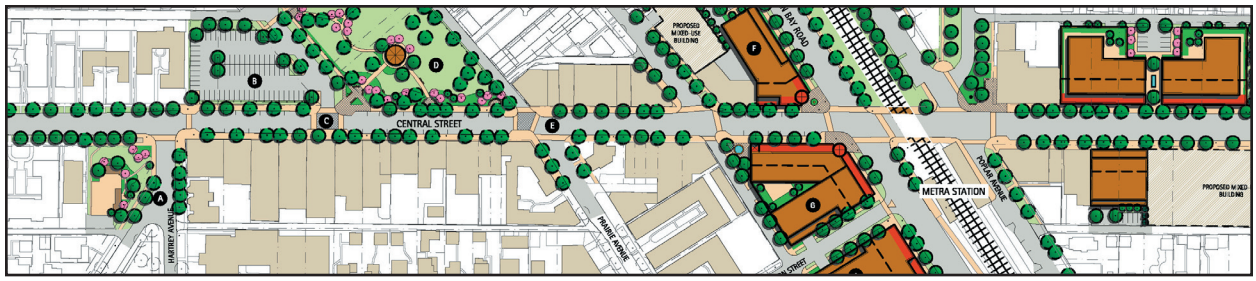


Section D: Transportation

Overview

As a major east-west collector route traversing northern Evanston, Central Street connects to several arterial roads, including Gross Point Road, Crawford Avenue, Green Bay Road, Ridge Avenue and Sheridan Road, as well as a number of local collector and feeder streets. Because of the importance of regional activity generators, retail nodes and transit hubs along its length, Central Street experiences high volumes of both vehicular and pedestrian traffic.

Roadway Widths

In general, the right-of-way configuration for Central allows for one travel lane in each direction, two lanes of on-street parallel parking, sidewalks and residential parkways. Segregated left- or right-turn lanes are only present at Ridge, Girard, Green Bay, Crawford and Gross Point. Within the corridor, the roadway configuration varies from 60 feet at its widest point to 40 feet at its narrowest point.

- **Gross Point to Prospect:** a 60-foot width with parkway and sidewalk on both sides.
- **Prospect to Ridgeway:** a 48-foot width with sidewalks and parkway on both sides.
- **Ridgeway to Lincolnwood:** 51-foot width with sidewalks on both sides and no parkways for most of the blocks; a narrow carriage walk exists on the north side between Marcy and Central Park.
- **Lincolnwood to McDaniel:** a 40-foot width with sidewalks on both sides and parkway east of Reese.
- **McDaniel to Hartrey:** a 40- to 42-foot width with sidewalks and parkway on both sides.
- **Hartrey to Poplar:** a 40- to 42-foot width with sidewalks on both sides.
- **Poplar to Eastwood:** a 51-foot width with sidewalks on both sides.
- **Eastwood to Ridge:** a 40- to 42-foot width with sidewalks on both sides and sporadic existing parkway.

Approximately 50-foot roadway width west of Lincolnwood Drive.

The roadway width between Crawford and Lincolnwood is considerably wider than needed for two travel lanes, making it difficult to determine whether there is one lane or two. The wider travel lanes encourage faster speeds among drivers, generally leave less room for adequate sidewalk widths, and require pedestrians to cross a wider stretch of pavement. The wider lanes also cause confusion among drivers as to whether one travel lane or two exists in each direction.

Except for at intersections, the overall roadway width can be reduced to 40 feet between Gross Point and Lincolnwood to better match the eastern stretch of the street and to reduce lane confusion. A 40-foot roadway configuration would still provide two 12-foot travel lanes and two 8-foot parking lanes. A 42-foot road width would accommodate two 13-foot travel lanes and two 8-foot parking lanes.

To increase safety and promote a more pedestrian-friendly area, the roadway on Central west of Lincolnwood could be narrowed approximately 10 to 11 feet. The narrower pavement section would still adequately provide one lane of travel and one parking lane in each direction, while increasing the sidewalk width and streetscape/landscape space by approximately 5 feet on each side.

Roadway widths east of Lincolnwood function efficiently. Narrower travel lanes discourage faster travel speeds, and the infrequency of parking maneuvers along residential blocks results in minimal travel delays.

Intersections

Central Street has 11 signalized intersections in the Study Area at:

- Gross Point
- Crawford
- Central Park
- Lincolnwood
- McDaniel
- Hartrey
- Green Bay
- Ashland
- Asbury
- Girard
- Ridge

Most intersections do not incorporate left-turn lanes. Segregated left-turn lanes are provided at Gross Point, Crawford, Girard and Ridge. The lack of left-turn lanes may result in confusion as drivers pause to turn left and motorists behind them must decide whether to go around them or wait until the left is completed. Also, the presence of both a left-turn lane at Girard and passenger drop-offs at the CTA station appears to increase traffic congestion and confusion.

Central Street has several complex or high-volume intersections.

- **Central/Gross Point/Crawford:** The intersections are complex with short stacking areas between arterials, high traffic volumes, and a high number of turning movements and signals.
- **Central/Lawndale:** The north-south approaches of the intersection are offset.
- **Central/Hurd:** The north-south approaches of the intersection are offset.
- **Central/Lincolnwood:** The north-south approaches of the intersection are offset. Some residents expressed concern that the intersection of Lincolnwood and Central

is confusing and causes conflicts between vehicles and pedestrians.

- **Central/Ewing:** The north-south approaches of the intersection are offset.
- **Central/McDaniel:** The north-south approaches of the intersection are offset.
- **Central/Stewart/Parking Lot:** The public parking lot entrance and the Stewart/Central intersection contribute to traffic congestion and inefficient turning movements. Traffic and pedestrian movements may be improved by reconfiguring the parking lot so that it may only be accessed by a realigned Stewart. Realigning Stewart so that it intersects with Central at a 90-degree angle would also improve the efficiency of the intersection.
- **Central/Green Bay:** The intersection near the Metra viaduct has difficult sight lines and turning movements and carries high-volumes of traffic. Prohibiting right turns on red at all times should be considered for westbound traffic. It may also be possible to remove some sidewalk width along the westbound travel lane east of Green Bay to provide a 17-foot shared through/bypass lane. An additional foot from the sidewalk width (18 feet) would allow for the inclusion of a second westbound lane, either for separate left or right turn movements. The City is studying such improvements.
- **Green Bay/Harrison:** The proximity of the intersection to Central and the Metra station results in difficult traffic movements and conflicts between pedestrians and vehicles. Left-turns from Harrison may block southbound Green Bay traffic. Prohibitiing left turns from Harrison should be considered to simplify traffic movements. Northbound left turns to Harrison should be allowed, but if possible a longer left turn lane on Green Bay should be provided.
- **Central/Poplar/Broadway:** This intersection is five-legged and is further complicated by its proximity to Green Bay Road and the Metra viaduct. The intersection may be reconfigured so that Broadway forms a "T" intersection with Poplar, as described in a 2006 Civiltech study conducted for the City.

Traffic Volumes

Central Street experiences high traffic volumes as a result of movements by residents, shoppers, commuters, employees and others, as well as the presence of large institutions. Traffic counts were conducted during weekday morning and evening peak periods at selected intersection along Central Street corridor in the Spring of 2007. Additional traffic count data was obtained from the City of Evanston, previous traffic studies by Civiltech and KLOA, and IDOT resources.

Existing Traffic Volumes

Figures D1 to D5 show current traffic volumes. For the following sections of Central Street, the approximate Current Average Daily Traffic (ADT) measured in vehicles per day is:

- **Crawford to Hartrey:** 15,100 vehicles per day.
- **Hartrey to Asbury:** 10,500 vehicles per day.
- **Asbury to Ridge:** 6,900 vehicles per day.

