

EVANSTON

Central Street Parking



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CENTRAL STREET

- Longest east-west arterial road in Evanston.
- Multiple uses: commercial retail and office; single and multi-family residential, Northshore Evanston Hospital; and Northwestern Athletics.
- New businesses and developments in the commercial district



EAST OF METRA STATION

Currently, there is a mix of on-street metered street parking, commuter parking adjacent to the Central Street Metra Station with approximately 139 metered spaces, and Lot 64 (located at Central Street & Ashland Avenue) which has 100 total spaces available through permits.



RYAN FIELD – GAME DAY PARKING

Game Days at Ryan Field lead to a surge in parking demands on Central Street. This concerns businesses whose regular customers are unable to find parking to stop in to shop. The current cost of a season parking pass for the Ryan Field lots on game days is \$210 and available only to season ticket holders. With the ticket for on street parking violations only being \$10, there is less of a sense of urgency to move cars, leading to less turnover of parking availability.

POSSIBLE SOLUTIONS:

- Greater enforcement of existing metered and two-hour parking restrictions.
- Work with Northwestern Athletics to encourage greater use of public transportation and the campus shuttles from downtown and main campus.
- Increase ticket costs.



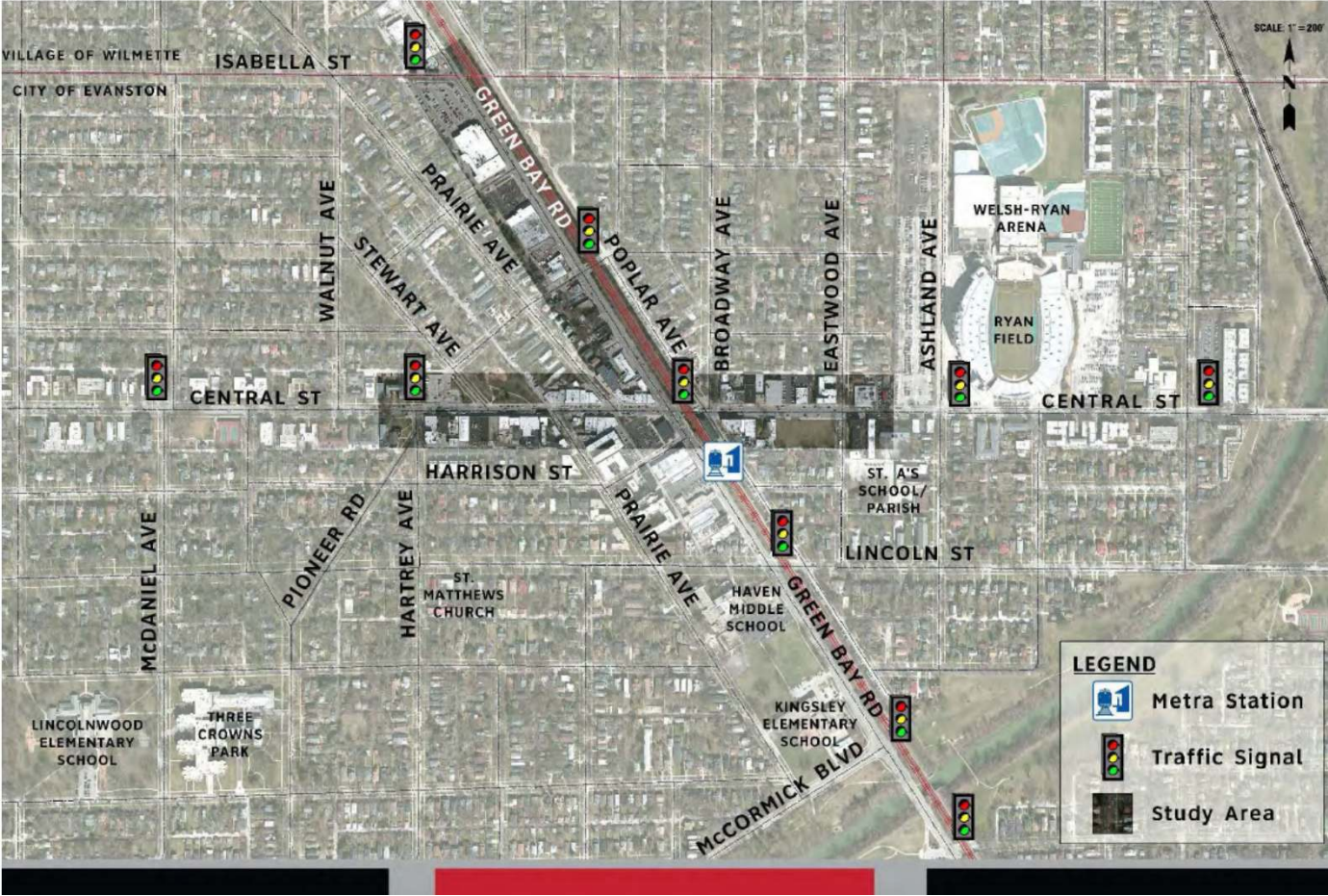
POSSIBLE ALTERNATIVES

- Continue existing permitting and leasing options being used in Lot 64 (City) and in the St. Athanasius parking lot.
- Regulate parking on the north side of Central Street between Jackson and Ashland, adjacent to Ryan field during the day 9:00a to 6:00p then have open to residents after 6:00p.
- Remove meters in front of Needle’s Excellency and put in 3 hour parking limits in their place from Ashland to Eastwood.
- Regulate Parking on the north side of Central Street between Ashland and Eastwood as regulated on the south side.
- Expand meter hours to 9:00p.
- Consider valet option for Ten Mile House.
- Long term: Regulate parking along western side of Ashland and build pedestrian sidewalk.



CENTRAL STREET & GREEN BAY ROAD

Project Overview



CENTRAL STREET & GREEN BAY ROAD

Central Streetscape Pilot Project

Prairie Avenue to Prairie Avenue

- Sidewalk
- Relocate Bus Stop
- Parking Impact: Loss of 1 Space
- Vaults
- Pedestrian Crossing



- North side of Central Street between the two sections of Prairie Avenue
- Move the current CTA bus stop from the corner of Green Bay Road and Central Street to Prairie Avenue and Central Street.
- Sidewalk and pedestrian improvements
- Filling in of existing vaults beneath the sidewalk.

WEST CENTRAL STREET

There is primarily on-street metered parking and some two hour parking for public use. There are no City operated parking lots; however, several private businesses do have parking lots for their customers. Public Works and Parking & Revenue staff determined that a Comprehensive Parking Survey needs to be conducted within the east-west boundaries of Ewing to Marcy and the north-south boundaries of Hartzel to Harrison.



POSSIBLE ALTERNATIVES

- Remove meters (11 total) that are on the block west of Central Park. These meters are not heavily used and the return on investment is low.
- Convert some of the 2-Hour parking zones into 3-Hour zones. This would assist the spa/salon uses as well as the real estate offices in the area.
- Determine opportunity to utilize surface parking lot next to First Bank & Trust.
- Create angled parking (approximately 9 spaces) on Ewing Street adjacent to the Orange Theory and 7-11 parking lot. Ewing Street, between Central Street and Harrison Street will need to be restricted to one way southbound traffic.
- Streetscape improvements.