

# District 113

## Parking & Transportation: Study, Recommendations, & Plan

HPHS Community Meeting  
February 19, 2015  
HPHS Cafeteria



# Introduction

Annette Lidawer

District 113 Board of Education





## District 113 - neighbor and community member

*Since last May, District 113 has communicated via:*

- 3 neighborhood meetings
- 13 e-mail updates
- 4 letters to neighbors
- 4 meetings with City staff
- 6 Oversight Committee meetings discussing transportation and traffic issues, including in-depth review during 3 January meetings
- *Launching a new community Task Force to advise on implementation and continuous improvement*

See Appendix for dates



# Projected enrollment 2014-2018

HPHS' enrollment will increase by 37 students

District 113's enrollment will increase by 80 students

## • Enrollment 2014-2019

Year	HPHS	% increase/ decrease	District	% increase/ decrease
2014-2015	2065		3692	
2015-2016	2086	+1%	3712	+1%
2016-2017	2105	+1%	3735	+1%
2017-2018	2061	-2%	3722	0%
2018-2019	2102	+2%	3771	+1%



## AGENDA

### Challenge

Short-Term Actions

Listening & Learning

Recommended  
Long-Term Actions

Implementation &  
Management Plan

*District 113 faced a challenge brought to a head by the HPHS construction project*

- Short-term parking shortage
- Potentially worsening existing congestion

HPHS parking spaces	On campus	Remote	Total
<b>Pre-construction</b>	631	-	631
<b>During construction</b>	449	86	535
<b>Post-construction goal</b>	631		631

## AGENDA

Challenge

Short-Term Actions

Listening & Learning

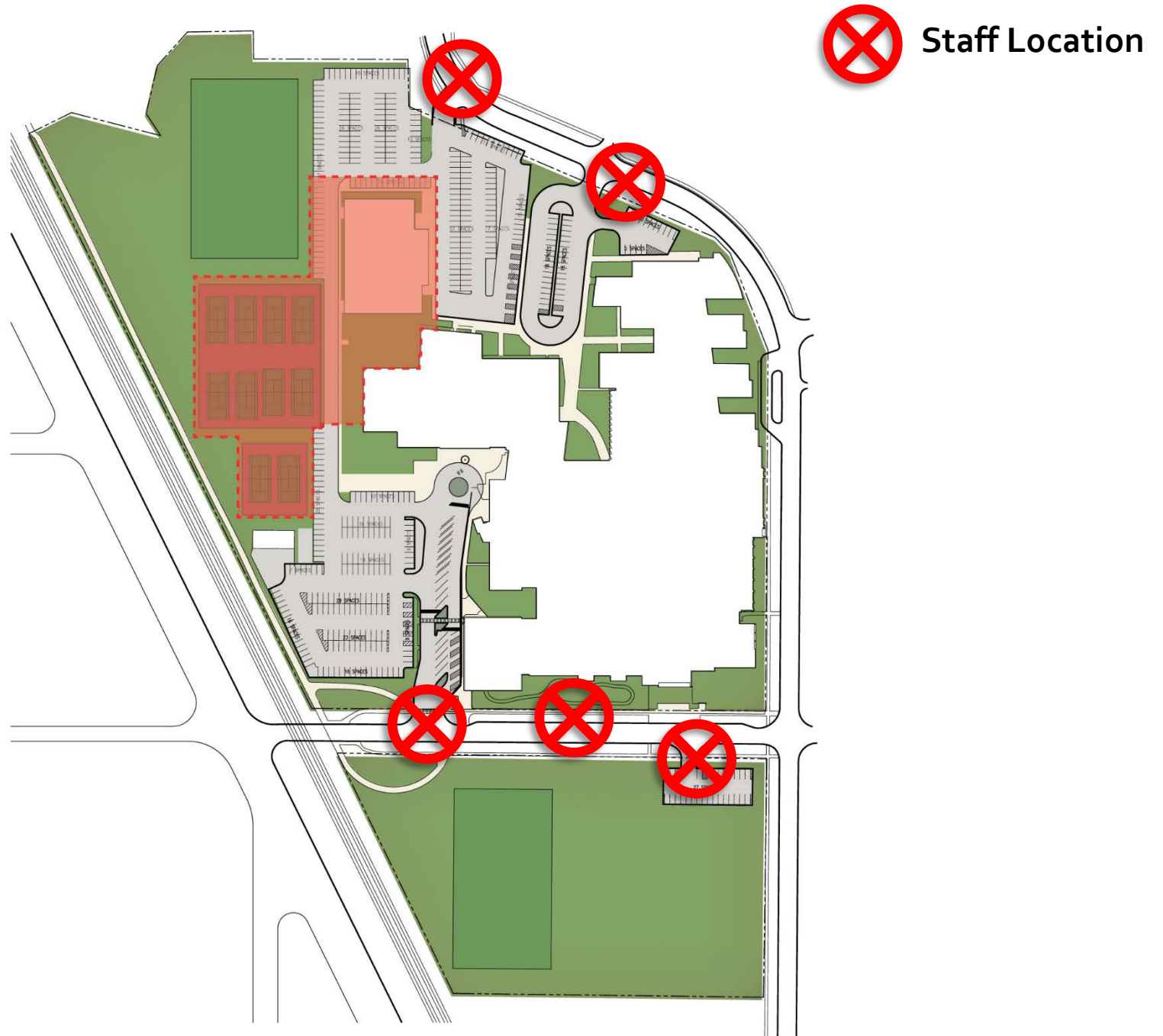
Recommended  
Long-Term Actions

Implementation &  
Management Plan

### *District 113 took mitigating actions:*

- Evaluated alternative parking options and secured 86 temporary spaces with City
- Implemented a new parking lottery system
- Deployed 5 staff to direct traffic on Vine and St. Johns
- Secured assistance from the police for traffic enforcement
- Requested and received a speed reduction on St. Johns to 20 mph
- Communicated special events (deliveries, crowded events)

Staff deployed  
to direct  
drop-off traffic



## AGENDA

Challenge

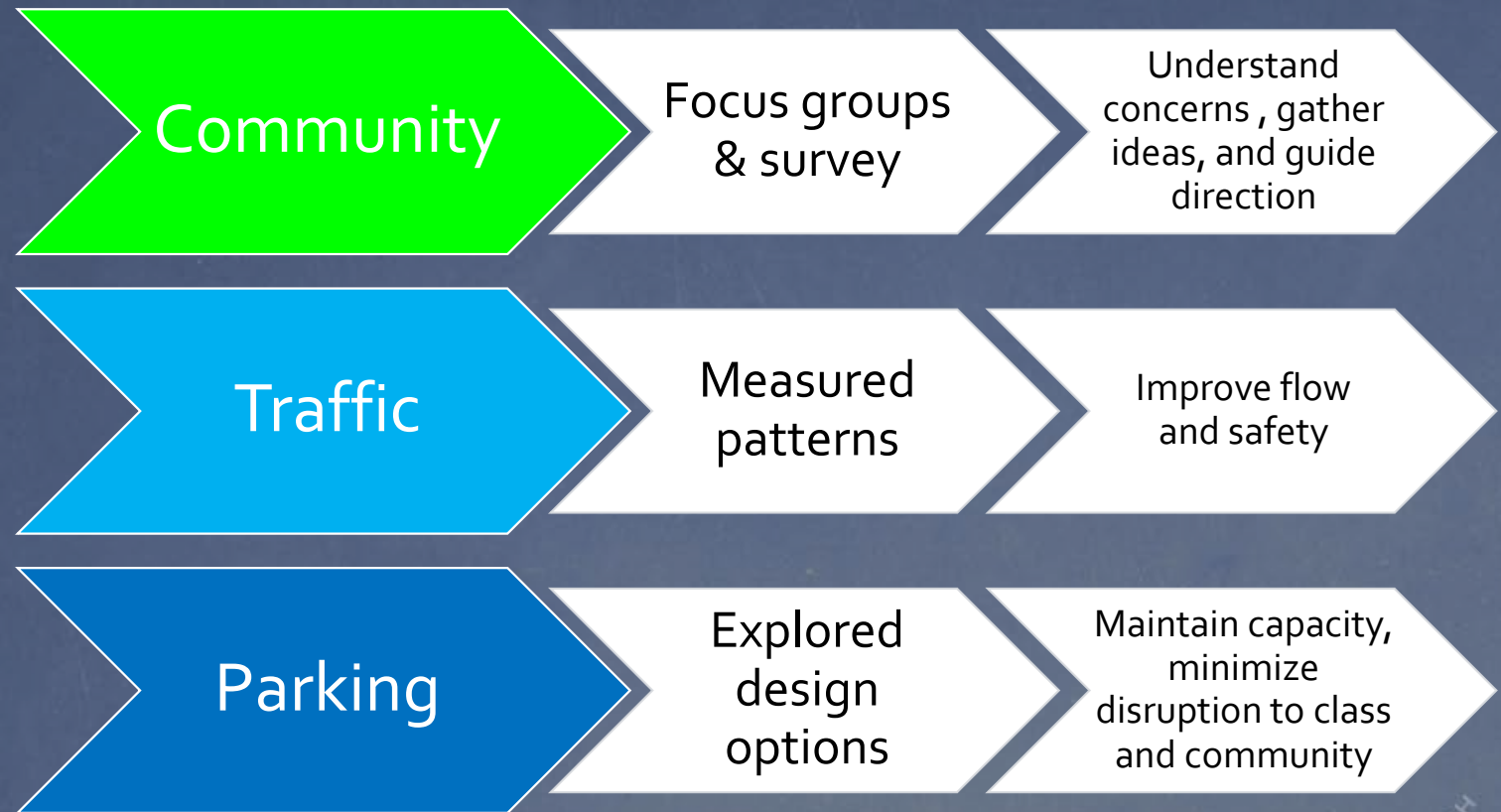
Short-Term Actions

Listening & Learning

Recommended  
Long-Term Actions

Implementation &  
Management Plan

*District 113 simultaneously launched efforts to fully explore potential solutions to pre-construction traffic issues*





# Focus Groups & Survey

Alison P. Smith  
Consultant



## Listening & Learning

Neighbor, parent,  
student focus groups  
(35 participants)

### 1) Community focus groups informed traffic study, parking options and trip reduction plan (TRP)

#### COMMON GROUND:

- Safety, traffic concerns
- **Less parking = more traffic**
- Enforcement needed

#### DIFFERENCES:

- Neighbors want same or less parking
- Students/parents want same or more parking

## Listening & Learning

Neighbor, parent,  
student focus groups  
(35 participants)

Student focus groups  
(150 participants)

### 1) Community focus groups informed traffic study, parking options and trip reduction plan (TRP)

#### COMMON GROUND:

- Safety, traffic concerns
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- Enforcement needed

#### DIFFERENCES:

- Neighbors want same or less parking
- Students/parents want same or more parking

### 2) Student focus groups informed the survey and TRP

- Heard scope of concerns and ideas re: bus service
- Identified meaningful incentives to bus ridership
- Identified some alternative means

## Listening & Learning

Neighbor, parent,  
student focus groups  
(35 participants)

Student focus groups  
(150 participants)

Student survey  
(466 participants)

### 1) Community focus groups informed traffic study, parking options and trip reduction plan (TRP)

#### COMMON GROUND:

- Safety, Traffic concerns
- **Less parking = more traffic**
- Enforcement needed