Although traffic volume is higher west of Hartrey, the high level of pedestrian activity and parking maneuvers between Hartrey and Green Bay results in higher perceptions of traffic activity in this area.

The highest peak-hour traffic volumes are along west Central Street at its Crawford/Gross Point intersections and along the commercial blocks between Hartrey and Green Bay. Parking activity east of Hartrey may contribute to longer traffic delays as traveling vehicles have to wait for other vehicles to complete parking maneuvers.

Most turning movement to/from signal-controlled intersections are representative of neighborhood-oriented trips, rather than that of vehicles using Central Street as a cut-through route. According to traffic counts, the signal-controlled intersections with Central that currently lack separate left-turn lanes do not need them installed. Left-turn movements at these intersections are minimal and can be readily accommodated by unmarked bypass lanes. The City recommends a 17-foot wide lane to allow for efficient left and through movements. Additional travel lane width can be obtained by ending parking lanes near intersections.

Congestion along commercial blocks is resulting in some "spill-over" from Central onto adjacent residential streets as motorists attempt to avoid travel delays or re-circulate to find a parking space.

Traffic Projections

Figure D6 provides projections for traffic generated for each development/redevelopment shown in the Master Plan (see Figures 3.4 to 3.10).

The projections were calculated for weekday morning, weekday evening, and total daily traffic by:

- Increasing existing traffic volumes by 10% to reflect expected "background" growth in traffic in the area.
- Subtracting traffic generated by existing uses that will be replaced by development shown in the Master Plan.
- Projecting traffic generated by new development shown in the Master Plan using information published by the Institute of Transportation Engineers.
- Reducing automobile trips to destinations by 25% to account for non-auto trips or combined trips. This is possible because of the neighborhood- and pedestrian-oriented character of Central Street. The 25% reduction is commonly used in City calculations.

Figures D7 to D11 depict the new and total traffic volumes along Central Street. The existing traffic (shown in Figures D1 to D5) was increased by 10% in addition the traffic generated by new development to reflect projections for Evanston by the Chicago Area Transportation Study (CATS).

New development will most likely result in increased trips along Central Street. Approximately 200 new trips are projected for weekday morning peak hour. Because of the appeal of commercial blocks along Central, approximately 300 new trips are projected for the weekday evening peak hour. Per day, an average of 3,800 new trips are projected.

New trips will be distributed among arterial, collector and local streets that intersect with Central. Most new trips, however, will

occur along primary routes, including Crawford, Gross Point, Green Bay and Ridge.

About 25% of the new trips will be generated within the adjoining neighborhoods and should not be considered cut-through in nature. These trips will be spread among all local and collector streets.

Focus Areas

The capacity of the turning movements was analyzed using Highway Capacity Manual (HCM) software at two key intersections. Results of the analyses were measured in seconds of delay and reported in terms of Level of Service (LOS).

The effectiveness of how well an intersection operates is measured in terms of Levels of Service (LOS). Levels of Service, as outlined by the Institute of Transportation Engineers,m range from "A" (best) to "F" (worst). The minimum intersection LOS that is generally accepted by industry standards is "D." The following is a more detailed decsirption of each level of service:

- **LOS A** is free flow. The general level of comfort and convenience provided to the motorist is excellent.
- **LOS B** is in the range of stable flow. The level of comfort and conveneince provided is somewhat less than that of LOS A because the presence of others in the traffic stream begins to affect individual behavior.
- **LOS C** is in the range of stable flow but marks the beginning of significant interference to an individual's movement caused by others in the traffic stream. The general level of driver comfort and convenience declines noticeably at this level.
- **LOS D** represents dense but stable traffic flow. The driver experiences reduced levels of comfort and convenience.
- **LOS E** represents operating conditions at or near capacity. Operations at this level are usually unstable and driver comfort and convenience levels are extremely poor.
- **LOS F** represents forced or breakdown traffic flow. It is the point at which more vehicles are arriving than exiting the area, causing a queue, or line to form. Operations within the queue are characterized by stop-and-go conditions.

Green Bay Road to Broadway

Figure D12 shows the traffic counts and projections for the intersection of Central and Green Bay. Using Highway Capacity Manual software, capacity analyses were conducted for three turning movement scenarios for the intersection: existing, existing plus 10% growth, and total.

Although turning and through movements are heavy at most times, the intersection should continue to operate at LOS D or better during the morning peak hour for all three scenarios. The intersection currently operates at LOS E for evening peak hour, LOS F for existing plus 10% growth scenario, and LOS F for the total scenario. Traffic generated by new develoment will add only approximately 7 seconds of overall delay over the existing plus 10% growth scenario.

Central/Girard

The separate eastbound left lane striping at Girard could be removed without affecting the LOS of the Central/Girard intersection, which is currently operating at a LOS B for weekday morning and evening peak hours. Removal of the turn lane would provide operational flexibility at this intersection, which provides access to the Evanston Hospital (ENH), the CTA station, Chandler Community Center, and Peter Jans Golf Course.

Parking

Central Street accommodates on-street, parallel parking for most of its length. In residential areas, on-street parking is generally provided free, although some parking restrictions are present. In the commercial areas between Marcy and Reese and between Hartrey and Eastwood, on-street parking is metered and time-limited. On Lincolnwood south of Central, 15 on-street, perpendicular parking spaces are provided. Approximately 130 on-street, perpendicular parking spaces are provided along the Metra viaduct and Poplar Avenue for commuters. On-street parking restrictions are used to encourage parking turn-over near commercial blocks and to allow for occasional street maintenance.

There are several large parking lots along the corridor including:

- The public, metered parking at Stewart Street.

- The CVS Pharmacy lot at Crawford Avenue.
- The First Bank & Trust of Evanston parking lot at Lincolnwood.
- The Chase Bank parking lot at Green Bay.
- The Ryan Field parking lot at Ashland (commuter parking spaces are available at the Ryan Field parking lot on weekdays for drivers with permits. This lot also is used for Evanston Hospital (ENH) employee parking.)
- The Chandler-Newberger Community Center parking lot at the CTA station.

In general, on-street parking is rarely fully utilized. The public parking lot at Stewart and the commercial blocks between Hartrey and Green Bay appear to be only locations with significant parking shortages, according to parking inventory studies.
Parking issues affecting the Central Street Study Area include:

- Demand for parking at the public parking lot at Stewart is causing drivers to stack up waiting for spaces to open. As noted in Section 3: Master Plan, reconfiguration of the parking lot should be explored to improve traffic flow.
- Two-hour parking restrictions may not provide enough time for certain activities, including dining out at restaurants. Increasing the time restriction to 3 hours should be considered.
- Double-parking and customer drop-offs are common near certain businesses, such as Starbuck's, which causes congestion and safety concerns. Short-term parking (such as 15-minute) should be considered for 2 to 3 spaces on the south side of Central near Hartrey to serve nearby high-turnover businesses. Short-term parking spaces have already been added because of the City's Parking Committee on Main Street.
- The Chase parking lot is frequently used by non-bank customers. Residents report that non-bank customers are allowed to park in the bank lot during hours when the bank is closed, but the signage is confusing and indicates that outside users will be towed.

Alleys

Alleys provide an important function for directing traffic generated within each block face from having to travel along Central. As noted in Appendix C: Infrastructure, alley conditions and widths vary widely throughout the Central Street Study Area. Typical alley widths range from 14 to 15 feet, although some widths may be as narrow as 12 feet or as wide as 20 feet. A number of alleys contain utility poles, refuse storage and service areas, further reducing width. Alleys often separate commercial uses from single-family homes. Many of these homes have garages that open directly onto the alleys opposite commercial service or loading areas.

