.



Hazel Avenue parking inventory

3. IMPROVE MARKETING AND OUTREACH

Marketing and outreach should focus on actively promoting underutilized parking areas, especially east of Green Bay Road and in areas that lack clear visibility and wayfinding. This includes promoting the Village’s interactive parking map, improving website and social media messaging, and partnering with local businesses to consistently communicate “where to park” guidance to customers and employees.

Downtown Parking

This interactive map shows parking in the Village of Glencoe’s downtown area!

Click on the parking type below to locate specific parking on the map.
For additional details, click the parking area on the map.

- 15 Minutes
- 2 Hours
- 3 Hours
- 4 Hours
- All Day Parking
- All Day Parking After 10AM
- Business (B) Permit
- Commuter Permit (Free All Day After 10!)
- Commuter Permit / B Permit (Free All Day After 10!)
- EV Charging

Short Term Parking	Long Term Parking	Overnight Parking
No category selected	No category selected	No category selected

Interactive parking map

4. ENHANCE AND BRAND PARKING SIGNAGE

Signage improvements should create a cohesive, intuitive parking environment in Glencoe. This can include renaming public lots with a simple naming convention, such as color identifiers (e.g. replacing “Southwest Lot” with “Blue Lot”) or unique Glencoe references, installing consistent directional signs at key points and intersections, and clearly marking parking lot entrances with parking type (such as “Visitor Parking”), including denoting the Metra lots that are open to visitors after 10 AM. Branded signage will make public parking highly visible and reinforce that convenient parking is available.



Village employee parking sign

5. PROMOTE ALTERNATIVE MODES AND WELCOME BICYCLISTS

Reducing parking demand and supporting Glencoe’s walkable character should be reinforced through targeted streetscape investments. Improvements such as enhanced east-west connections through Village Court, improved crossings along Green Bay Road, a potential mid-block crossing and median south of Park Avenue, expanded off-street paths east of Green Bay Road, and enhanced sidewalks and crosswalks along Vernon, Park, and Hazel, will make walking and biking safer and intuitive. To complement these investments, the Village should increase bike parking (including converting select on-street spaces where appropriate), improve connections to the Green Bay Trail and Metra station, and incorporate signage that highlights short walk and bike distances to downtown destinations.



On-street bike parking example

6. INCREASE REMOTE PARKING USES

The Village should explore opportunities to better utilize remote parking areas east of Green Bay Road and shared parking arrangements. During peak periods, valet parking could also be considered, provided it functions safely within existing traffic flow and does not create congestion on sidewalks or roadways. Examples in communities such as Glenview and Mount Prospect demonstrate how valet operations can be integrated effectively when space and circulation are carefully managed.



Valet parking kiosk example

7. EXPAND ON-STREET PARKING SUPPLY

Targeted expansion of on-street parking should be pursued in select locations where it is compatible with surrounding land uses and streetscape goals. Identified priority locations include:

- Vernon Avenue (north of Tudor Court): consider adding diagonal parking and infill trees to support park access.
- Park Avenue east of Greenwood Avenue: consider expanded on-street parking coordinated with streetscape enhancements.
- Hazel Avenue east of Greenwood Avenue: consider expanded on-street parking with infill trees.
- Hazel Avenue west of Green Bay Road (Vernon to Green Bay segment): evaluate opportunities alongside intersection and streetscape upgrades.
- Temple Court: explore modest on-street additions to support downtown activity and enhance crosswalks.
- Other locations should be deferred in the near-term to preserve flexibility for redevelopment and infrastructure coordination, including:
 - After the library expansion project is complete and traffic impacts are clear, consider if closing the Village Court parking entrance at Vernon Avenue is appropriate to gain spaces and improve the Vernon Avenue streetscape.
 - Consider Park Avenue near the bank drive-through for additional spaces if potential redevelopment will not be utilizing for placemaking or outdoor dining.
 - Consider the southwest corner of Park and Vernon for additional diagonal spaces if the potential bank redevelopment will not be incorporating expanded bump outs.

	STREET PARKING	EXPANDED PARKING			EXISTING PARKING	NET CHANGE IN PARKING	
		PARALLEL	ANGLED	PERPENDICULAR			TOTAL
	GROVE ST. 600 BLK (MELVIN BERLIN PARK)	0	34	0	34	34	0
	PARK AVE. 400 BLK (MELVIN BERLIN PARK)	17	0	0	17	17	0
A	PARK AVE. WEST 300 BLK (GREENWOOD AVE. TO VERNON AVE.)	0	49	0	49	30	+19
	PARK AVE. EAST 300 BLK (VERNON AVE. TO GREEN BAY ROAD)	0	43	0	43	43	0
	PARK AVE. 200 BLK (EAST OF GREEN BAY ROAD)	7	14	0	21	21	0
	GREENWOOD AVE. 600 BLK (MELVIN BERLIN PARK)	0	35	0	35	35	0
B	VERNON AVE. 700 BLK (NORTH OF PARK AVE.)	0	34	0	34	19	+15
	VERNON AVE. NORTH 600 BLK (PARK AVE. TO HAZEL AVE.)	0	57	0	57	57	0
	VERNON AVE. SOUTH 600 BLK (SOUTH OF HAZEL AVE.)	3	18	0	21	18	+3
	VILLAGE CT. 600 BLK	0	38	0	38	38	0
C	HAZEL AVE. WEST 300 (GREENWOOD AVE. TO VERNON AVE.)	0	31	0	31	24	+7
D	HAZEL AVE. EAST 300 (VERNON AVE. TO GREEN BAY ROAD)	8	23	0	31	27	+4
E	TEMPLE CT. 300	13	0	0	13	6	+7
	TUDOR CT. 300	11	32	0	43	43	0
	STREET PARKING SUBTOTAL	59	408	0	467	412	+55
	PARKING LOTS						
	OLD GREEN BAY ROAD PARKING LOT	0	0	115	115	115	0
	METRA PARKING LOT	0	0	96	96	96	0
	SE PARKING LOT	0	0	147	147	147	0
	SW PARKING LOT	0	0	32	32	32	0
	TEMPLE COURT PARKING LOT	0	0	163	163	163	0
	VILLAGE COURT PARKING LOT	0	0	65	65	65	0
	PARKING LOT SUBTOTAL	0	0	618	618	618	0
	PARKING TOTAL				1,085	1,030	55
					TOTAL INCREASE FROM EXISTING		5%