#### DIFFERENCES:

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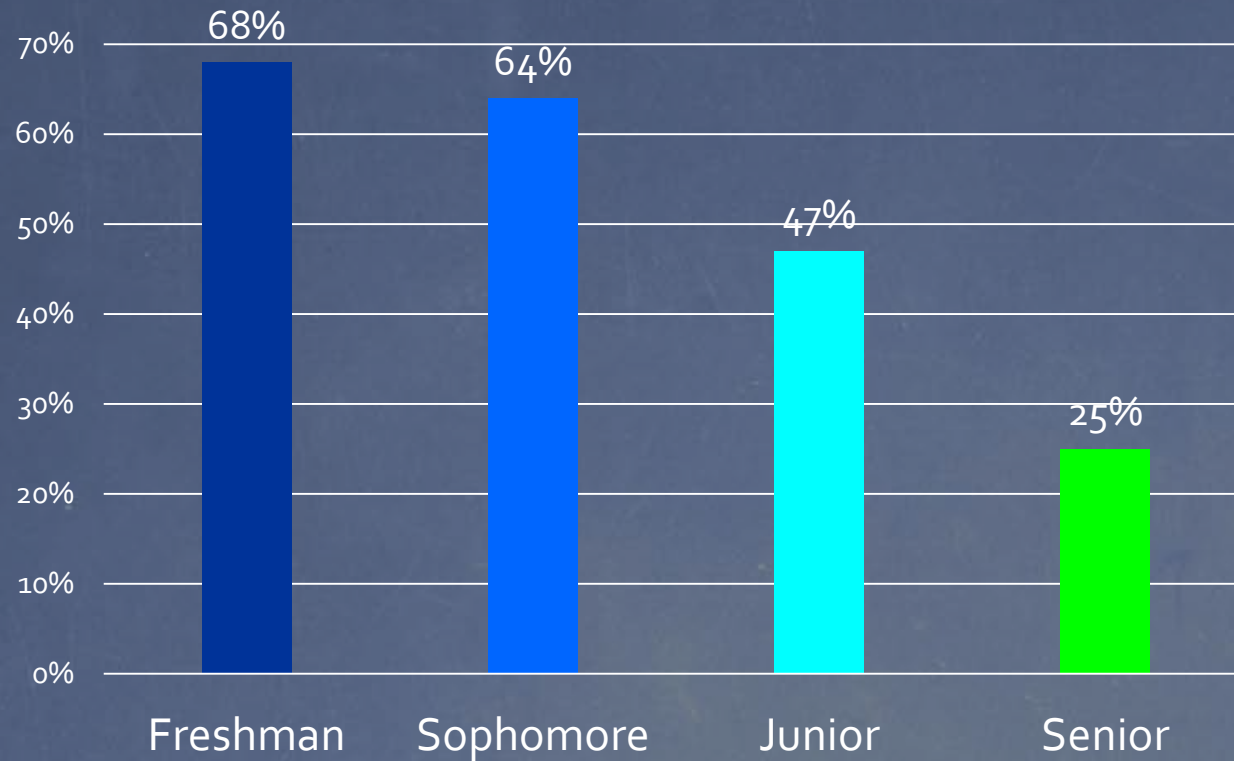
### 3) Student survey informed the trip reduction plan

- Measured satisfaction with current service
- Identified mechanisms to increase ridership
- Recognized potential for change in behavior

## Listening & Learning

Survey responses  
(466 participants)

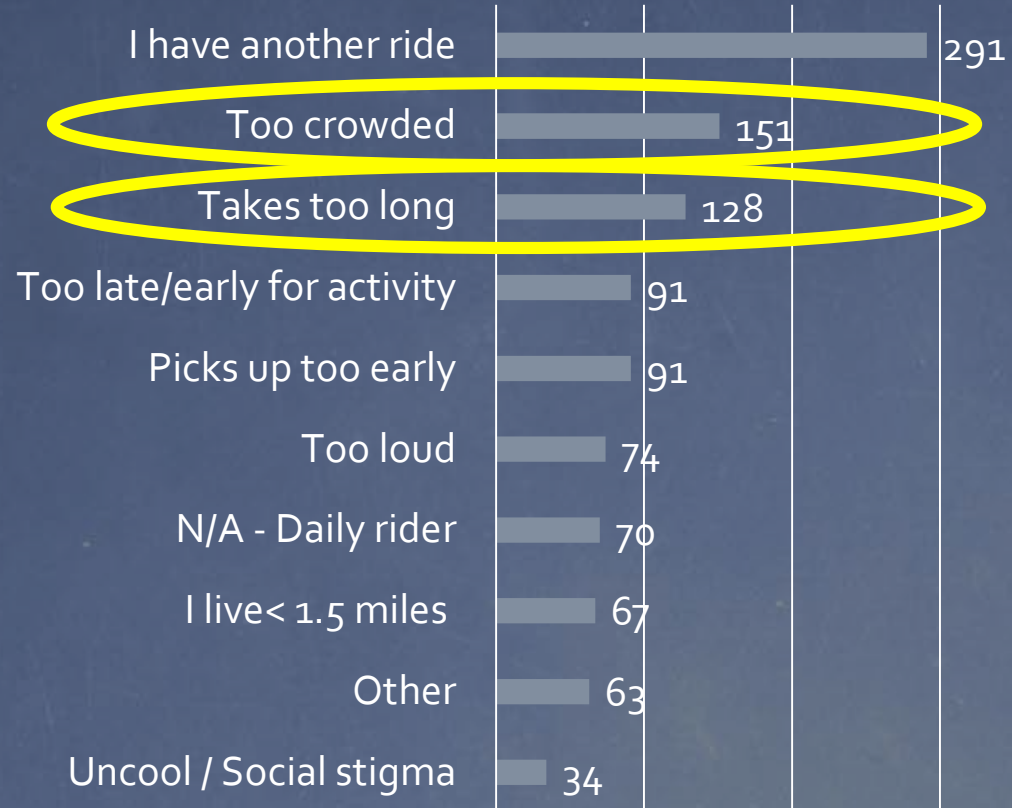
Rate of "frequent" (daily/weekly) ridership  
by bus-eligible respondents



## Listening & Learning

Survey responses

### Why don't you ride the bus more often?

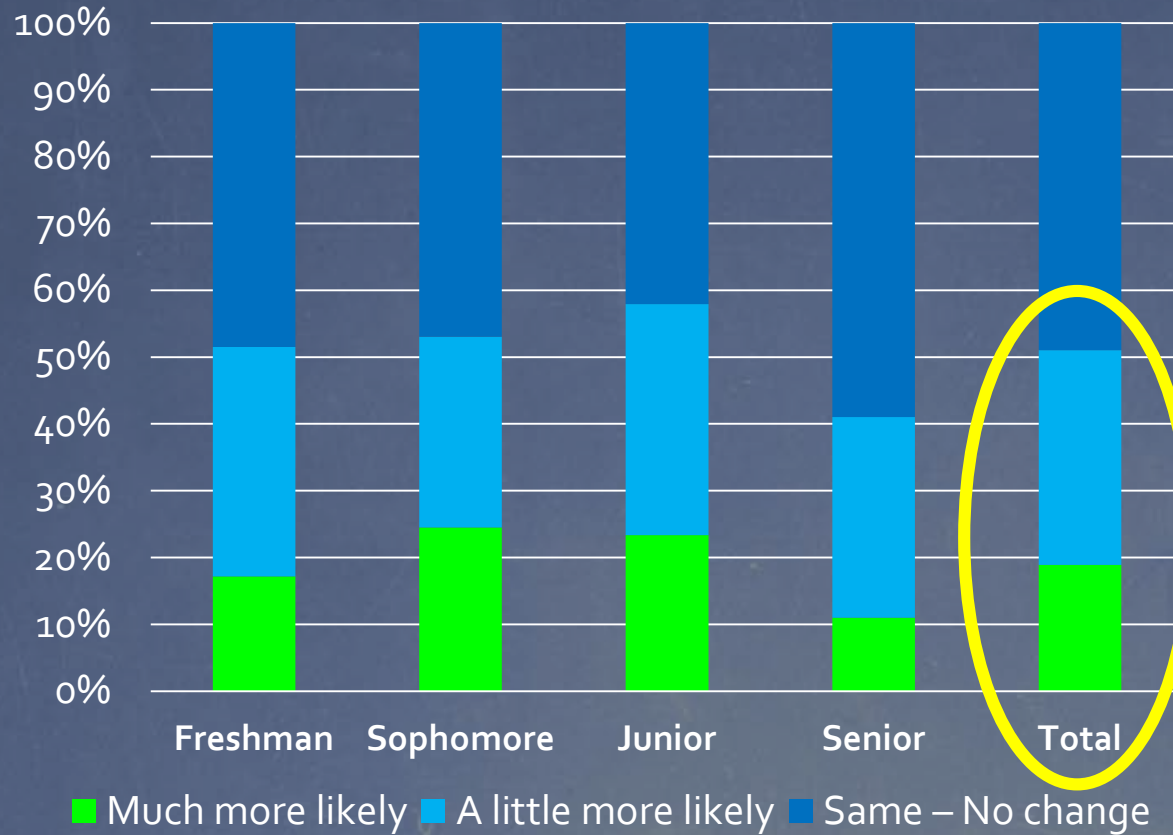


## Listening & Learning

Survey responses

A window of opportunity...

If these issues changed,  
how likely would you be to ride the bus?



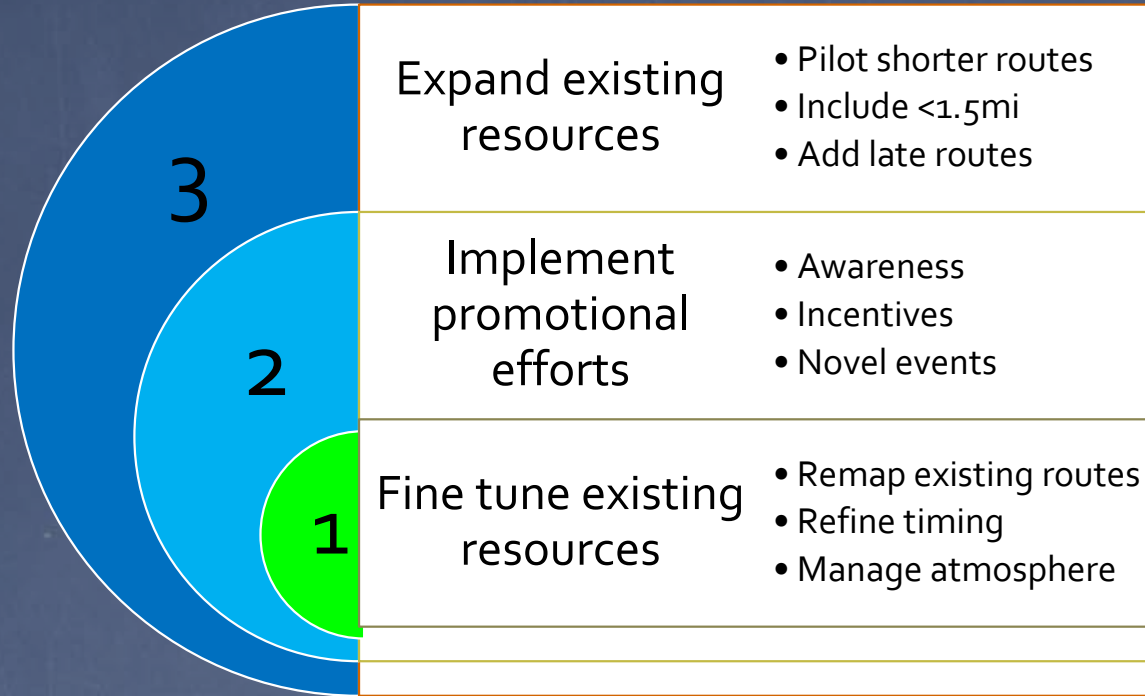
## Listening & Learning

Levels of intervention

Increased effort and investment

Ridership will likely increase

Traffic levels will likely decrease







# Traffic study

Stephen B. Corcoran, P.E., PTOE  
Director of Traffic Engineering



## Listening & Learning

Traffic and parking  
study

- Fall counts – 2013 and 2014
  - Vehicle/drop-off, bus, bike, parking and pedestrian
- Observations
- Input from:
  - Community
  - City
  - School
- Develop and analyze alternatives