The alley conditions behind recent developments vary considerably. The recently developed Renal Center, at the northeast corner of Central Park, has a rear driveway that parallels the alley and contributes to an excessive width of asphalt. In contrast, a new residential development at Asbury has provided parallel parking and a wider, landscaped setback between the alley right-of-way and the building.

Alley issues affecting the Central Street Study Area include:

- The alleys behind Independence Park and west of Green Bay Road are highly visible because of their alignments with Central Street and lack of effective screening or buffering. Improved landscaped buffer strips or fencing should be considered for these locations.
- Some alleys are narrow, which causes conflicts with adjacent residential neighborhoods. Delivery trucks can block a narrow alley, cutting off access for motorists trying to access their garages. Alley widths of 18 feet would allow an automobile to pass a standing delivery truck.
- Current alley widths may not be wide enough to effectively accommodate usage, especially when features such as utility poles are present. Increasing alley width to 18 feet and prohibiting obstructions such as utility poles should be considered.

Pedestrian

Central Street attracts a considerable amount of pedestrian traffic throughout the Study Area (see Figure D13). The presence of small-scale retail and service businesses, access and location of transit, and proximity to adjacent residential blocks makes Central Street an easily walkable neighborhood.

Throughout most of the corridor, sidewalks are present along both sides of Central and along local, feeder streets. One exception is on the north side of Central between Central Park and Lawndale. In residential blocks, sidewalk widths and conditions are generally appropriate to allow for pedestrian movements. In some locations on commercial blocks, inconsistent or extremely narrow sidewalk widths detract from the pedestrian-oriented "feel" or character of the area. Some recent developments have resulted in 7-foot wide sidewalks that also are obstructed by light poles, garbage cans, and signs. In many locations along the commercial blocks, cracked and uneven sidewalks are present.

Most streets that intersect Central Street have crosswalks. Stewart, Prairie and Broadway Avenues only have crosswalks across Central Street on one side of the intersection. A few blocks between Crawford and Central Park in the area of Bent Park do not have crosswalks.

The condition and placement of crosswalks throughout the corridor is generally adequate, although the conditions of certain crosswalks, notably at Green Bay, are poor due to broken curbing, steps, lack of space, or worn out striping. Some crosswalks between Hartrey and Green Bay have additional signage and striping.

Pedestrian issues affecting the Central Street Study Area include:

- Crosswalks at high volume intersections, such as Gross Point Road and Green Bay Road, lack features that would increase pedestrian safety and comfort. Pedestrian signal lights, push buttons or better signage should be installed to warn drivers of the presence of pedestrians should be considered if they meet signal warrants under the Manual on Uniform Traffic Control Devices.
- Crosswalks often lack adequate striping or have broken concrete and curbing. Repairs should be implemented where necessary, and improvements such as better lighting, zebra stripes, bump-outs, and clearer signage should be considered.

A metra commuter train pulling into the station at Poplar.

- The presence of steps at the Green Bay Road crosswalk is not accessible for certain people with disabilities or mothers with strollers. ADA requirements should be tested to see if all steps could be eliminated.
- At the Metra station, inbound riders board on the east side of the tracks and the outbound riders are let off on the west side of the tracks. A distinct increase in pedestrian activity and vehicle traffic occurs when trains are arriving and departing. During the peak travel periods, train riders almost "flood" the staging areas at the Central/Green Bay intersection. Residents also have reported pedestrian/vehicular conflicts at this station as people try to cross Green Bay, especially when pedestrians are rushing to catch a train.
- Between Hartrey and Green Bay, pedestrians do not always utilize crosswalks to cross Central. The installation of hedges along the public parking lot and Independence Park should be considered to direct pedestrian movements to established crosswalks.
- Near Central's intersections with Green Bay and Poplar, pedestrians do not always utilize crosswalks. Hedges should also be considered here to direct pedestrian movements to established crosswalks.

Bicycles

Currently, there are no bicycle lanes or bicycle markings in the Central Street Study Area. Bike racks are also limited, although racks exist at the Metra and CTA stations.

The City of Evanston is in the process of completing a Bicycle System Improvement Plan. Striped bicycle lanes are recommended for the stretches of Central from Crawford/Gross Point to Lincolnwood and Poplar past Ridge. The stretch from Lincolnwood to Poplar is called out as marked bicycle route, as the street width (a minimum 42-foot width is needed) does not support the dimensions needed for travel lanes, parking lanes, and bicycle lanes.

Bicycling issues affecting the Central Street Study Area include:

- Some residents have said they do not feel safe while riding bicycles on Central. Some suggested creating a bike lane, and others suggested that bikes use less busy parallel residential street such as Hartzell or Lincoln.
- There is a lack of bicycle parking on Central near commercial on or near commercial blocks.

Transit

Bus/Shuttle Service

Central Street is served by five bus/shuttle routes with weekday, limited weekend, and some late night service. Central Street east of Green Bay Road is currently served by two PACE bus/shuttle routes.

The two CTA and three PACE routes are:

- **CTA Route 201 – Central/Ridge:** Provides weekday and late-night service between Chicago's Howard Street CTA station/Granville Avenue CTA station, downtown Evanston, Evanston Hospital (ENH) and Old Orchard Mall. There are scheduled stops along Central Street between Ridge Avenue and Gross Point Road.
- **CTA Route 206 – Evanston Circulator:** Provides morning and afternoon/evening service between Chicago's Howard Street CTA station, Evanston Township High School and Gross Point Road/Crawford Avenue. There are scheduled

stops along Central Street between Green Bay Road and Gross Point Road.

- **PACE Route 213 – Green Bay Road:** Provides service to the CTA Davis Street Station, New Trier High School, Ravinia Festival, Chicago Botanic Gardens and Northbrook Court. There is a scheduled stop at the intersection of Green Bay Road and Central Street.
- **PACE Route 421 – Wilmette Avenue:** Provides weekday rush-hour service to Northfield Plaza, Northfield Village Hall, Edens Plaza, Wilmette Metra Station, and the Linden CTA Station. The scheduled stop for the Wilmette Metra Station is on Central Street.
- **PACE Route 426 – Northwestern University Evanston/ Chicago:** Provides early morning/late evening shuttle service between Northwestern's Evanston and Chicago campuses with scheduled stops along Central Street between Ashland Avenue and Sheridan Road.