On-Street Parking Expansion Opportunity Table

LEGEND



Existing Traffic Signal

Parking Type



Existing Parallel Parking



Existing Angled Parking



Existing Perpendicular Parking



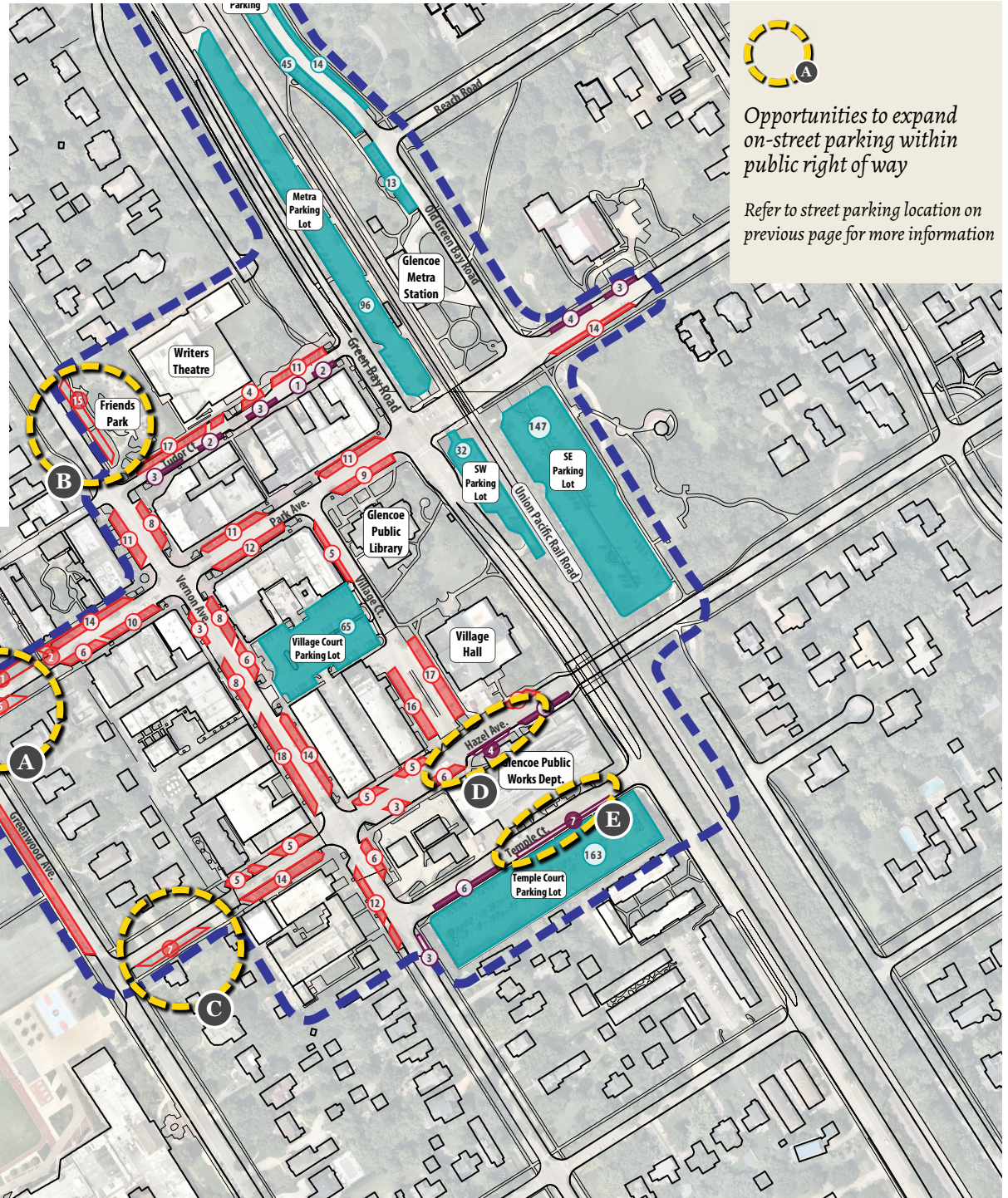
Proposed Parallel Parking



Proposed Angled Parking



Proposed Perpendicular Parking



Opportunities to expand on-street parking within public right of way
Refer to street parking location on previous page for more information

On-Street Parking Expansion Opportunity Map



GOAL 3

SIDEWALK OPTIMIZATION

Creating space for strolling, seating, and social gathering

Like other vibrant central business districts in the region, Glencoe's CBD flexes with the seasons. During the warmer months, sidewalks accommodate outdoor cafes. Although the additional sidewalk activity adds welcome vibrancy to the CBD, it also creates challenges including visual and functional clutter in the streetscape. Additionally, there are opportunities to enhance and expand Glencoe's outdoor dining program.

GOAL 3 STRATEGIES AT A GLANCE

- 1.1 Review and update policies for sidewalk cafes**
 - Expand spaces that could be used for sidewalk cafes
- 1.2 Improve sidewalk organization**
 - Arrange site furnishings to accommodate seating and dining while maintaining clear walkways
 - Test expanded dining programs that occupy on street parking and roadways during special events.