## Listening & Learning

Traffic and parking  
study

## Morning peak-hour volumes

	2013	2014	% Change
Hourly volumes	1,334	1,437	+8%
Student population	2,127	2,076	-2%

## Student transportation

### Listening & Learning

Traffic and parking  
study

Travel Mode	National Average	2013	2014
Walk/bike <sup>(1)</sup>	7.5%	19%	22%
School bus	25.9%	13%	18%
Drive and park	62.1%	29%	23%
Parent drop-off and pick-up		39%	37%
Metra/PACE	4.5%	<1%	<1%
Total	100%	100%	100%

# Less parking = more traffic

## Listening & Learning

Traffic and parking  
study

- 96 fewer spaces resulted in 103 more trips
- Drive and park became drive/drop/leave
  - Adds to drop-off congestion
  - Impacts more intersections
- Remote parking – Not a solution
  - Parents: Safety
  - Students: Inconvenience
  - Created secondary traffic
- Demand for more than 631 spaces
  - Permit requests not satisfied
  - Parking in the neighborhood

## Listening & Learning

Traffic and parking  
study

Lot	2013	2014	Proposed
Accessible	18	16	18
Student	281	154	281
Staff	272	237	272
Visitor (off street)	42	42	60
Visitor (on-street)	18	-	-
Student (remote)	-	86	-
Total	<b>631</b>	535	<b>631</b>

## Listening & Learning

Traffic and parking  
study

- Original parking supply: **631 spaces**
- Looked at 23+ parking alternatives
- 150+ parking combinations
- Proposed changes
  - **Gain 37 parking spaces** in Athletic Lot
  - **Create 115-space lot** south of Vine Avenue

## Listening & Learning

### Traffic alternatives

- Vine Avenue one-way (EB and WB)
- One-way traffic through campus
- Turn restrictions at existing drives
  - Move congestion from one location to another
- All parking north of Vine Avenue
  - Status quo



## Listening & Learning

Student loading

- Student loading is a problem
  - Neighbors
  - Students
  - Parents
- Westbound Vine backs into St. John
- Athletic Lot backs up onto Vine
- Parents find alternate locations

## Listening & Learning

Locations for  
additional loading

- St Johns - North of Vine Avenue
- St Johns - South of Vine Avenue
  - SB drop-off would back up onto Vine Avenue
- West side of school (One-way northbound)
- Redesign Athletic Lot
- South side of Vine Avenue
  - Number of alternatives analyzed

## Listening & Learning

### Pedestrian safety

#### St Johns Crosswalk at Woodpath

- Poor sightlines on curve
- High travel speeds (32 mph)
- Need to reduce speeds
- Enacted school speed zone
- Evaluate and reassess

#### St Johns Sidewalk (West Side)

- Carriage walk not safe/poor sightlines
- ADA requirements challenging
- Barrier between walk and street
- Existing/new retaining walls/poles
- Removal of landscaping
- Safer for students to use south/east exits

# Capital Improvement Projects Highland Park High School Parking Lot Studies

Perkins+Will

Project Architects



## Conceptual framework & criteria for analysis

### Listening & Learning

HPHS onsite  
traffic/parking

- 1) Total parking count - Maintain 631 parking spaces
- 2) Provide a net improvement of traffic congestion on and around the site
- 3) Provide additional on-site queuing for drop-off/pick-up
- 4) Provide visual screening for neighbors from improvements south of Vine Avenue
- 5) Improvements should have no impact on educational offerings
- 6) Improvements should be limited to a minimal change in overall project costs



## Listening & Learning

HPHS onsite  
traffic/parking

## Process

1) Establishment of criteria

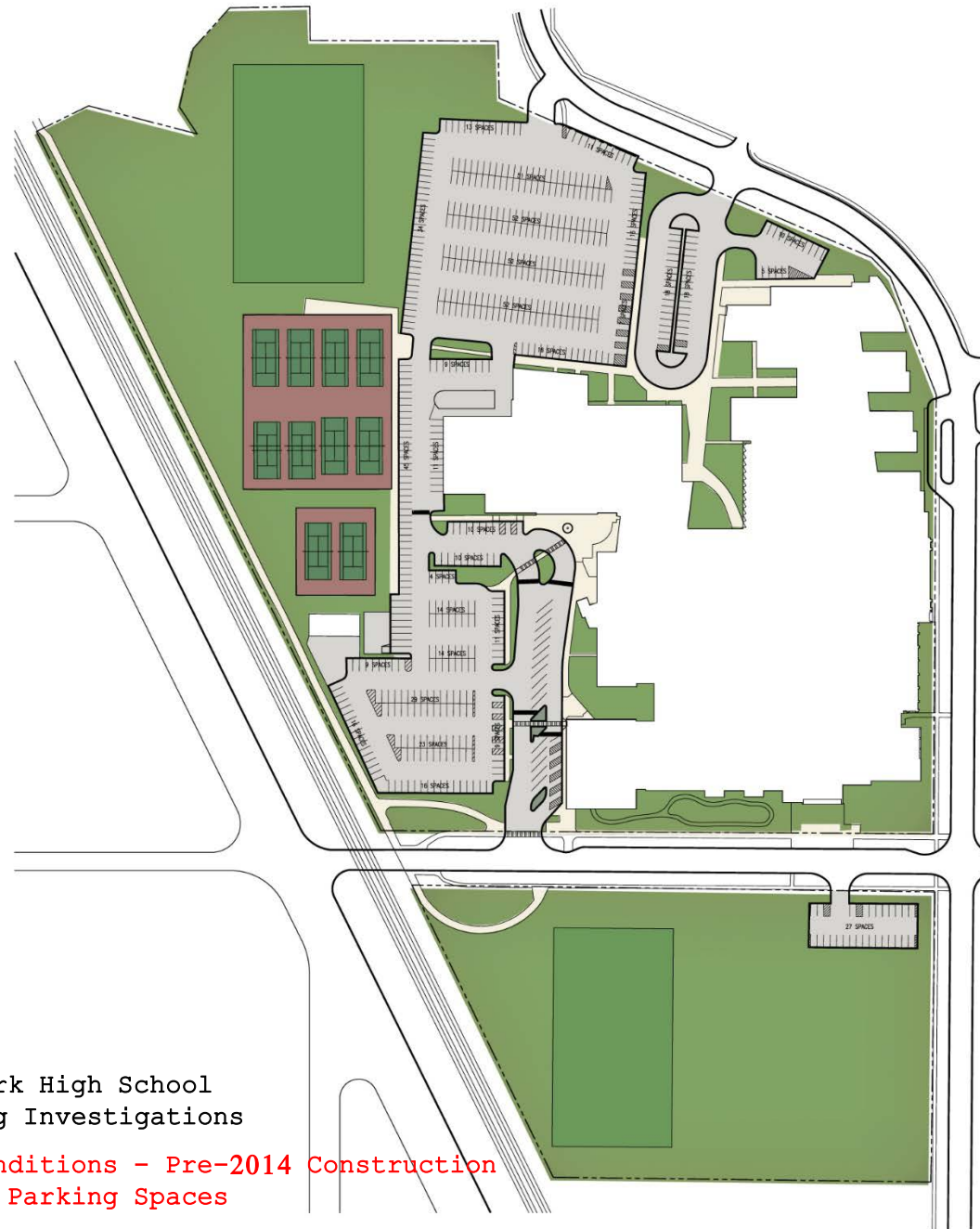
2) Analysis of options

- 23 configuration options
- 150 potential combinations

3) Goals

- Improve drop-off & pick-up queuing
- Distribute parking load
- Reduce peak traffic congestion