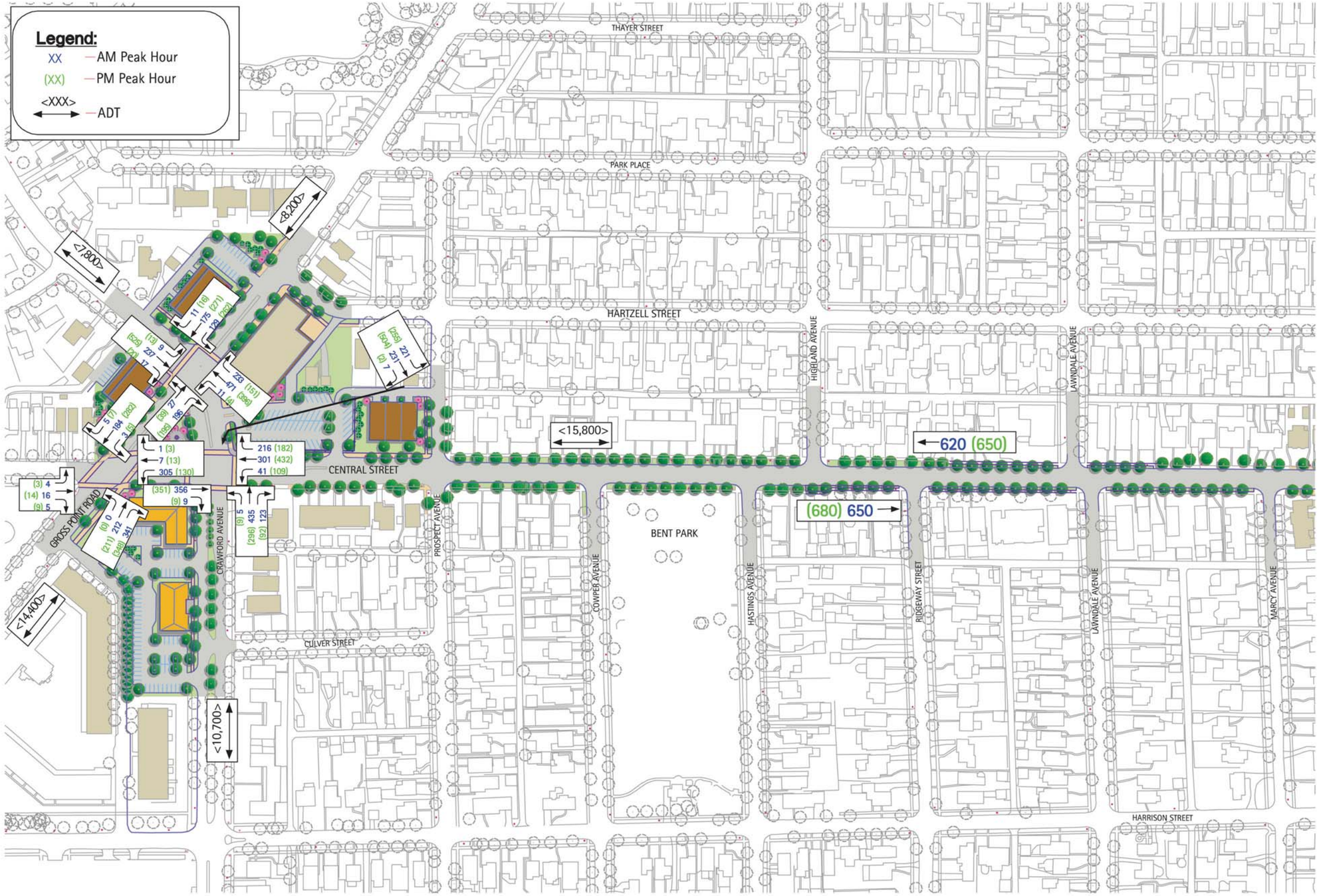
Issues regarding Bus service include:

- Service is considered poor on Saturdays and is nonexistent on Sundays. Increasing the frequency and duration of bus service or the implementation of a shuttle or trolley along Central should be considered to improve service.

- Locations of some bus stops create significant congestion on the roadways when a bus is stopped. The relocation of some bus stops, such as the stops near the intersection of Central/Green Bay, should be considered to reduce congestion.

Train Service

Central Street is served by a Metra Union Pacific District North Line station at Green Bay Road. The station is served by 26 trains to Chicago's Loop and 24 from The Loop each weekday. Central is also served by a CTA Purple Line station at Girard Avenue. The Purple Line connects Wilmette's Linden Avenue station, Downtown Evanston stations, and Chicago's Howard Street station, as well as weekday rush-hour service to/from Chicago's Loop. Metra and CTA train service appear to be adequate. The City should work with the CTA to study whether access to the station can be achieved directly from the Chandler Community Center to help reduce congestion on Central Street.



Central Street: Master Plan City of Evanston, Illinois

Figure D.1: Existing Traffic - Gross Point Road to Marcy Avenue

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N.T.S.

July 2007

Central Street: Master Plan City of Evanston, Illinois

Figure D.2: Existing Traffic - Marcy Avenue to Bennett Avenue

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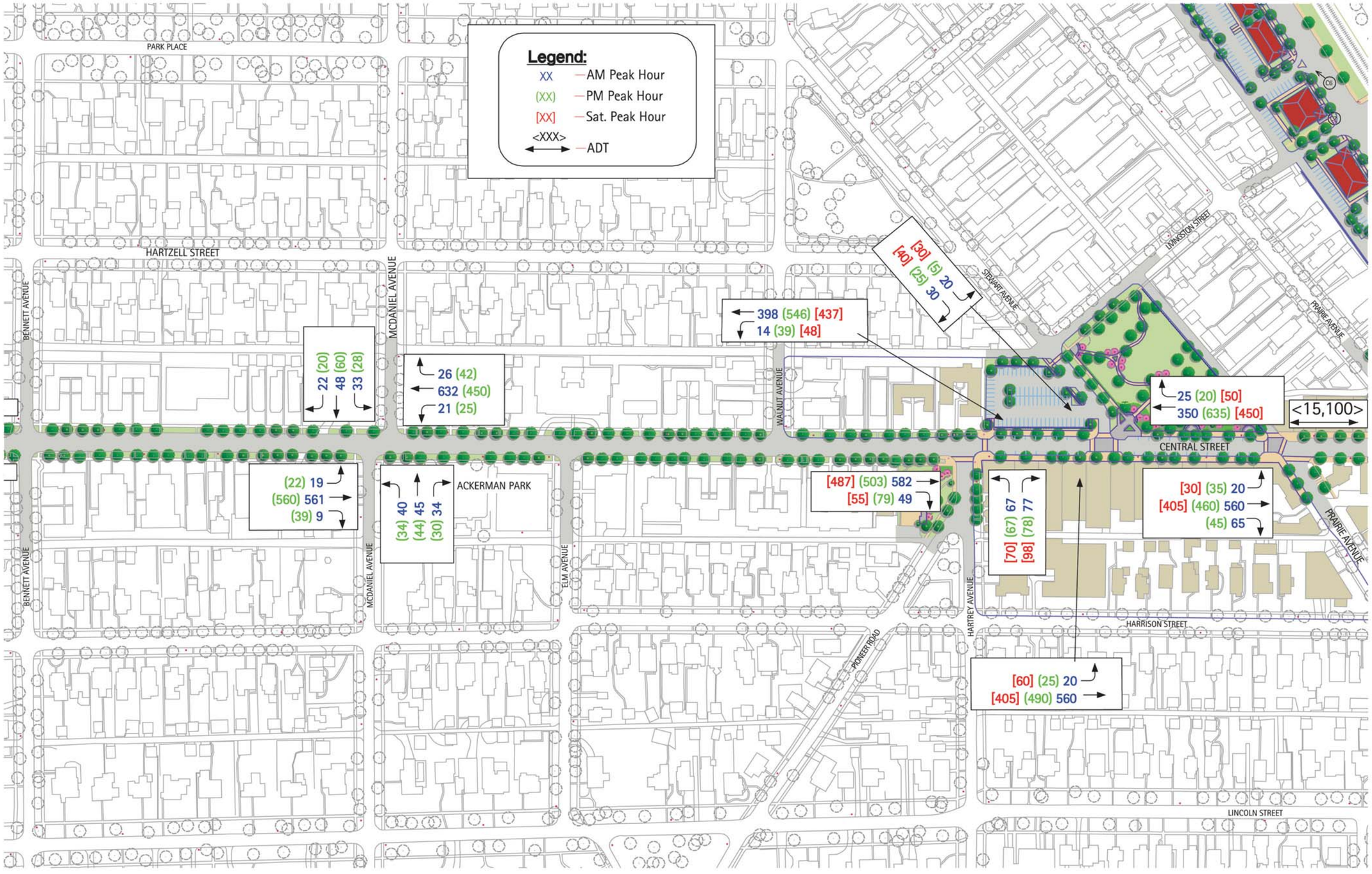