“I appreciate outdoor seating for restaurants and cafes, but those often come with a cost of making sidewalk accessibility difficult (especially if you are someone in a wheelchair, etc.)”

- Community Survey Response

“Better control of sidewalk cafes so it's easier to navigate the sidewalks, also maybe install some bike racks so bikes aren't strewn all around.”

- Community Survey Response

“Wider sidewalk to walk stroll window shop without obstructions”

- Community Survey Response

“There are no right-of-ways in some places, especially in front of some restaurants. The dining spills onto the sidewalks making them impassable.”

- Community Survey Response

SIDEWALK OPTIMIZATION

1. REVIEW AND UPDATE POLICIES FOR SIDEWALK CAFES

The Village's existing sidewalk café program is described in the Village Code as a temporary use. Outdoor cafes are permitted between April 1 and November 30.

Specific guidance regarding outdoor café placement and management are at the discretion of the Village Manager. The Village may consider the following policy modifications:

1. Extend the sidewalk café program into the winter months as space allows and with the addition of outdoor heating elements.
2. Expand sidewalk cafes along sidewalk spaces adjacent to restaurants, with the approval of the neighboring businesses.
3. Unify select outdoor dining material standards, such as temporary perimeter railings and planters via materials and colors.
4. Define placement of outdoor dining materials to protect a designated 5'-0" minimum clear sidewalk area adjacent to dining areas.



Outdoor sidewalk café with perimeter railings example photo



Outdoor sidewalk café at curbside streetscape example photo



Temporary outdoor café dining example photo

2. ARRANGE SITE FURNISHINGS AND CLEAR WALKING ZONES FOR DAY-TO-DAY USES

Sidewalks in the CBD are typically 12'-0" wide. The following concepts show how sidewalk cafes can be arranged within existing sidewalks and maintain 5'-0" clear minimum walking areas.

Typical intersection corner bumpouts within the CBD are approximately 22'-0" wide, as measured between the building face and roadway curb. The following concepts show how sidewalk cafes can be arranged within existing intersection bumpouts and maintain 5'-0" clear minimum walking areas.



Corner bumpout arrangements provide buffering plantings, stone seatwalls, decorative lighting and widened sidewalks for seating and dining.



Raised intersection area calms traffic and prioritizes pedestrian crossings. Bumpouts are enhanced with stone seatwall planters, bike racks, decorative planter pots and decorative unit pavers. Where sidewalk widths allow, sidewalk cafes are defined by perimeter cafe railings and planters.



Typical sidewalk section incorporates 5'-0" min clear walking space flanked by 2-tops adjacent to building facades and decorative lighting, bollards and tree plantings along the roadway curb.

3. TEST EXPANDED DINING PROGRAMS THAT OCCUPY ON-STREET PARKING AND ROADWAYS

Where sidewalk cafes may be located nearby to curb cuts, alleys and intersections, the Village may consider allowing on-street parking to be converted to temporary parklets. Where diagonal parking spaces are converted to temporary parklets, a minimum of three contiguous diagonal parking spaces should be considered to provide comfortable seating areas and perimeter barriers.



Temporary on street cafe space is defined by precast concrete curbs and ornamental metal perimeter cafe railings.

The Village may consider conducting periodic special events that invite outdoor dining in the streets of the CBD. This type of event would require perimeter traffic controls, advance warning signage, detours and traffic barriers.



Temporary street closures support community markets, fests and events.



GOAL 4

PLACEMAKING

Developing distinctive destinations in the CBD

Based on previous planning efforts and the Streetscape and Parking Study outreach activities, several opportunities were identified as unique placemaking opportunities within the CBD.

GOAL 4 STRATEGIES AT A GLANCE

1.1 Develop distinctive destinations in collaboration with community partners

- Enhance Wyman Green in partnership with the Glencoe Public Library expansion project
- Develop Park 15N in partnership with the Glencoe Park District, Writers Theater and businesses
- Enhance the walkway to Tudor Court in partnership with private property owners and businesses
- Explore alternative roadway configurations along Vernon Avenue to accommodate wider sidewalks and an outdoor seating and dining destination

“We could do with a better Christmas tree. Also more small trees along sidewalks or a sort of “village” feel could help the ambiance”

- Community Survey Response

“I think the park space in front of village hall and behind the library could be enhanced for more public usage.”

- Community Survey Response

“Plantings and the ability for people to gather and meet - it is unique to see this type of community gathering.”

- Community Survey Response

“The more quaint and pedestrian it can be made, the better. Make it LESS attractive for increased car traffic. It is a unique downtown in that our kids can roam freely (as is close to the jr high) - every other town’s parents is jealous of this fact. This will be destroyed if we make room for busier streets by increasing parking and adding any more apartments downtown, etc. Very few towns in America allow for kids to roam freely, and study after study shows how important autonomy is for children. The entire reason we chose Glencoe was to give our kids as much of a free range childhood as possible in current society. To take that away is foolish - and a hired study committee will not realize that.”