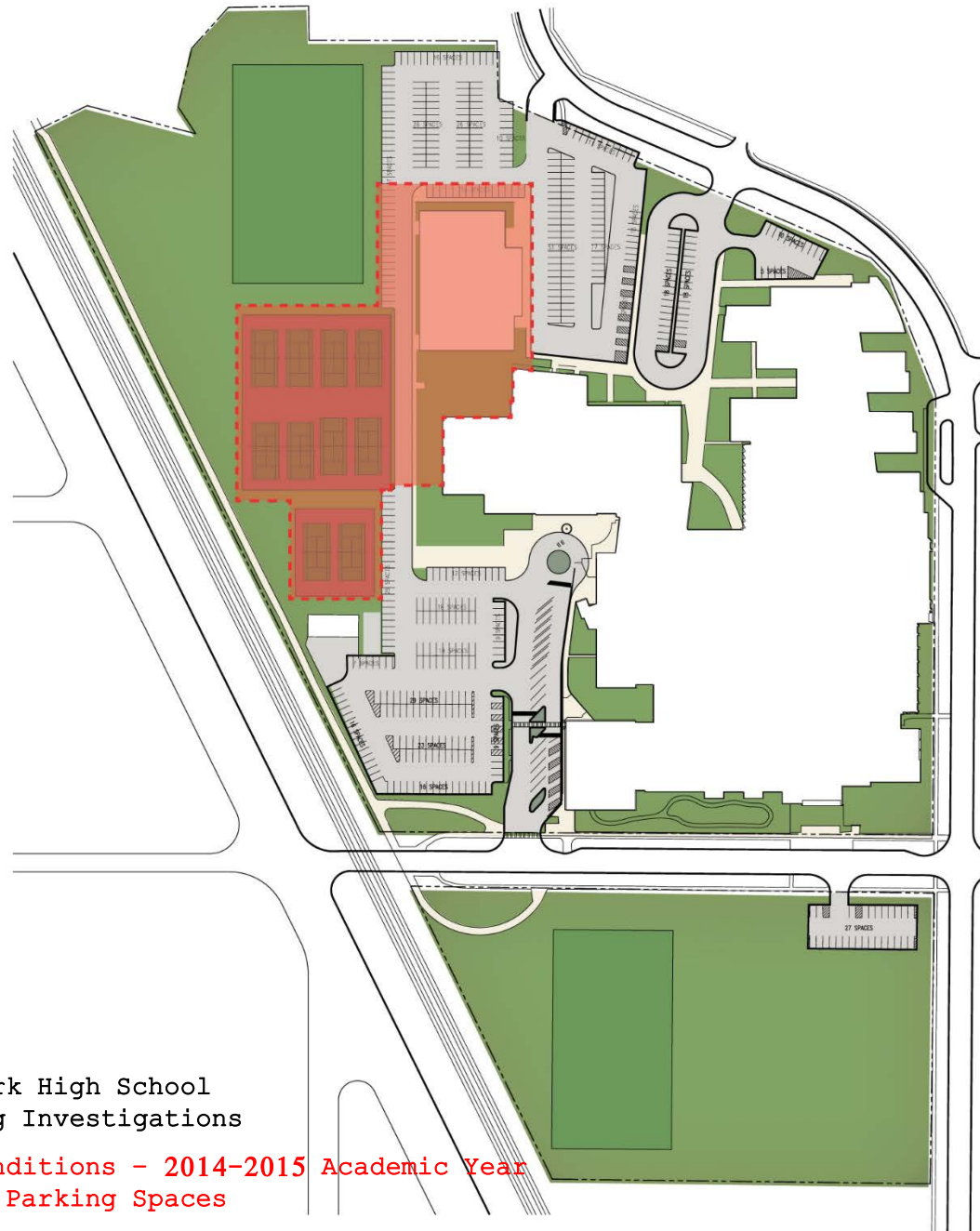
# Pre-construction conditions



Highland Park High School  
Site Parking Investigations

Existing Conditions - Pre-2014 Construction  
613 On-Site Parking Spaces

# Current conditions under construction

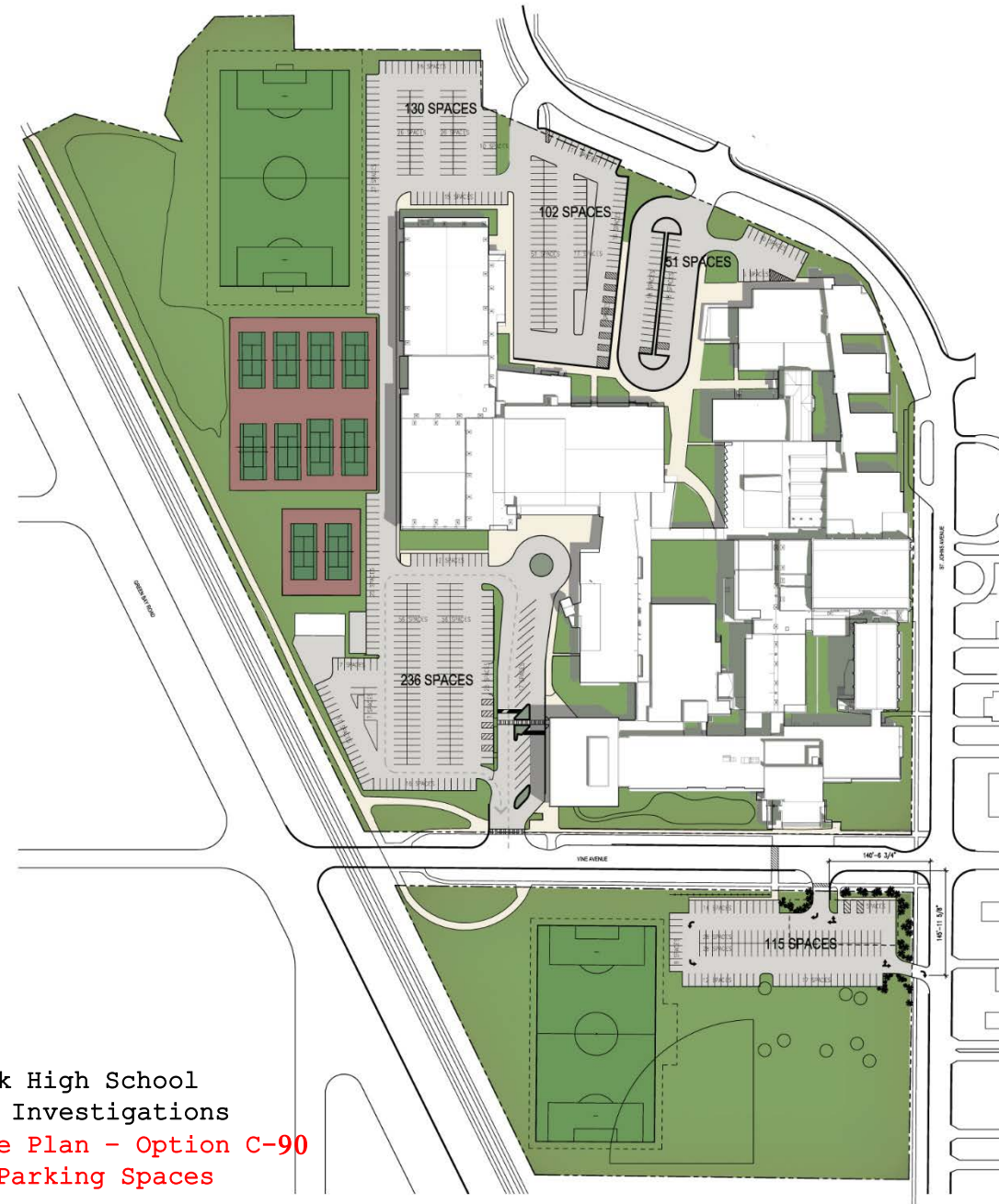


Highland Park High School  
Site Parking Investigations

Existing Conditions - 2014-2015 Academic Year  
475 On-Site Parking Spaces



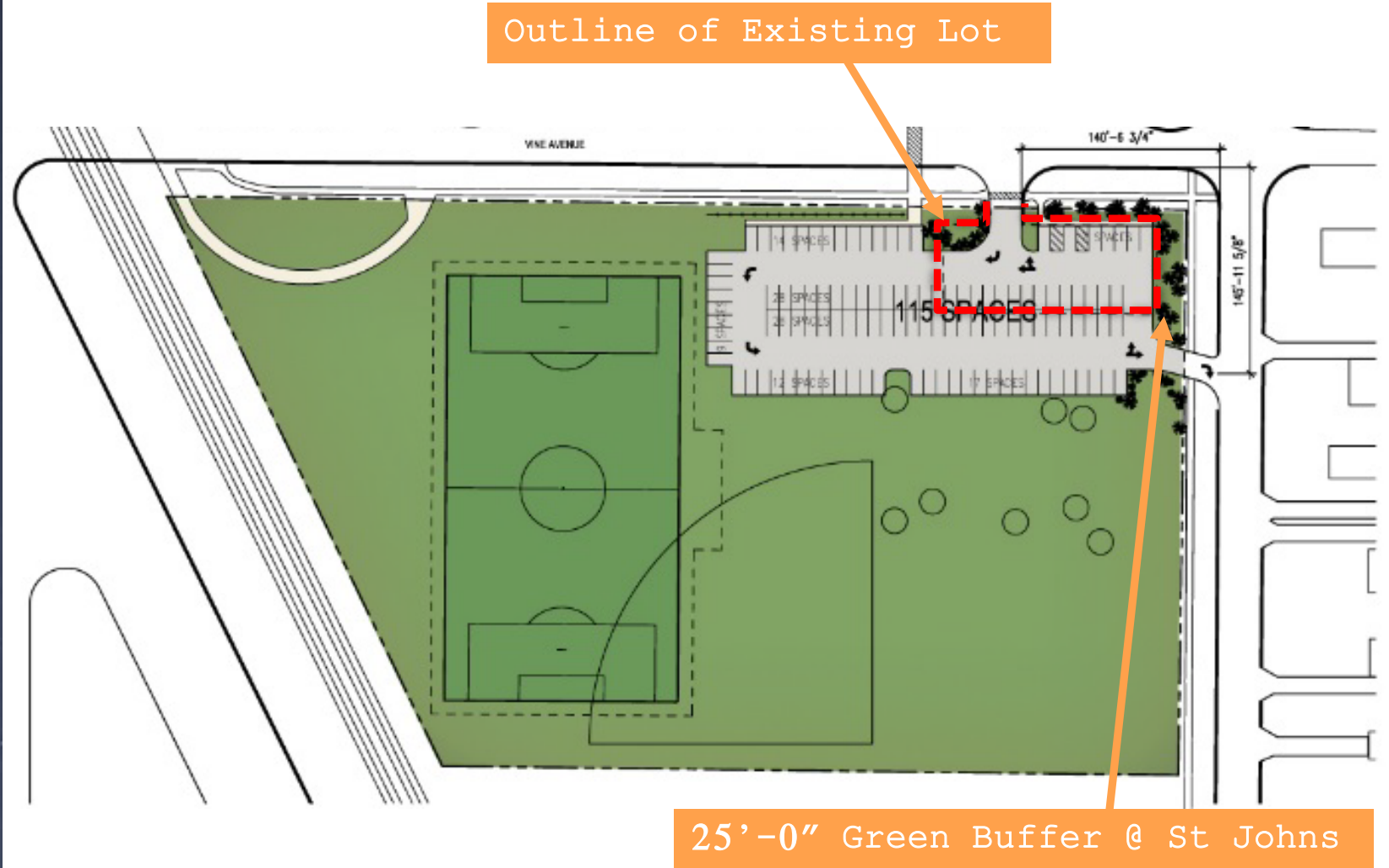
# Recommended plan



Recommended  
by the  
Oversight  
Committee

Highland Park High School  
Site Parking Investigations  
Proposed Site Plan - Option C-90  
634 On-Site Parking Spaces

# Recommended plan



Highland Park High School  
Site Parking Investigations  
Proposed Site Plan - Option C  
South of Vine Staff / Visitor Lot  
115 On-Site Parking Spaces

# Landscaping



Highland Park High School  
Site Parking Investigations  
Proposed Site Plan - Option C  
South of Vine  
St. Johns Green Buffer

# Cost summary



1/28/2015

Revision 7

## Highland Park High School Vine Ave. Parking Lot Options

### Summary \*

Area	Option	Parking Spaces A	Parking Spaces B	Parking Spaces C	Parking Spaces D	Parking Spaces Total	Net Added Cost over current Budget	Cost/Added Parking Space	Comment - Soccer Field Count
Current	--	153	130	199	131	613	\$0		Two full size soccer fields (1 N, 1 S)
Cost of recommended options from 1/20/15 Oversight Committee Meeting									
	C	153	130	236	104	623	\$ 185,163	\$ 18,516	Maximize parking in Area C, Exit from S. Vine lot (Area D) to St. John provided. Minor (5 cars) additional queuing. Two soccer fields (1N, 1S)
	C-90	153	130	236	115	634	\$ 191,971	\$ 9,141	Maximize parking in Area C, Exit from S. Vine lot (Area D) to St. John provided. No additional queuing. Two soccer fields (1 N, 1S).