Central Street: Master Plan City of Evanston, Illinois

Figure D.3: Existing Traffic - Bennett Avenue to Prairie Avenue

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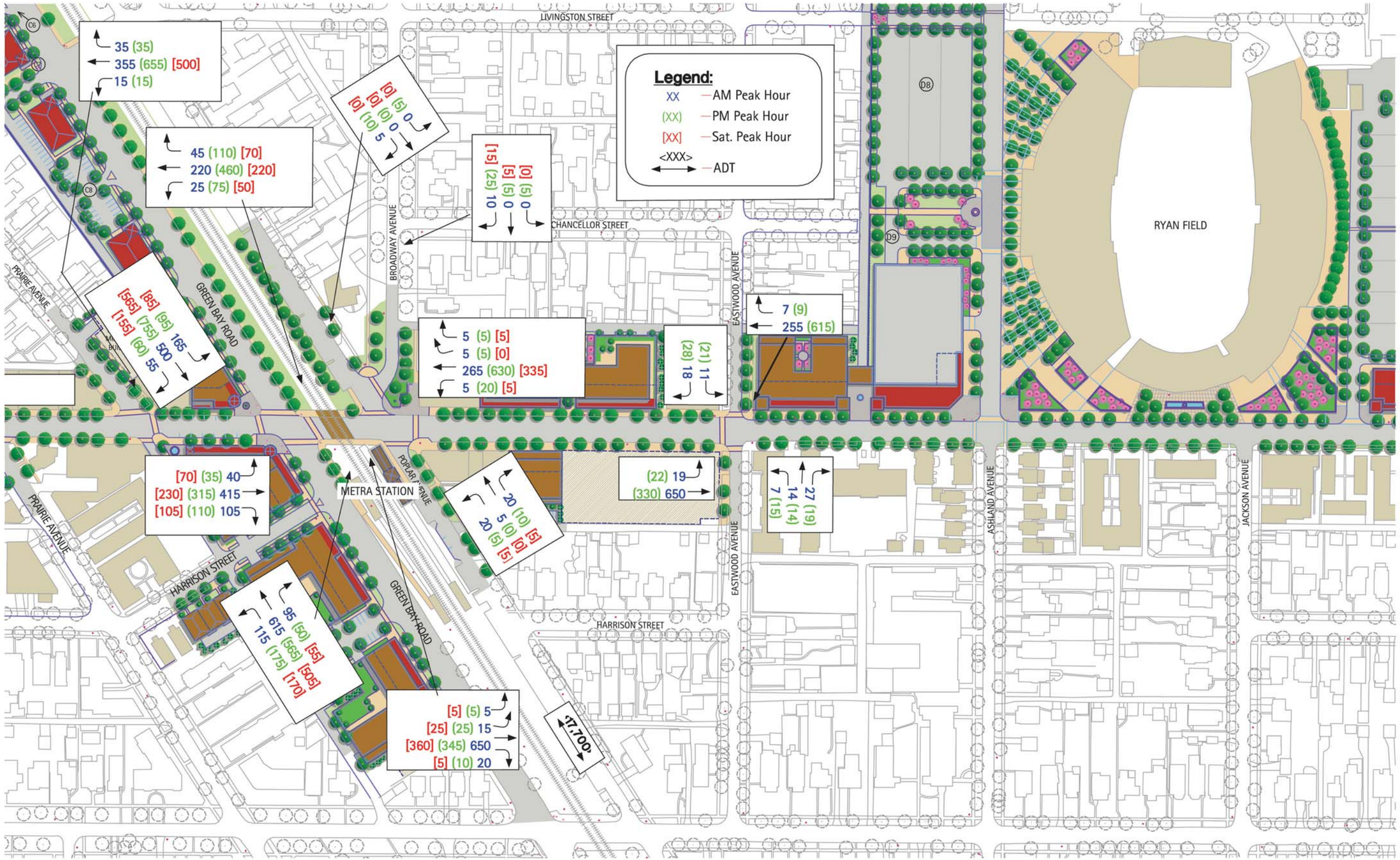

Central Street: Master Plan City of Evanston, Illinois

Figure D.4: Existing Traffic - Prairie Avenue to Jackson Avenue

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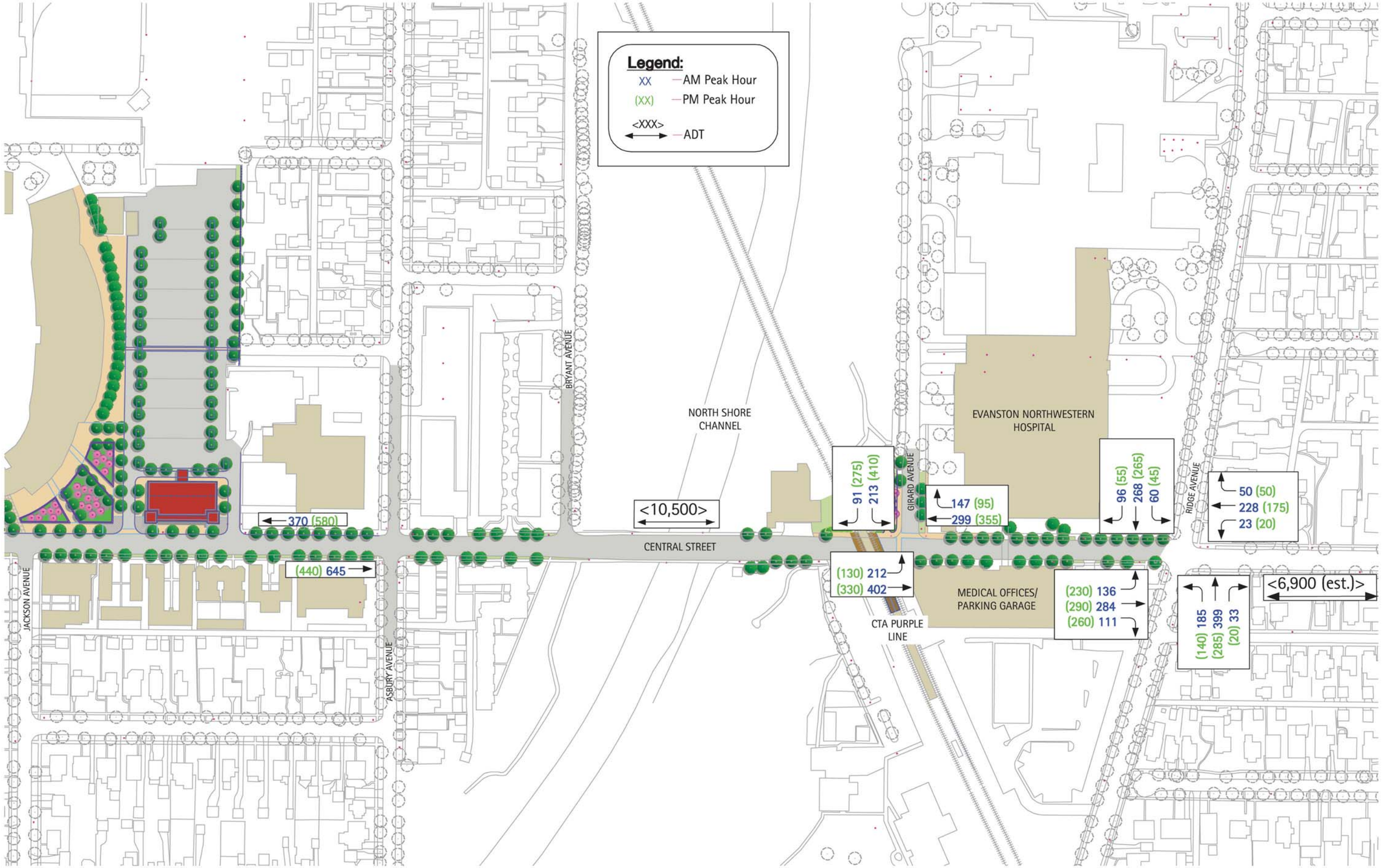
July 2007