- Community Survey Response

“Downtown Glencoe is walkable and beautiful. This separates Glencoe from many post-world war II suburban developments and should certainly be maintained”

- Community Survey Response

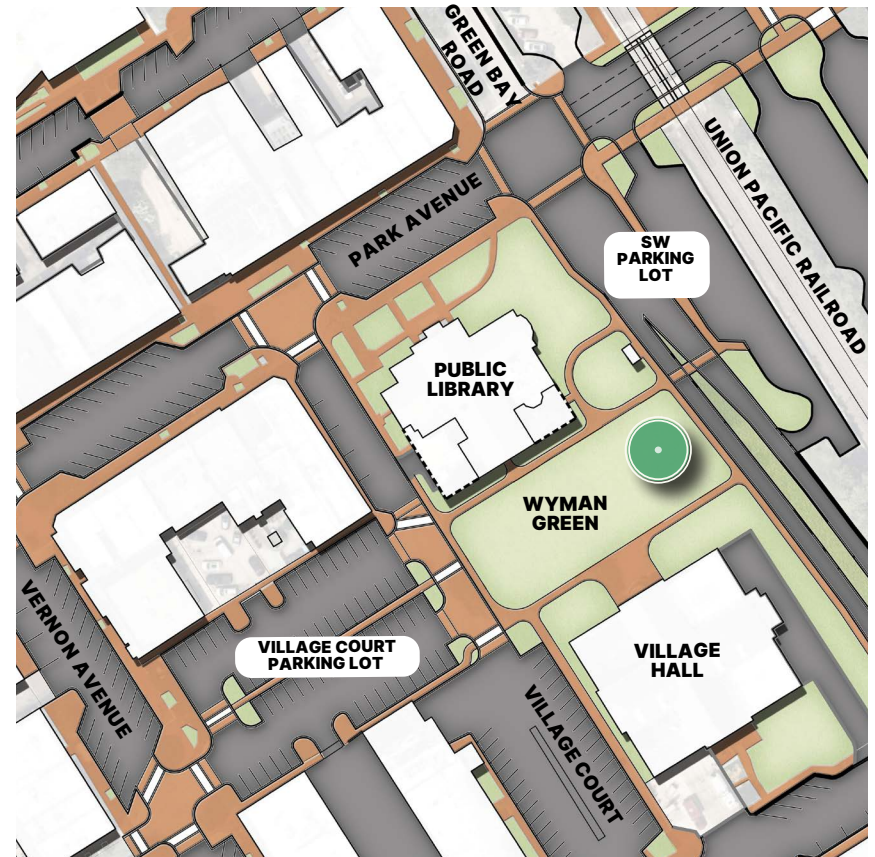
PLACEMAKING

1. ENHANCE WYMAN GREEN IN PARTNERSHIP WITH THE GLENCOE PUBLIC LIBRARY EXPANSION PROJECT

This open green space is controlled by the Village and located between Village Hall and the Library supports passive day-to-day uses and programmed special events, such as the annual Light the Lights event. Daily uses and programs at Wyman Green may expand with the planned expansion of the Library. During public outreach, the following improvements were identified as preferred improvements to Wyman Green: open green space, natural stone terraced seating, buffered landscaping at Green Bay Road, outdoor seating and picnicking, and holiday tree relocation.

Top ranked amenities for Wyman Green from Community Survey #2
(note Nature Play and Bench Swings tied for #5)

- 1 Tables & chairs
- 2 Terraced seating
- 3 Shade shelter
- 4 Performance stage
- 5 Nature play
- 5 Bench swings
- 6 Open lawn
- 7 Hammocks



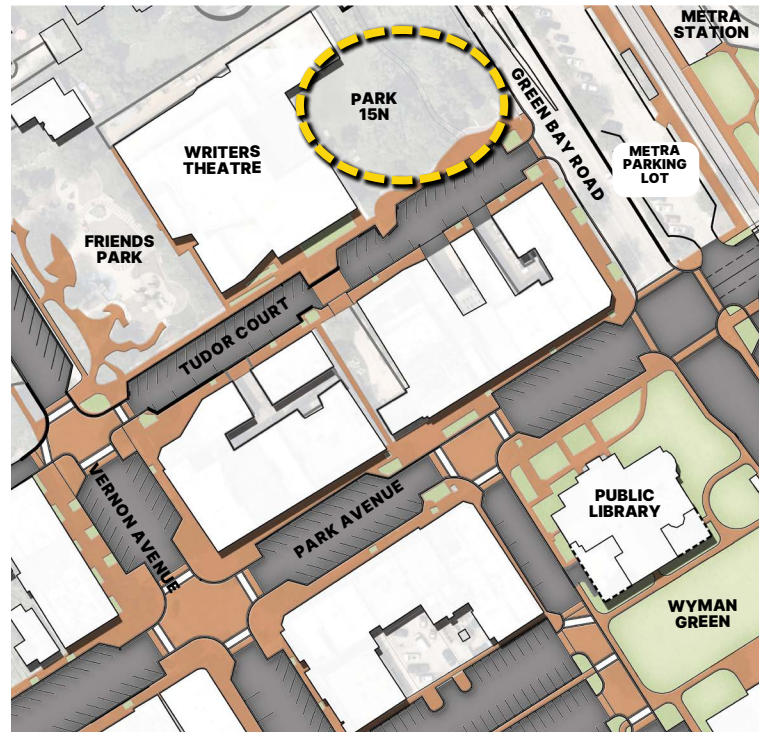
Wyman Green enhancements should be coordinated with the Public Library improvements, Green Bay Road mid block crossing and enhancements to Village Court and Village Court Parking Lot. A new holiday tree is recommended to support community events at Wyman Green and to provide more clear sidewalk space at Park Ave and Vernon Ave.

2. DEVELOP PARK 15N IN PARTNERSHIP WITH THE GLENCOE PARK DISTRICT, WRITERS THEATER AND BUSINESSES

This mature tree-filled open space is controlled by the Glencoe Park District and is located along Tudor Court and east of Writers Theatre. During the recent Tudor Court streetscape project, and closure of Glencoe Drive, this green space was expanded, and the Tudor Court sidewalk was enlarged to accommodate benches and power sources for future events. This area may be programmed in partnership with the Park District and Writers Theatre for future open space improvements and programmed events for the community.

3. ENHANCE THE WALKWAY TO TUDOR COURT IN PARTNERSHIP WITH PRIVATE PROPERTY OWNERS AND BUSINESSES

This pedestrian walkway located west of the existing BMO Bank drive-thru lanes at Park Avenue provides pedestrian access between Park Avenue and Tudor Court. The Village should continue to work with potential future changes to adjacent private properties to expand and enhance the Walkway to Tudor Court. Improvements may include: expanded pavements, pole mounted and bollard lights, low landscaping, seating, public art.