\* Unless noted otherwise, only green highlighted areas are revised; other areas are not reconfigured

Highland Park High School  
Site Parking Investigations

Site Configuration Options  
Cost Analysis - Options C, C-90



# Parking lot lighting

- 12' - 14' high lighting
- Full cut-off & shielded
- High-efficiency LED
- Dark sky compliant
- Programmable & dimmable

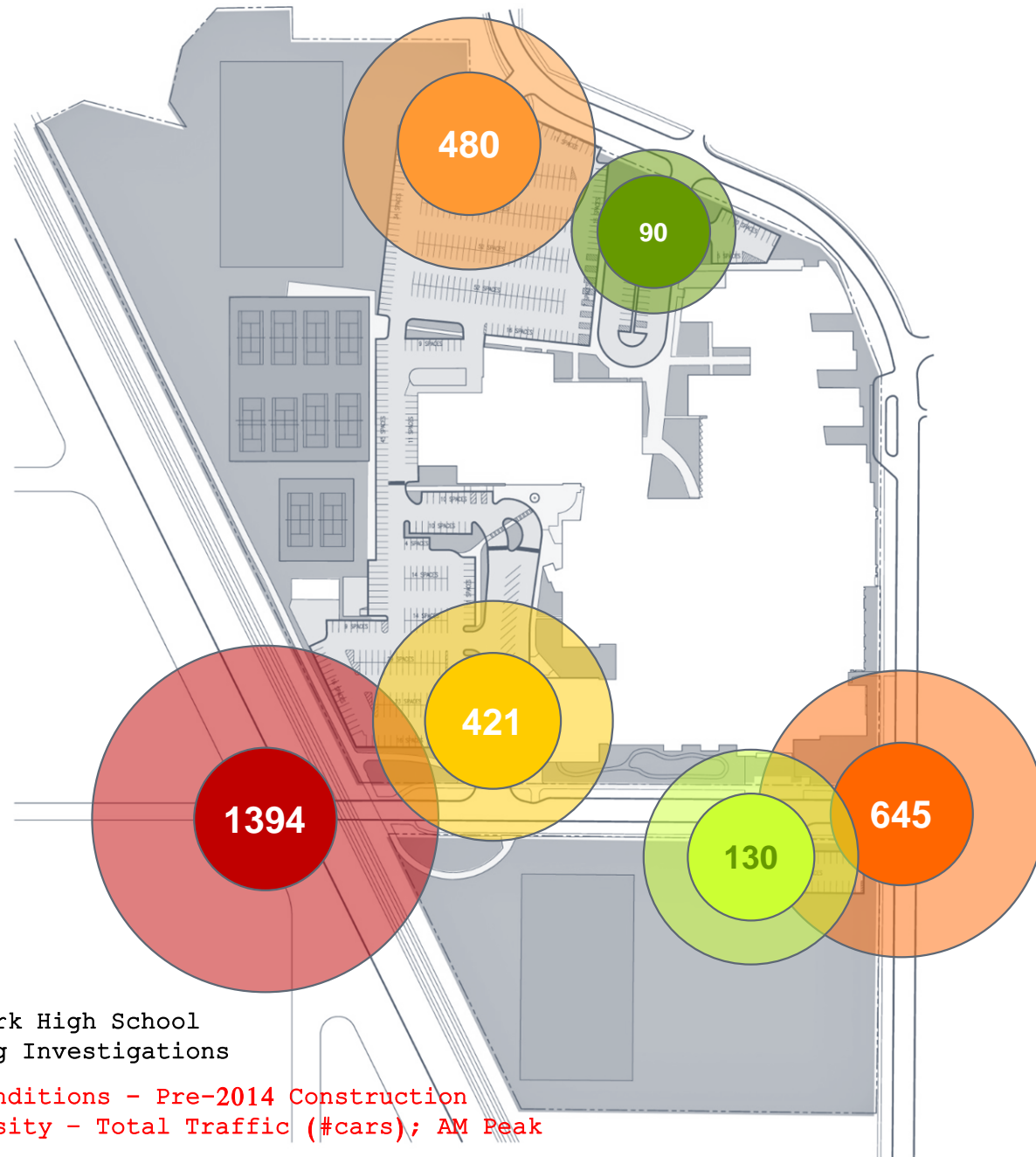


PERKINS  
+ WILL

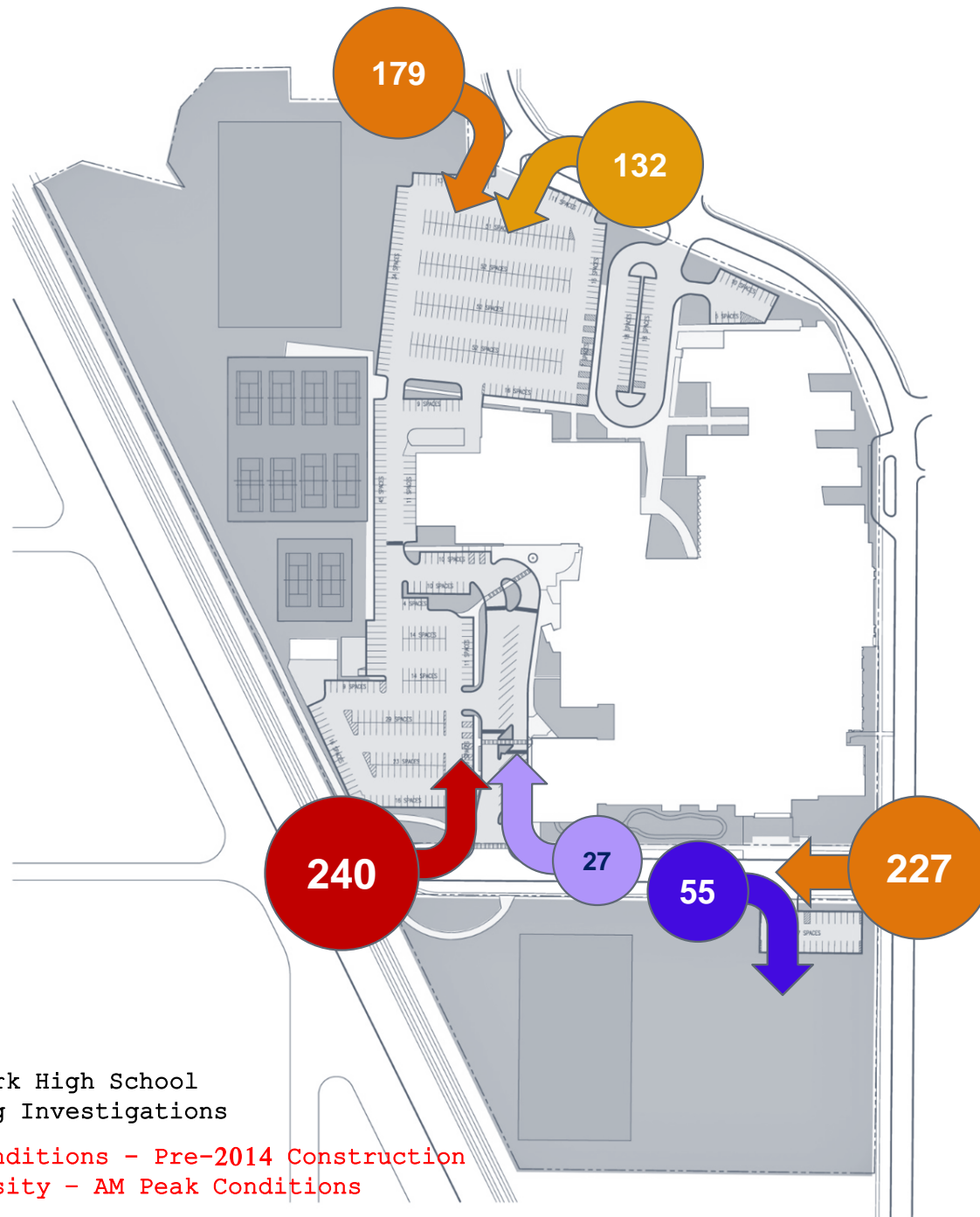
Shown Above: Cree Edge Series Area Square

1

# Traffic density intersections A.M. peak



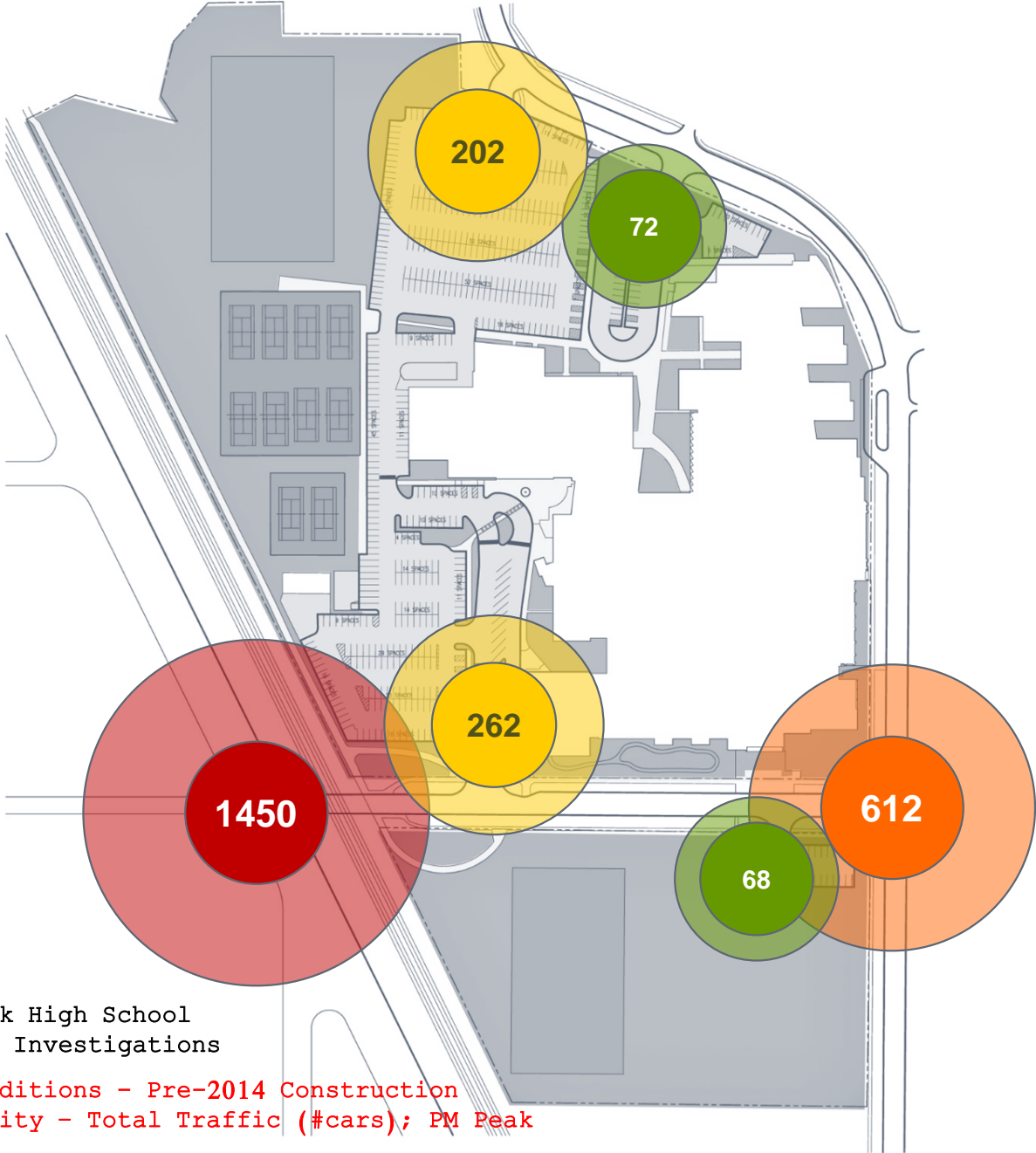
# Traffic density incoming A.M. peak



Highland Park High School  
Site Parking Investigations

Existing Conditions - Pre-2014 Construction  
Traffic Density - AM Peak Conditions