Central Street: Master Plan

City of Evanston, Illinois

Figure D.5: Existing Traffic - Jackson Avenue to Ridge Avenue

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July 2007

Vehicle Trips[a]		Morning Peak Hour In	Out	Sum	Evening Peak Hour In	Out	Sum	Daily Sum
(A1)	Retail	2	2	4	6	6	12	200
	• 4500 sq.ft.							
	Residential	1	3	4	3	1	4	46
	• 8 units							
	Less Existing Use =[b]	-18	-18	-36	-21	-21	-42	-506
(A2)	Residential	1	4	5	4	2	6	70
	• 12 units							
(A3)	Green Space	0	0	0	0	0	0	0
	Less Existing Use =	0	0	0	-7	-6	-13	-358
(A4)	Residential	0	1	1	1	0	1	18
	• 3 units							
(A5)	Office	36	5	41	6	33	39	298
	• 27,000 sq.ft.							
	(A) Subtotal =	22	-3	19	-8	15	7	-232
(B1)	Retail	2	2	4	4	5	9	150
	• 3400 sq.ft.							
	Office	5	1	6	1	4	5	38
	• 3400 sq.ft.							
(B2)	Retail	5	5	10	13	14	27	444
	• 10,000 sq.ft.							
	Residential	2	10	12	9	4	13	152
	• 26 units							
	Less Existing Use =	-2	-1	-3	-4	-3	-7	-102
(B3)	Retail	5	5	10	12	13	25	408
	• 9200 sq.ft.							
	Office	27	4	31	5	25	30	220
	• 20,000 sq.ft.							
	Less Existing Use =	-11	-10	-21	-13	-14	-27	-226
(B4)	Retail	4	4	8	10	11	21	346
	• 7800 sq.ft.							
	Residential	1	6	7	6	3	9	94
	• 16 units							
	Less Existing Use =	-10	-10	-20	-8	-8	-16	-302
	(B) Subtotal =	28	16	44	35	54	89	1,222

Vehicle Trips		Morning Peak Hour In	Out	Sum	Evening Peak Hour In	Out	Sum	Daily Sum
(C1)	Retail	12	12	24	30	32	62	1,020
	• 23,000 sq.ft.							
	Less Existing Use =	0	0	0	-25	-27	-52	-840
(C2)	Retail	6	6	12	14	16	30	488
	• 11,000 sq.ft.							
	Less Existing Use =	-1	-1	-2	-2	-2	-4	-76
(C3)	Retail	2	2	4	5	5	10	156
	• 3500 sq.ft.							
	Residential	1	5	6	5	2	7	82
	• 14 units							
	Less Existing Use =	-1	-1	-2	-2	-2	-4	-76
(C4)	Retail	5	5	10	13	14	27	444
	• 10,000 sq.ft.							
	Residential	3	14	17	13	6	19	216
	• 37 units							
	Less Existing Use =	-3	-3	-6	-8	-9	-17	-260
(C5)	Residential	0	1	1	1	0	1	18
	• 3 units							
(C6)	Retail	5	4	9	11	12	23	386
	• 8700 sq.ft.							
	Residential	2	12	14	11	5	16	188
	• 32 units							
	Less Existing Use =	-9	-9	-18	-23	-25	-48	-788
	(C) Subtotal =	22	47	69	43	27	70	958
(D1)	Retail	7	7	14	18	20	38	620
	• 14,000 sq.ft.							
	Residential	2	12	14	11	5	16	188
	• 32 units							
	Less Existing Use =	-9	-2	-11	-2	-8	-10	-120
(D2)	Retail	2	2	4	5	6	11	178
	• 4000 sq.ft.							
	Residential	1	4	5	4	2	6	70
	• 12 units							
(D3)	Retail	5	5	10	13	14	27	444
	• 10,000 sq.ft.							
	Residential	6	27	33	25	13	38	322
	• 55 units							
(D4)	Retail	4	4	8	11	12	23	376
	• 8500 sq.ft.							
	Residential	2	11	13	10	5	15	176
	• 30 units							
	Less Existing Use =	-7	-1	-8	-2	-6	-8	-88
(D5)	Retail	6	5	11	14	15	29	466
	• 10,500 sq.ft.							
(D6)	Retail	4	4	8	9	10	19	310
	• 7000 sq.ft.							
	Office	28	4	32	5	26	31	232
	• 21,000 sq.ft.							
	(D) Subtotal =	51	82	133	121	114	235	3,174
	(A+B+C+D) Subtotals =	123	142	265	191	210	401	5,122
	Discount @ 25% =[c]	-31	-36	-67	-48	-52	-100	-1,280
	Totals =	**92**	**106**	**198**	**143**	**158**	**301**	**3,842**

Notes:
(a) – Source: Institute of Transportation Engineers (ITE) Trip Generation Manual; 7th Ed.
Land Use codes for new uses; Residential - #230, Retail - #814, Office - #720
(b) – Based on GHA observations and ITE data.
(c) – 25% discount includes land-use interaction and non-auto trip factor.