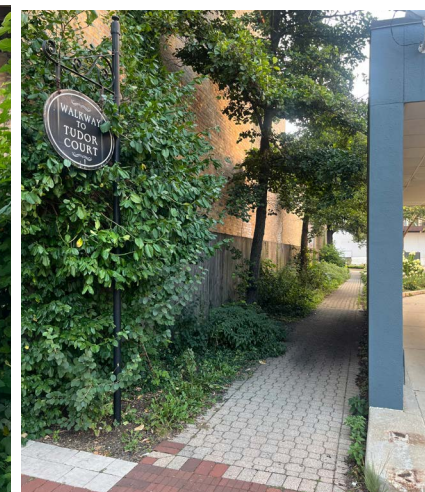
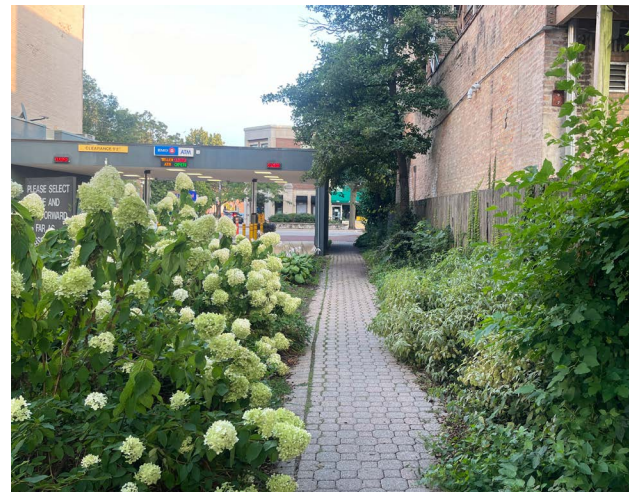
Park 15N is located north of Tudor Court, east of Writers Theatre



View to Park 15N from Green Bay Road



Photo of the east Tudor Court plaza space and Park 15N



Photos of the Walkway to Tudor Court

4. EXPLORE ALTERNATIVE ROADWAY CONFIGURATIONS ALONG VERNON AVENUE TO ACCOMMODATE WIDER SIDEWALKS AND AN OUTDOOR SEATING AND DINING DESTINATION

During the Streetscape and Parking Study, and in response to community requests for widened sidewalks and a destination street in the CBD, three concepts evaluated a range of opportunities to enhance Vernon Avenue sidewalks via modifications to the roadway travel lanes and on-street parking. Public feedback regarding the three Vernon Avenue concepts was mixed and one clear preferred concept was not determined.

Although an alternative roadway configuration for Vernon Avenue is not being targeted as a near-term improvement, future roadway reconfiguration may be revisited as the CBD continues to develop.



Min Concept – Maintain existing two-way travel lanes and diagonal on-street parking on Vernon Avenue. Expand intersection corner bumpouts for additional seating and dining. This concept impacts 16 on-street parking spaces.



Mid Concept – Maintain existing two-way travel lanes. Convert one row of diagonal parking to parallel parking. Expand sidewalk widths from 12'-0" to 18'-0" on both sides of Vernon Avenue for additional seating and dining. This concept would eliminate 11 on-street parking spaces.



Max Concept – Convert travel lanes to one-way travel and maintain existing diagonal parking. Expand sidewalk widths from 12'-0" to 18'-0" on both sides of Vernon Avenue for additional seating and dining. This concept does not impact parking spaces. This concept requires a traffic study to understand how a one-way traffic pattern impacts surrounding roadways and neighborhood streets.

Vernon Avenue Concepts explored alternative roadway reorganization in support of wider sidewalks. Community preferences highlighted in yellow boxes above were mixed and one clear preferred concept was not determined.



GOAL 5

STREETSCAPE IDENTITY

Enhancing greenery, the ground plane and public gathering spaces

Great streetscapes depend on having enough space to function effectively, along with carefully selected and thoughtfully placed materials, furnishings and plantings that support comfort and visual appeal.

GOAL 5 STRATEGIES AT A GLANCE

1.1 Enhance the streetscapes with plantings, furnishings and pavements

- Protect key existing features, and strategically enhance with new streetscape amenities
- Re-plant the raised planters and add infill trees within the CBD
- Enhance the Green Bay Road corridor area
- Improve the Metra Station area in partnership with Metra and the Union Pacific Railroad

“Benches, planters, bollards and lighting should all be coordinated, upscale and understated”

- Community Survey Response

“Love the lights as long as they are LED, green space is nice especially using native perennial plantings not annuals.”

- Community Survey Response

“Downtown is small and space is limited. An upgrade is needed but not overdone, it’s walkable and can be visually improved.”

- Community Survey Response

“We need more parking, absolutely. But again, we must not lose the look and feel of our “little hamlet”. That is what makes Glencoe so unique - it does not feel like (another) downtown suburban district. It truly feels like the center of a small town. It can be expanded, and certainly needs to be, but we should not lose this “essence” And, where we can, we should continue to add more green spaces. Glencoe in the Spring, Summer, and Fall is stunning because of these green spaces. Where we can, let’s find a way to add more (perhaps integrated into the new parking so it doesn’t just feel like we’re creating large lots that take the eye away from the village)”

- Community Survey Response

“The green spaces and plantings add a nice curb appeal and a homey small-town feel. I love the brick work and the general old fashioned look of the downtown.”

- Community Survey Response

“I love the newer native plantings next to Village Hall. They look so great in the summer.”