# Traffic density intersections P.M. peak

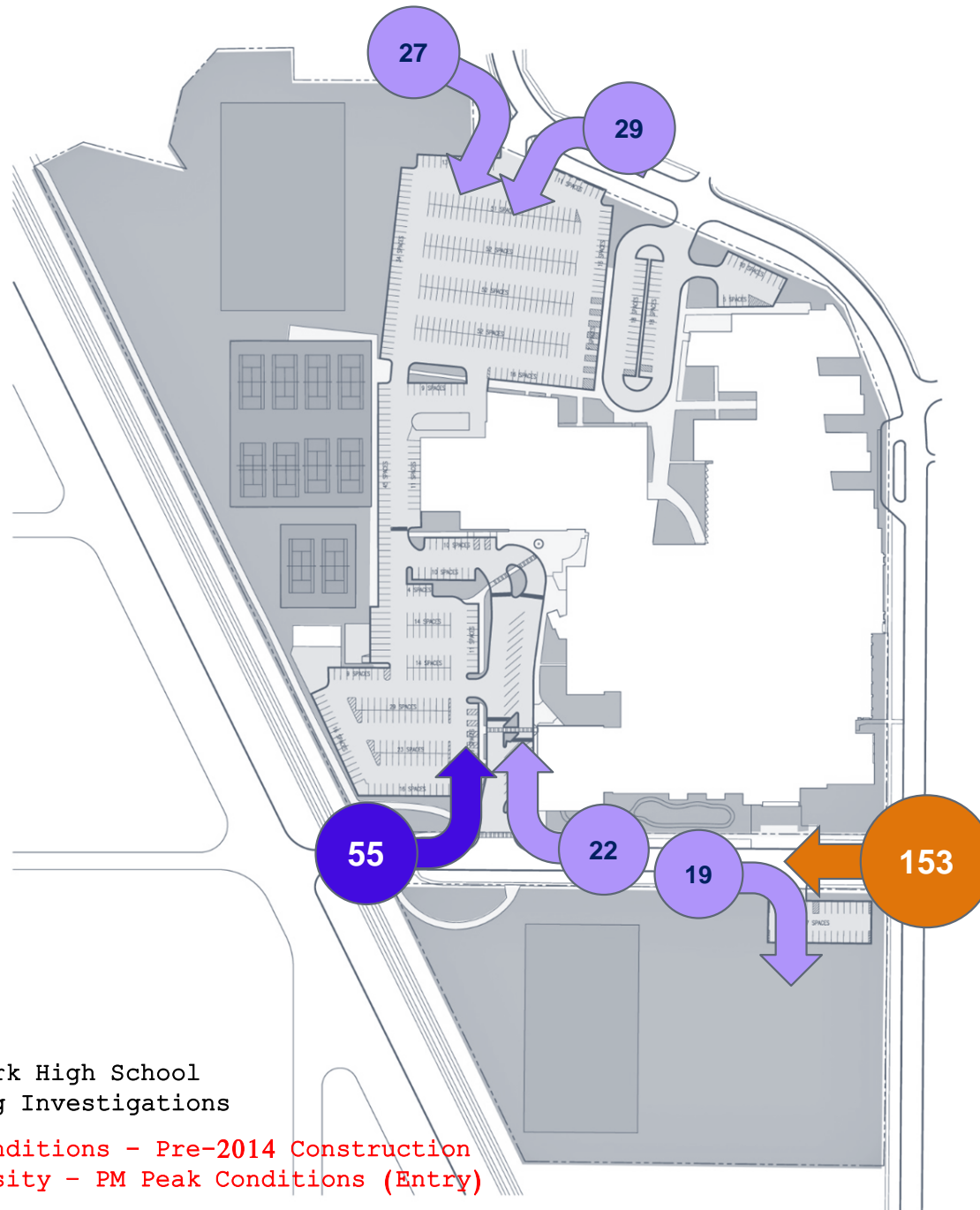


Highland Park High School  
Site Parking Investigations

Existing Conditions - Pre-2014 Construction  
Traffic Density - Total Traffic (#cars); PM Peak



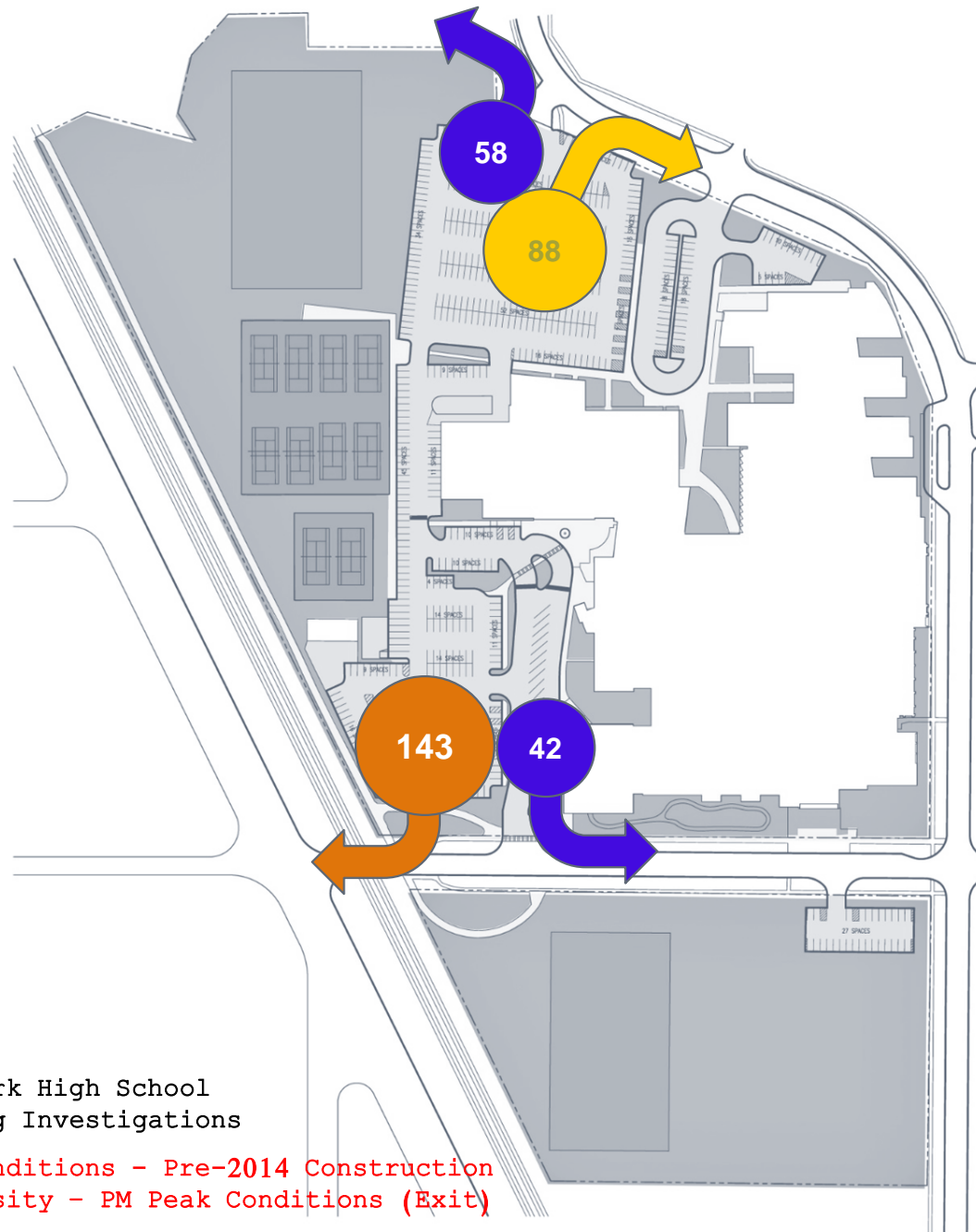
# Traffic density incoming P.M. peak



Highland Park High School  
Site Parking Investigations

Existing Conditions - Pre-2014 Construction  
Traffic Density - PM Peak Conditions (Entry)