Central Street: Master Plan City of Evanston, Illinois

Figure D.6: Traffic Generation Calculations

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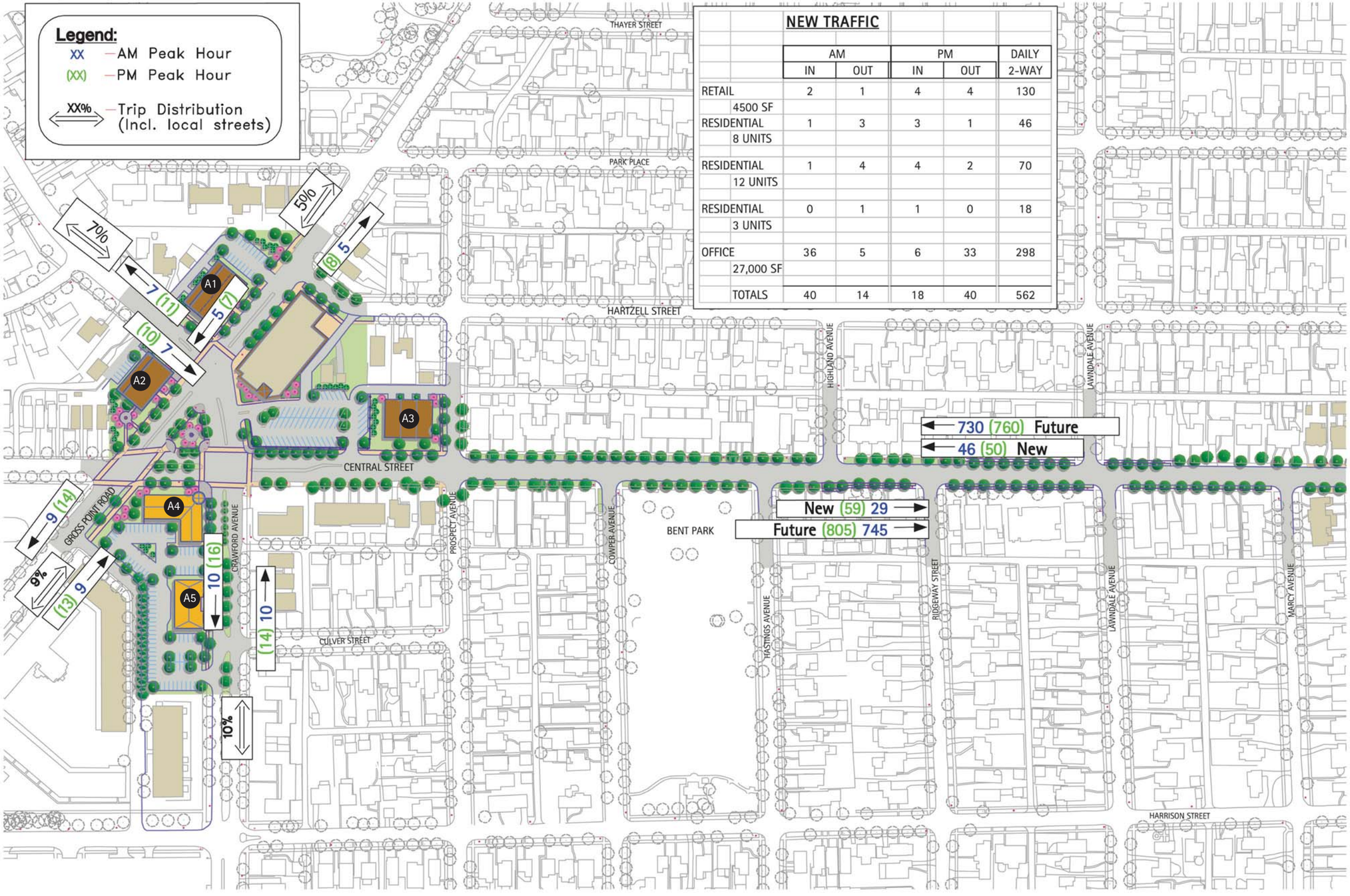

Central Street: Master Plan City of Evanston, Illinois

Figure D.7: New & Future Traffic - Gross Point Road to Marcy Avenue

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NEW TRAFFIC

	AM		PM		DAILY
	IN	OUT	IN	OUT	2-WAY
RETAIL 3400 SF	1	1	3	3	98
OFFICE 3400 SF	5	1	1	4	38
RETAIL 10,000 SF	3	3	8	9	288
RESIDENTIAL 26 UNITS	2	10	9	4	152
RETAIL 9200 SF	3	3	8	8	266
OFFICE 20,000 SF	27	4	5	25	220
RETAIL 7800 SF	3	3	6	7	227
RESIDENTIAL 16 UNITS	1	6	6	3	94
TOTALS	45	31	46	63	1380

Central Street: Master Plan City of Evanston, Illinois

Figure D.8: New & Future Traffic - Marcy Avenue to Bennett Avenue

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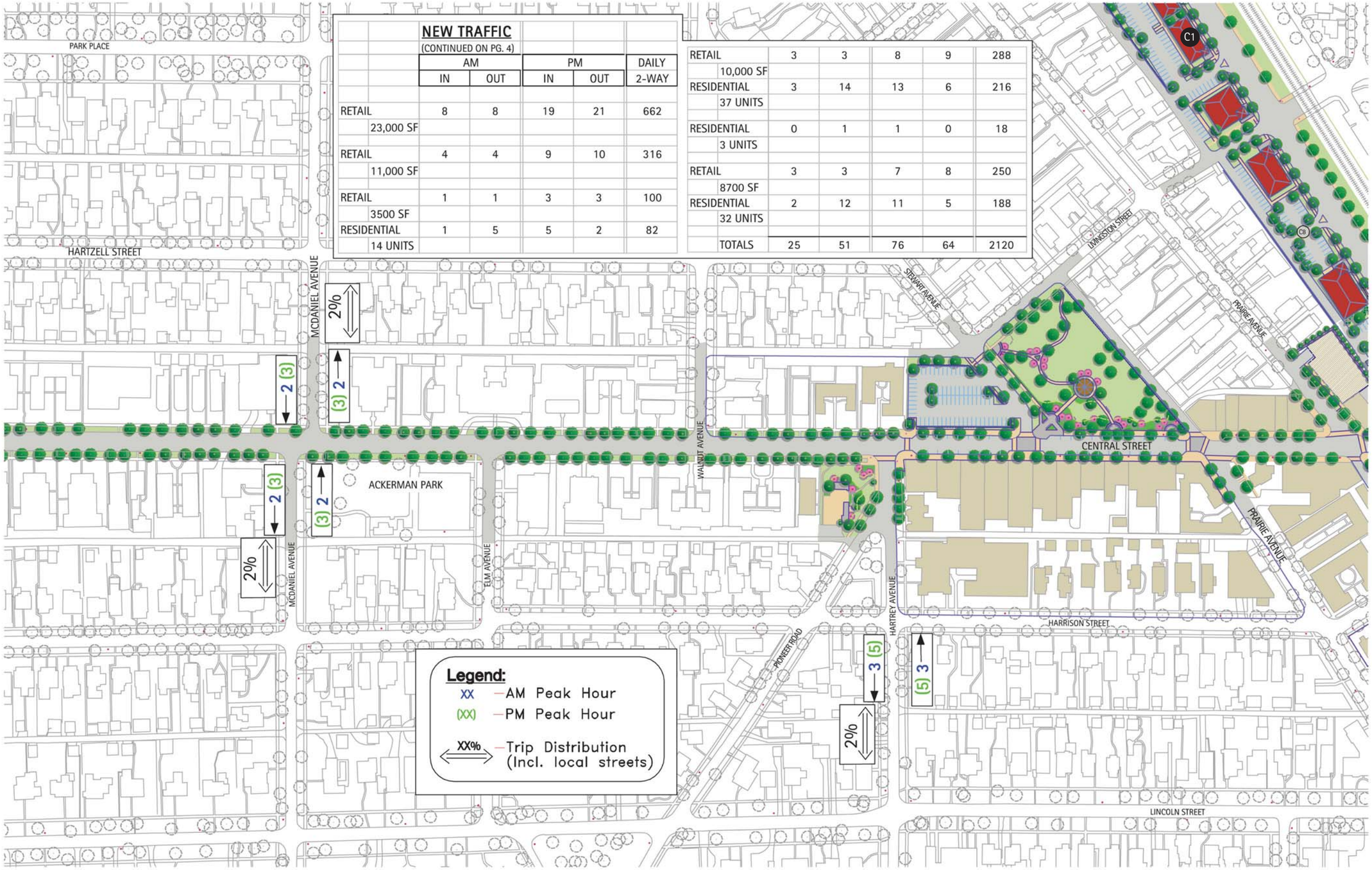
NEW TRAFFIC

(CONTINUED ON PG. 4)

	AM		PM		DAILY
	IN	OUT	IN	OUT	2-WAY
RETAIL 23,000 SF	8	8	19	21	662
RETAIL 11,000 SF	4	4	9	10	316
RETAIL 3500 SF	1	1	3	3	100
RESIDENTIAL 14 UNITS	1	5	5	2	82
RETAIL 10,000 SF	3	3	8	9	288
RESIDENTIAL 37 UNITS	3	14	13	6	216
RESIDENTIAL 3 UNITS	0	1	1	0	18
RETAIL 8700 SF	3	3	7	8	250
RESIDENTIAL 32 UNITS	2	12	11	5	188
TOTALS	25	51	76	64	2120