- Community Survey Response

STREETSCAPE IDENTITY

1. PROTECT KEY EXISTING FEATURES AND STRATEGICALLY ENHANCE WITH NEW STREETSCAPE AMENITIES

Glencoe's CBD is already recognized as an attractive and comfortable place, distinguished by period light poles, banners, decorative brick pavers, limestone seatwall planters and wood benches. Community feedback supports protecting these features and enhancing them with additional upgrades as appropriate throughout the CBD:

- Limestone seatwall planter enhancements – replace existing plantings with manicured and colorful plantings, add wood benches mounted to planters
- Perimeter enhancements – traditional metal bollards and cast limestone planters
- Pedestrian crosswalk enhancements – colored/textured pavements and pavement lighting
- Specialty features at select locations – String lights and fountain features. These features were desired by the community and may be considered for future projects at Wyman Green, Tudor Court Walkway and Park 15N

EXISTING FURNISHINGS SELECTED TO BE CARRIED FORWARD



NEW FURNISHINGS + FEATURES THAT RECEIVED THE HIGHEST RANKINGS DURING OUTREACH ACTIVITIES



Summary of community feedback regarding existing furnishings to protect and new furnishings to be added.

2. RE-PLANT THE RAISED PLANTERS AND ADD INFILL TREES WITHIN THE CBD

Add shade trees to infill areas. Maintain clear distances of 12'-0" between light poles and new trees. Maintain clear distances of 24'-0" between new and existing trees.



Photo of existing raised stone planters to be re-planted

3. ENHANCE THE GREEN BAY ROAD CORRIDOR AREA

Remove invasive plantings and replace with naturalized groupings of native shade and understory trees.



Photo of the Metra Station area shows unit pavers in need of replacement.

4. IMPROVE THE METRA STATION AREA IN PARTNERSHIP WITH METRA AND THE UNION PACIFIC RAILROAD

Replace failing unit pavers with new paving; replace failing timber and segmental planter wall along Green Bay Road with new curbing and naturalized plantings.

STREETSCAPE MATERIALS + PRODUCTS
PREFERRED STREETSCAPE PRODUCTS ARE LISTED BELOW:



WOOD BENCH TOPPER
 Mfr: Landscape Forms
 Product: Link bench with back and arms



CAST LIMESTONE PLANTER
 Mfr: Longshadow
 Product: Glencoe Planter



UNIT PAVERS
 Clay Brick Unit Paver Field: Whitacre Greer, Mulberry (15%), Dark Antique (25%), Antique (30%), Red Sunset (30%), 4"x8"
 Precast Concrete Paver Band: Wausau Tile, Stoney Creek, 8"x8" and 8"x12"



LITTER AND RECYCLING
 Mfr: Victor Stanley
 Product: A-36



BIKE BOLLARD
 Mfr: Maglin
 Product: MBR-200



METAL BOLLARD
 Mfr: Reliance Foundry
 Product: R-7591
 occurs at traffic protection areas

PLANTING PALLETTE

NATIVE AND SALT TOLERANT LANDSCAPE PLANTINGS



American Hornbeam
Carpinus caroliniana

Mature Height: 25'
Mature Width: 25'

Pollinators: Butterflies/Moths



Black Tupelo
Nyssa sylvatica

Mature Height: 40'
Mature Width: 50'

Pollinators: Bees



Common Hackberry
Celtis occidentalis

Mature Height: 60'
Mature Width: 50'

Pollinators: Butterflies/Moths



Kentucky Coffeetree
Gymnocladus dioica

Mature Height: 50'
Mature Width: 50'

Pollinators: Butterflies/Moths



Ohio Buckeye
Aesculus glabra

Mature Height: 30'
Mature Width: 30'

Pollinators: Bees & Hummingbirds



Red Maple
Acer rubrum

Mature Height: 45'
Mature Width: 40'

Pollinators: Bees & Butterflies/Moths



Swamp White Oak
Quercus bicolor

Mature Height: 50'
Mature Width: 40'

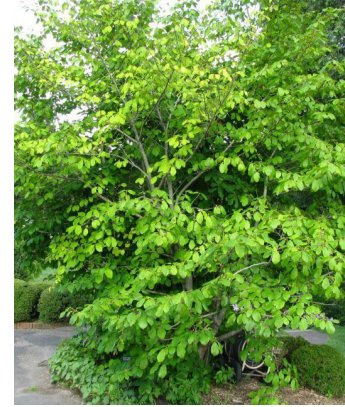
Pollinators: Butterflies/Moths



Yellowwood
Cladrastis kentuckea

Mature Height: 40'
Mature Width: 40'

Pollinators: Butterflies/Moths



Witch Hazel
Hamamelis virginiana

Mature Height: 15'
Mature Width: 15'

Flower Color: Yellow
Pollinators: Bees & Flies



Prairie Crabapple
Malus ioensis

Mature Height: 15'-20'
Mature Width: 20'

Flower Color: Deep pink-red/
Light Pink/White
Pollinators: Bees



Serviceberry
Amelanchier arborea

Mature Height: 20'
Mature Width: 15'

Flower Color: White
Pollinators: Bees, Beetles, & Flies



NOTE: Mature tree heights and widths are dependent on soil conditions and maintenance practice.