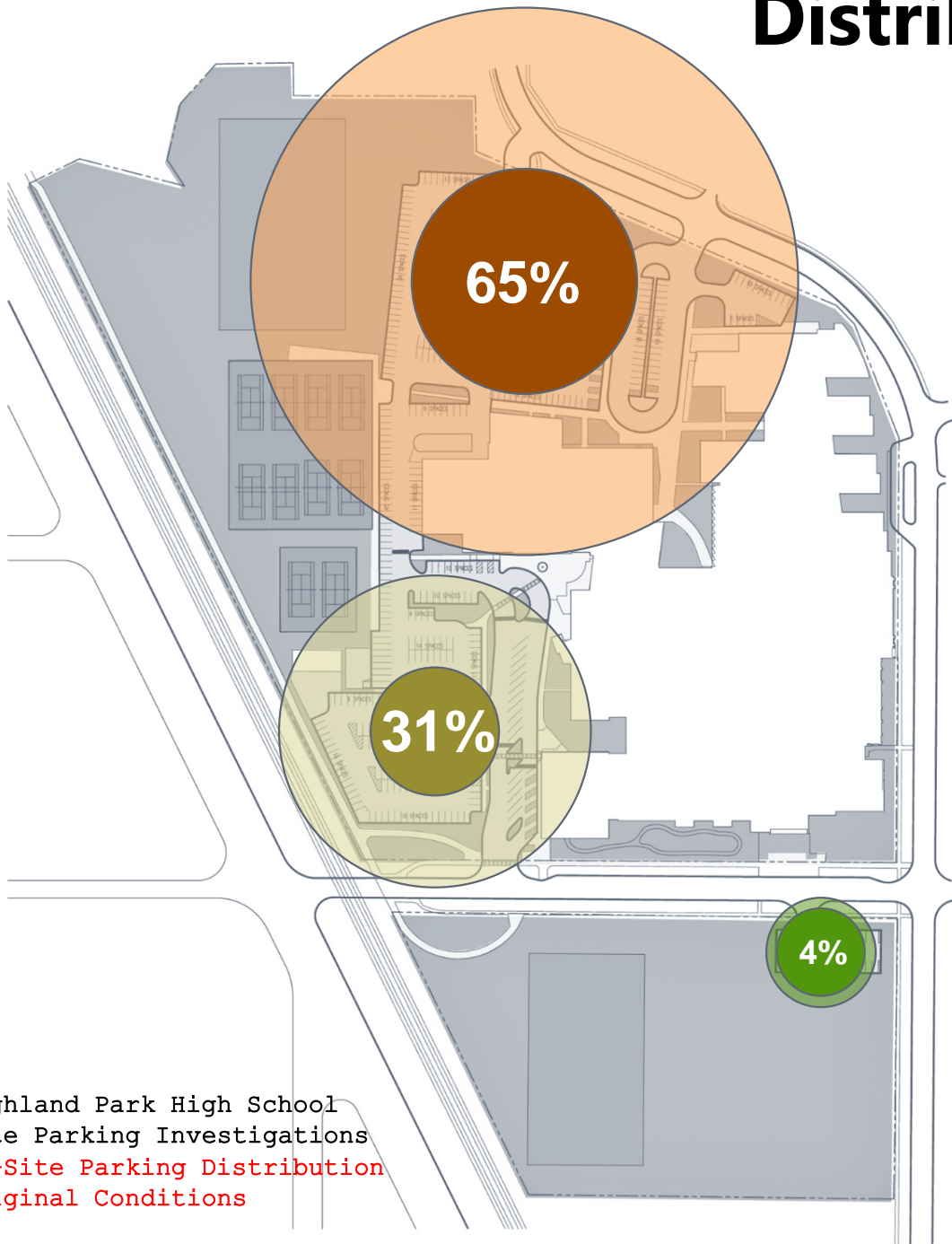
# Traffic density outgoing P.M. peak



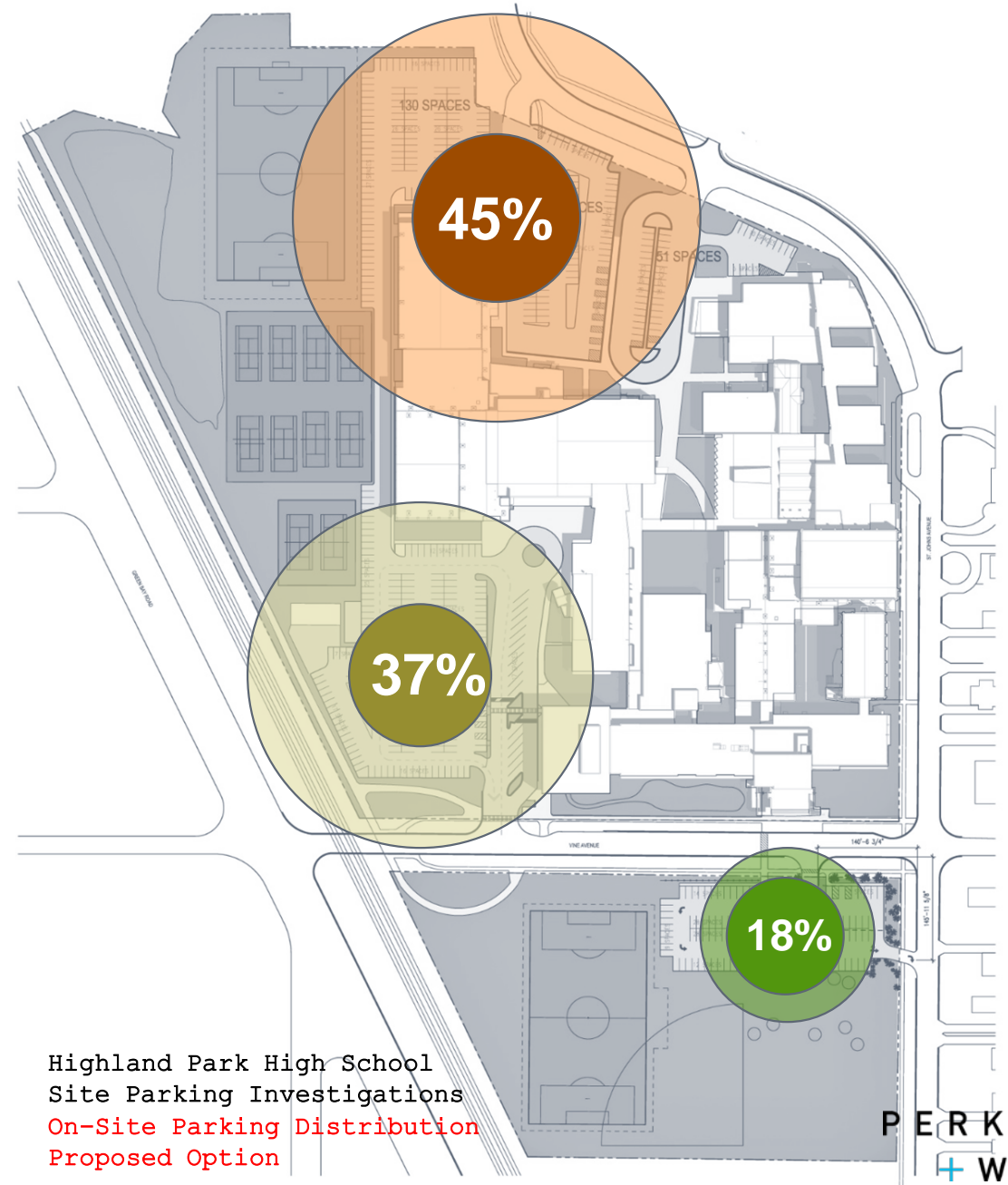
Highland Park High School  
Site Parking Investigations

Existing Conditions - Pre-2014 Construction  
Traffic Density - PM Peak Conditions (Exit)

# Distribution

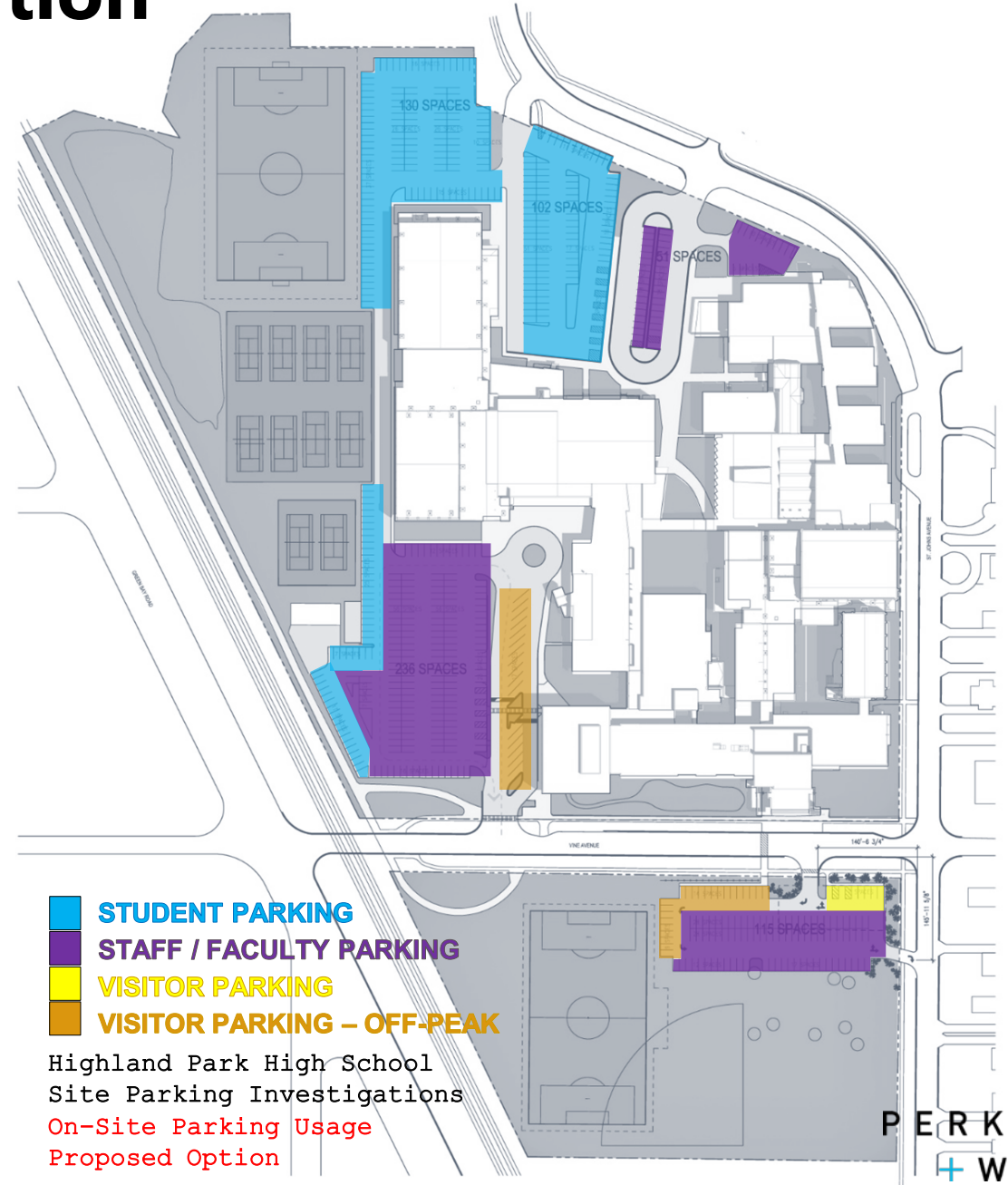
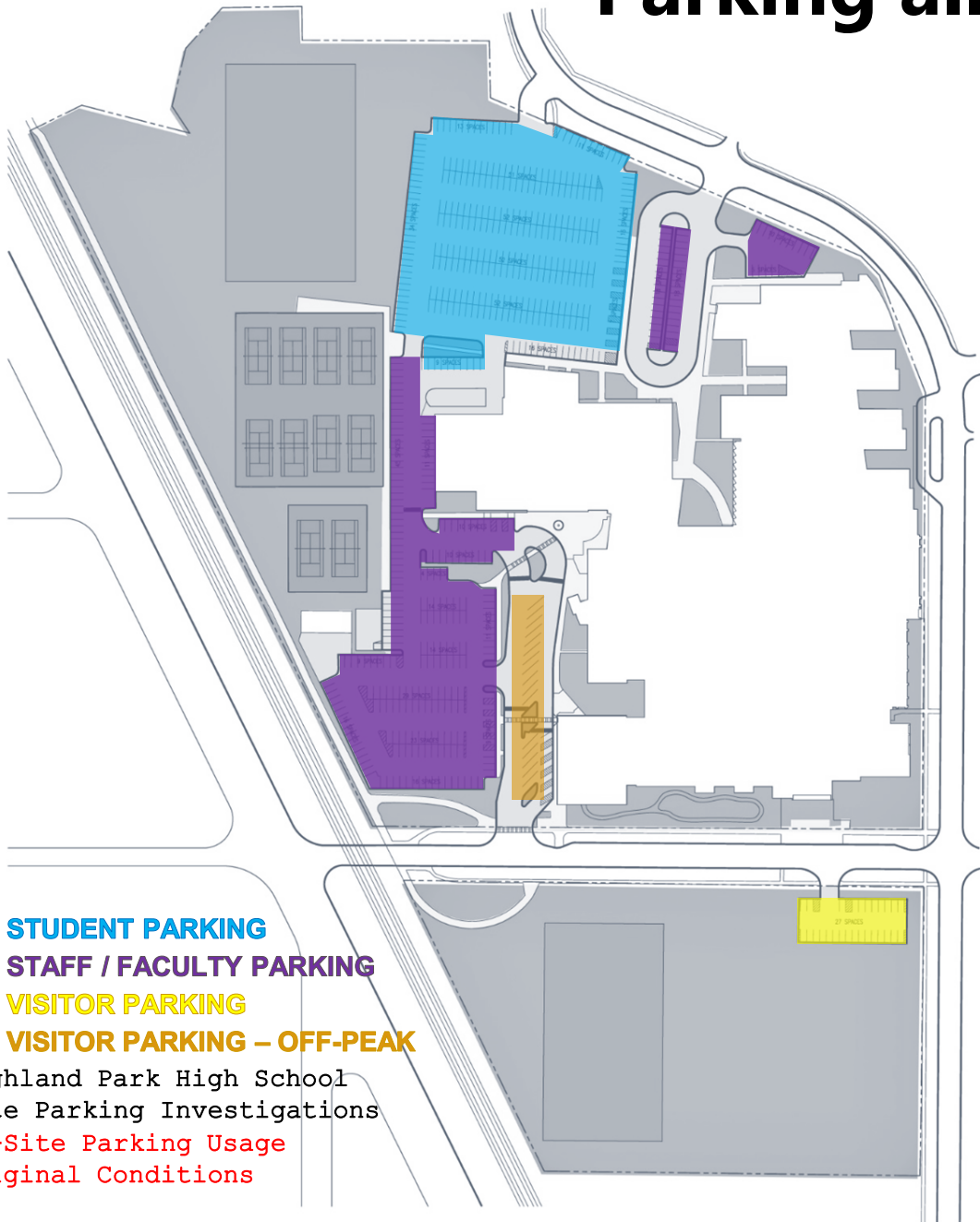


Highland Park High School  
Site Parking Investigations  
On-Site Parking Distribution  
Original Conditions