Central Street: Master Plan City of Evanston, Illinois

Figure D.9: New & Future Traffic - Bennett Avenue to Prairie Avenue

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NEW TRAFFIC

	AM		PM		DAILY
	IN	OUT	IN	OUT	2-WAY
RETAIL 14,000 SF	5	4	12	13	404
RESIDENTIAL 32 UNITS	2	12	11	5	188
RETAIL 4000 SF	1	1	3	4	116
RESIDENTIAL 12 UNITS	1	4	4	2	70
RETAIL 10,000 SF	3	3	8	9	288
RESIDENTIAL 55 UNITS	6	27	25	13	322
RETAIL 8500 SF	3	3	7	8	244
RESIDENTIAL 30 UNITS	2	11	10	5	176
RETAIL 10,500 SF	4	3	9	10	302
RETAIL 7000 SF	2	2	6	6	202
OFFICE 21,000 SF	28	4	5	26	232
TOTALS	57	74	100	101	2544

Central Street: Master Plan City of Evanston, Illinois

Figure D.10: New & Future Traffic - Prairie Avenue to Jackson Avenue

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Figure D.11: New & Future Traffic - Jackson Avenue to Ridge Avenue

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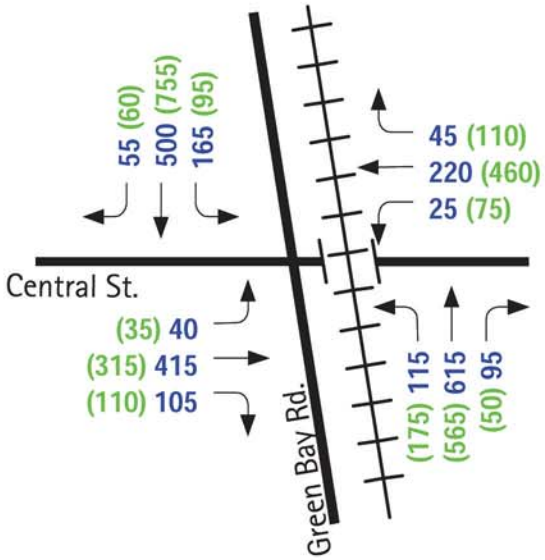
Legend:

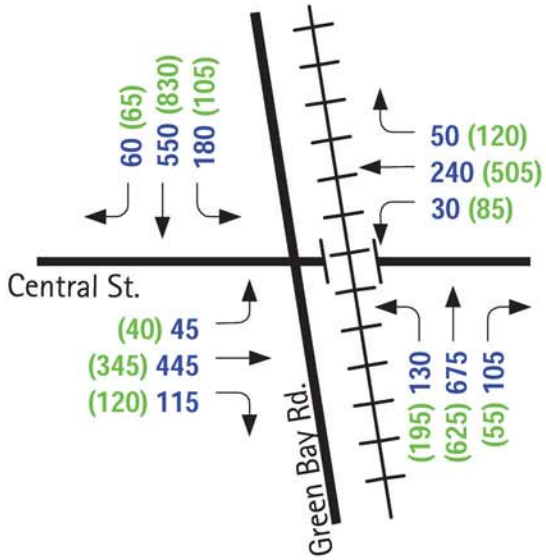
XX	AM Peak Hour
(XX)	PM Peak Hour
LOS	Level of Service

A. Existing Traffic



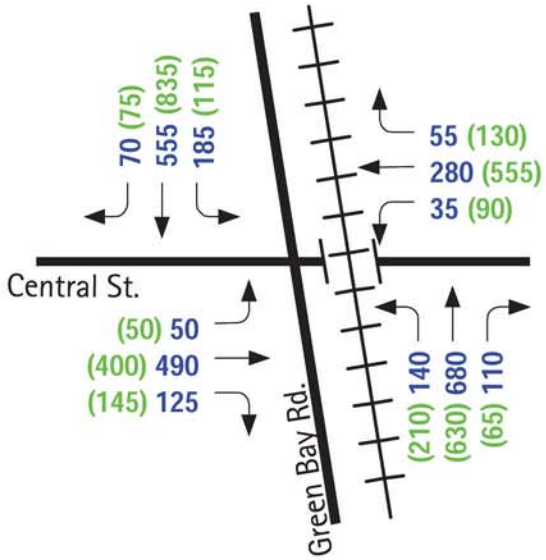
	Delay	LOS
AM	33.1 sec	C
PM	62.0 sec	E

B. Baseline Traffic = Existing + Growth



	Delay	LOS
AM	42.0 sec	D
PM	83.9 sec	F

C. Future Traffic = Existing + Growth + New Trips (see Exhibit 2)



	Delay	LOS
AM	44.2 sec	D
PM	91.3 sec	F

Central Street: Master Plan

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Figure D.12: Central Street and Green Bay Road

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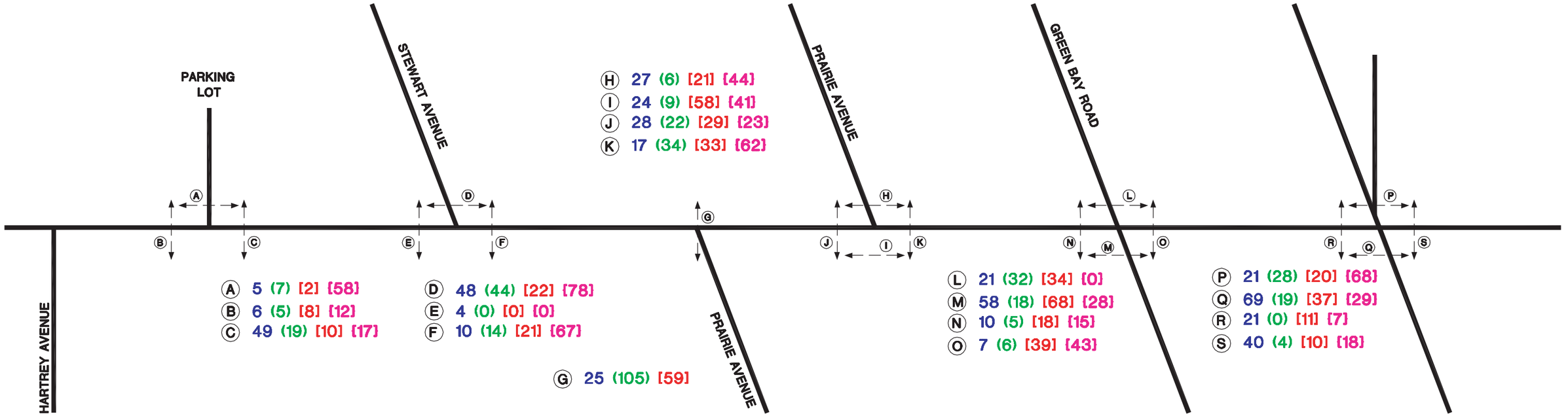
Legend:

- XX — AM Peak Hour (8:00 AM – 9:00 AM)
- (XX) — Midday Peak Hour (12:00 PM – 1:00 PM)
- [XX] — PM Peak Hour (5:00 PM – 6:00 PM)
- [XX] — Saturday Peak Hour (11:15 AM – 12:15 PM)

Source: Civiltech, 2006.



Central Street: Master Plan

City of Evanston, Illinois

Figure D.13: Existing Pedestrian Activity - Hartrey Avenue to Poplar Avenue

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