Butterflyweed
Asclepias tuberosa

Mature Height: 1'
Mature Width: 2'

Flower Color: Orange
Pollinators: Bees & Butterflies/Moths



Lance-Leaf Coreopsis
Coreopsis lanceolata

Mature Height: 2'
Mature Width: 1'-2'

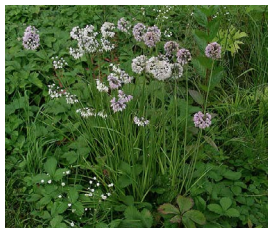
Flower Color: Yellow
Pollinators: Bees, Butterflies/Moths & Flies



Narrow-Leaf Mountain Mint
Pycnanthemum tenuifolium

Mature Height: 2'
Mature Width: 2'-3'

Flower Color: White
Pollinators: Bees, Butterflies/Moths, Flies, & Wasps



Nodding Wild Onion
Allium cernuum

Mature Height: 1'-2'
Mature Width: 1'

Flower Color: Pink
Pollinators: Bees, Butterflies/Moths, & Hummingbirds



Palm Sedge
Carex muskingumensis

Mature Height: 1'-3'
Mature Width: 1'-3'



Prairie Dropseed
Sporobolus heterolepis

Mature Height: 1'-2'
Mature Width: 2'-3'



Prairie Junegrass
Koeleria macrantha

Mature Height: 1'-2'
Mature Width: 1'-2'



Prairie Sedge
Carex bicknellii

Mature Height: 1'-3'
Mature Width: 1'-3'



Sideoats Grama
Bouteloua curtipendula

Mature Height: 1'-2.5'
Mature Width: 1'-2'

Pollinators: Butterflies/Moths



Smooth Blue Aster
Aster laevis

Mature Height: 2'-3'
Mature Width: 2'-4'

Flower Color: Blue
Pollinators: Butterflies/Moths



Black-eyed Susan
Rudbeckia hirta

Mature Height: 2'-3'
Mature Width: 2'

Flower Color: Yellow
Pollinators: Butterflies/Moths



Wild Columbine
Aquilegia canadensis

Mature Height: 2'
Mature Width: 1'-2'

Flower Color: Red/Yellow
Pollinators: Butterflies/Moths & Hummingbirds



Wild Geranium
Geranium maculatum

Mature Height: 1'-2'
Mature Width: 1'-2'

Flower Color: Lavender
Pollinators: Bees, Butterflies/Moths, & Flies



Dwarf Bush Honeysuckle
Diervilla lonicera

Mature Height: 1'-3'
Mature Width: 3'-5'

Flower Color: Red/Orange/Yellow
Pollinators: Butterflies & Hummingbirds



Kalm's St. John's wort
Hypericum kalmianum

Mature Height: 2'-3'
Mature Width: 3'-4'

Flower Color: Yellow
Pollinators: Bees



New Jersey Tea
Ceanothus americanus

Mature Height: 2'-3'
Mature Width: 2'-3'

Flower Color: White
Pollinators: Bees, Butterflies/Moths, & Hummingbirds



Arctostaphylos uva-ursi
Bearberry

Mature Height: 1'
Mature Width: 3'-6'

Flower Color: White/Pink
Pollinators: Bees, Butterflies/Moths, & Hummingbirds





ACTION PLAN

Policy and Planning Projects

ACTION ITEM	LEAD (PARTNERS)	COST	PRIORITY		NOTES
			I	II	
1 Reallocate existing underutilized on-street parking and add ADA accessible spaces at high demand areas.	Staff (Property Owners, Businesses)	\$	✓		
2 Prepare a plan and cost estimate for the Green Bay Road corridor.	Staff / Consultant (Property Owners, Businesses)	\$\$	✓		
3 Pilot a sidewalk cafe perimeter railing program in partnership with business owners.	Staff (Property Owners, Businesses)	\$	✓		
4 Conduct a study and outreach to evaluate on-street parking expansion opportunities, including parking space orientation and landscaped islands.	Staff / Consultant (Property Owners, Businesses)	\$\$	✓		
5 Promote underutilized parking via improved marketing and outreach.	Staff (Property Owners, Businesses)	\$		✓	
6 Establish updated sidewalk cafe policies.	Staff (Property Owners, Businesses)	\$		✓	
7 Enforce existing codes and policies related to public parking, sidewalk cafe and curbside uses.	Staff (Property Owners, Businesses)	\$		✓	

Cost Tiers

- \$ Operational expenses, minor improvements, typically routine/in-house
- \$\$ Departmental initiatives, moderate capital investments, partner / consultant
- \$\$\$ Major, transformational investments, multi-phase, partner / consultant



ACTION PLAN

Infrastructure Projects (Lower Cost)

ACTION ITEM	LEAD (PARTNERS)	COST	PRIORITY		NOTES
			I	II	
1 Add bike parking groupings at on-street parking spaces.	Staff (Contractor)	\$	✓		
2 Re-landscape existing raised stone planters	Staff (Consultant, Contractor)	\$\$	✓		
3 Add infill parkway trees throughout the CBD	Staff (Consultant, Contractor)	\$\$\$	✓		
4 Enhance and brand parking signage with memorable names and/or colors	Staff (Consultant, Contractor)	\$\$		✓	
5 Install perimeter bollards and planter pots along Park Avenue and Vernon Avenue	Staff (Consultant, Contractor)	\$\$\$		✓	
6 Replace retaining wall and/or plantings along Green Bay Road Metra parking area	Staff (Consultant, Contractor)	\$\$\$		✓	
7 Design and install Hazel Avenue underpass enhancements	Staff (Consultant, Contractor)	\$\$		✓	

Cost Tiers

- \$ Operational expenses, minor improvements, typically routine/in-house
- \$\$ Departmental initiatives, moderate capital investments, partner / consultant
- \$\$\$ Major, transformational investments, multi-phase, partner / consultant



ACTION PLAN

Infrastructure Projects (Higher Cost)

ACTION ITEM	LEAD (PARTNERS)	COST	PRIORITY		NOTES
			I	II	
1 Develop Park Avenue connector roadway and multi-use trail improvements that connect the trail and CBD.	Staff / Consultant (Property Owners, Businesses)	\$\$\$	✓		
2 Design and install Green Bay Road mid-block crossing and landscaped median enhancements.	Staff / Consultant (Property Owners, Businesses)	\$\$\$	✓		
3 Continue staff's ongoing discussions with Metra and UPRR to improve Metra Station paving and landscape areas.	Staff / Consultant (Property Owners, Businesses)	\$\$\$	✓		
4 Install CBD Intersection improvements (raised intersections, decorative pavements, crosswalks and streetscape amenity corners)	Staff / Consultant (Property Owners, Businesses)	\$\$\$		✓	
5 Design and install Village Court Parking Lot reconfiguration and central walkway paving expansion.	Staff / Consultant (Property Owners, Businesses)	\$\$\$		✓	

Cost Tiers

- \$ Operational expenses, minor improvements, typically routine/in-house
- \$\$ Departmental initiatives, moderate capital investments, partner / consultant
- \$\$\$ Major, transformational investments, multi-phase, partner / consultant



ACTION PLAN

Projects to be Coordinated with Future Planning Efforts

	ACTION ITEM	LEAD (PARTNERS)	NOTES
1	Wyman Green Improvements	Staff (Library, Businesses, Community, Consultant)	
2	Park 15N Improvements	Staff (Park District, Writers Theatre, Businesses, Community, Consultant)	
3	Walkway to Tudor Court	Staff (Writers Theatre, Businesses, Community, Consultant)	
4	Village Court Streetscape	Staff (Library, Businesses, Community, Consultant)	
5	Vernon Avenue Streetscape	Staff (Businesses, Community, Consultant)	



ACTION PLAN

Conceptual Infrastructure Budgets

ITEM DESCRIPTION		ROADWAY COSTS	LANDSCAPE COSTS	TOTAL COSTS
A	New roadway striping for on-street handicapped parking (Includes adjacent striped loading area)	\$260 per parking space <i>(assumes pavements are prepared to receive new striping, excludes curb / ramp work)</i>	n/a	\$260 per parking space
B	Raised intersection improvements	\$402K per intersection <i>(includes removals, curb work, drainage structure adjustments, sidewalk connections, colored/ textured concrete pavements, pavement markings)</i>	\$200K per intersection <i>(includes existing stone seatwall repair and new stone seatwalls, planter curbs, stone piers, planter pots, brick paver repair, landscape plantings)</i>	\$602K per intersection
C	Park Avenue connector (includes Park Avenue reconstruction and multi-use path between Green Bay Road and Old Green Bay Road)	\$207K <i>(includes removals, curb work, drainage structure adjustments, multi-use path connection, pavement markings, tree plantings, excludes railroad or signal work)</i>	\$15K <i>(includes landscape restoration and tree plantings)</i>	\$222K total
D	On-street parking expansion (includes new on-street parking spaces within Village parkways along Vernon Avenue, Park Avenue and Hazel Avenue)	\$58K: Vernon Avenue at Friends Park \$37K: Park Avenue, w of Vernon Ave, north side \$19K: Park Avenue, w of Vernon Ave, south side \$23K: Hazel Avenue, w of Vernon Ave \$37K: Hazel Avenue, e of Vernon Ave <i>(includes removals, curb work, drainage structure adjustments, sidewalk connections. does not include utility pole relocation)</i>	\$9.5K: Vernon Avenue at Friends Park \$9.5K: Park Avenue, w of Vernon Ave, north side \$8K : Park Avenue, w of Vernon Ave, south side \$8K : Hazel Avenue, w of Vernon Ave \$8K : Hazel Avenue, e of Vernon Ave <i>(includes bike rack replacement, landscape restoration and tree plantings)</i>	\$67.5K: Vernon Ave at Friends Park \$46.5K: Park Ave, w of Vernon, north side \$27K: Park Ave, w of Vernon, south side \$31K: Hazel Ave, w of Vernon \$45K: Hazel Ave, e of Vernon



ACTION PLAN

Streetscape Grant Opportunities

NAME	CATEGORY	PROJECT TYPES	FUNDING SOURCE	WEBSITE
Illinois Transportation Enhancement Program (ITEP)	Transportation / Planning & Implementation	Alternative modes of transportation, enhancements to transportation systems through preservation of visual and cultural resources	IDOT	https://idot.illinois.gov/programs-and-projects/trails-and-active-transportation/itep.html
Surface Transportation Program (STP)	Transportation / Planning & Implementation	Provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities	USDOT (Federal)	https://www.transit.dot.gov/funding/grants/flexible-funding-programs-surface-transportation-block-grant-program-23-usc-133
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	Transportation / Planning & Implementation	Supports surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief	Jointly administered by FHWA and the Federal Transit	https://www.transit.dot.gov/funding/grants/grant-programs/flexible-funding-programs-congestion-mitigation-and-air-quality
BUILD Transportation Grant	Transportation / Planning & Implementation	Investment in road, rail, transit and port projects	USDOT (Federal)	https://www.transportation.gov/BUILDgrants
Illinois Safe Routes to School (SRTS)	Transportation / Planning & Implementation	Projects that encourage walking, biking to and from school for grades K-8. Sidewalks, traffic signals, pavement stripings, signage, bike lanes, bike racks.	National Center for Safe Routes to School	https://idot.illinois.gov/programs-and-projects/safety-programs/safe-routes-to-school-program.html
Illinois Green Infrastructure Grant Program for Stormwater Management (IGIG)	Sustainability / Planning & Implementation	Green Infrastructure / Stormwater Management	IEPA	https://epa.illinois.gov/topics/grants-loans/water-financial-assistance/igig.html
Highway Safety and Improvement Program (HSIP)	Transportation / Planning & Implementation	The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including highway and rail grade crossings.	FHWA	https://highways.dot.gov/safety/hsip



GLENCOE

Streetscape + Parking Plan

APPENDIX

- PUBLIC SURVEY SUMMARY #1..... P.01
- PUBLIC MEETING SUMMARY P.25
- PUBLIC SURVEY SUMMARY #2..... P.94