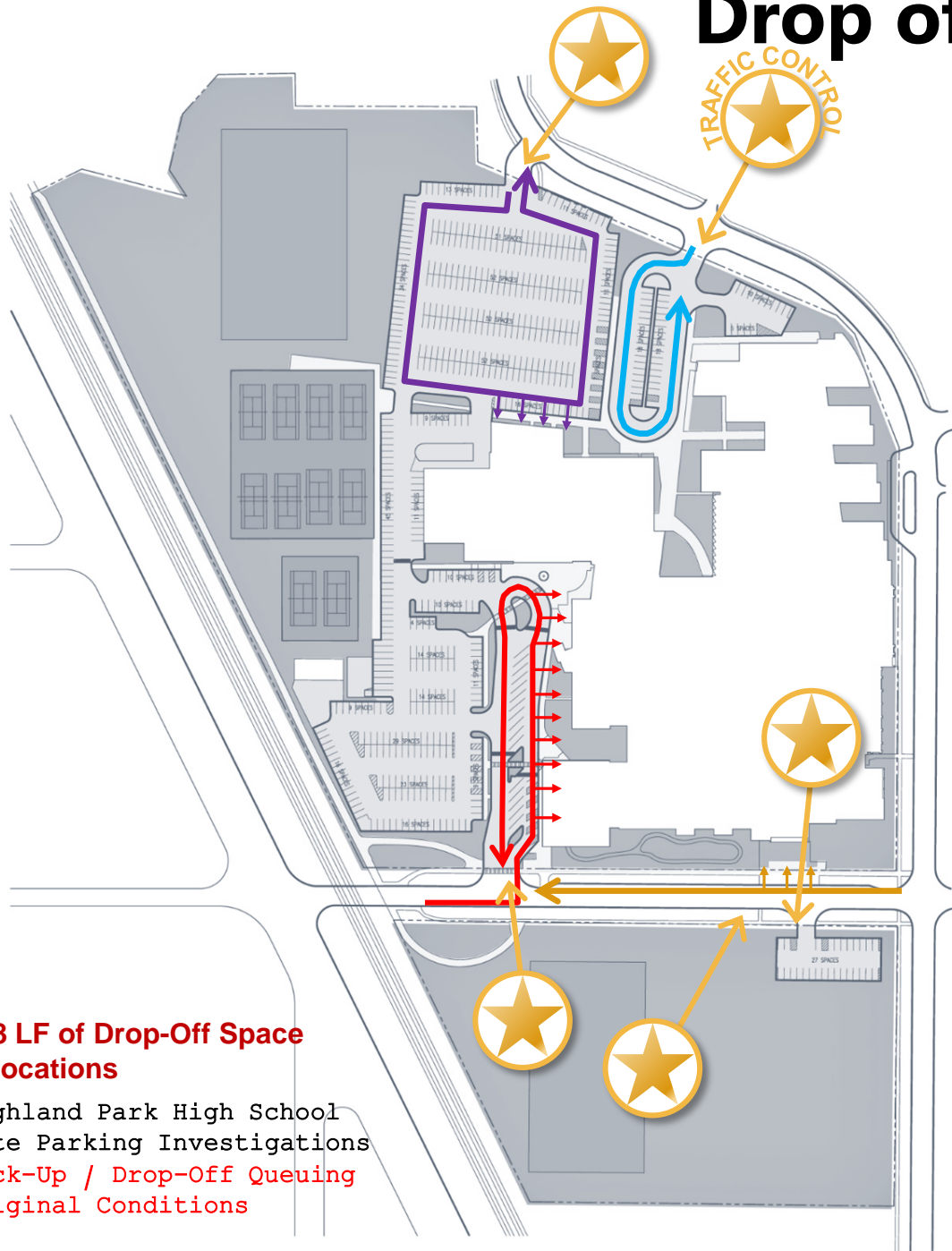


Highland Park High School  
Site Parking Investigations  
On-Site Parking Distribution  
Proposed Option

# Parking allocation

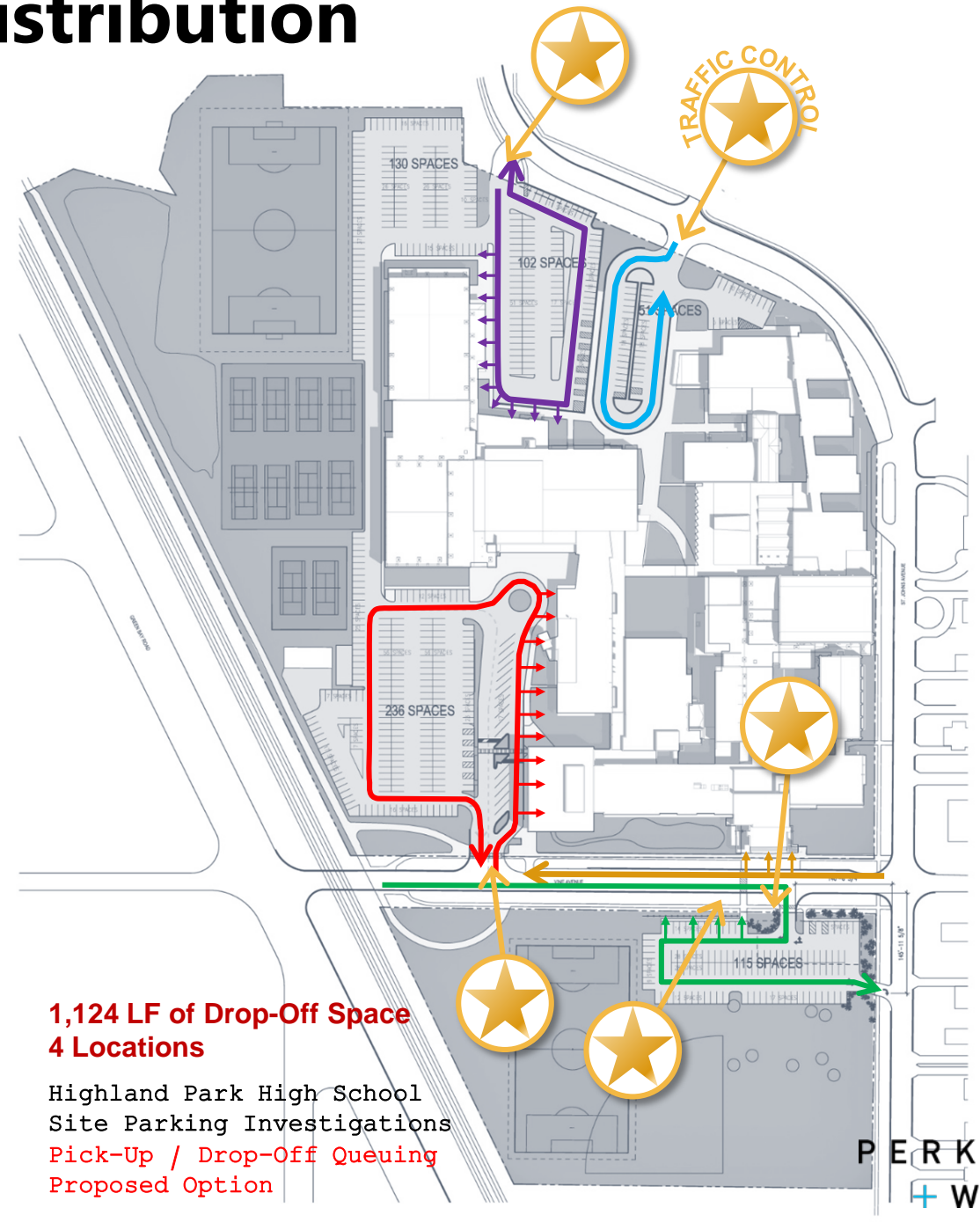


# Drop off distribution



**648 LF of Drop-Off Space  
3 Locations**

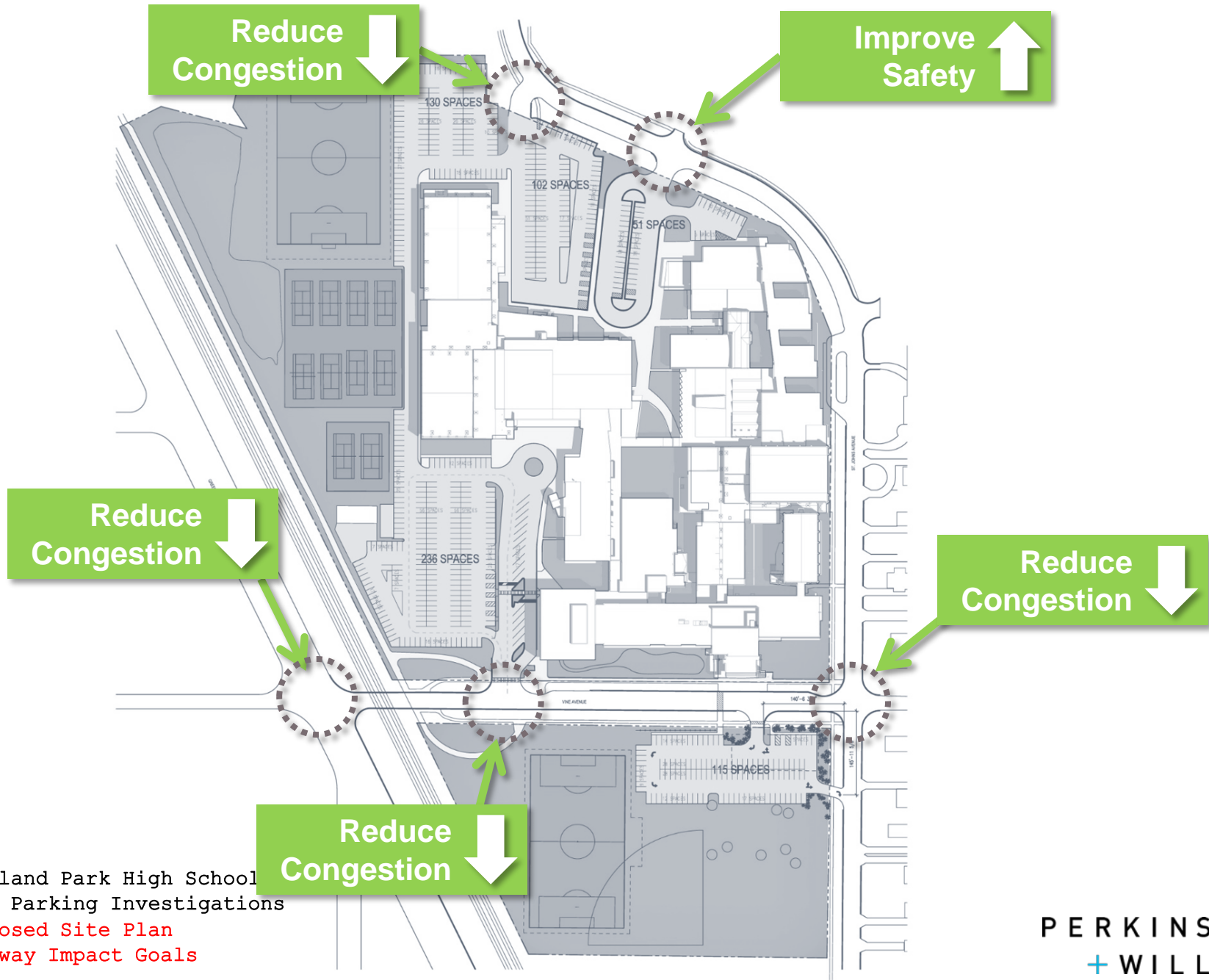
Highland Park High School  
Site Parking Investigations  
Pick-Up / Drop-Off Queuing  
Original Conditions



**1,124 LF of Drop-Off Space  
4 Locations**

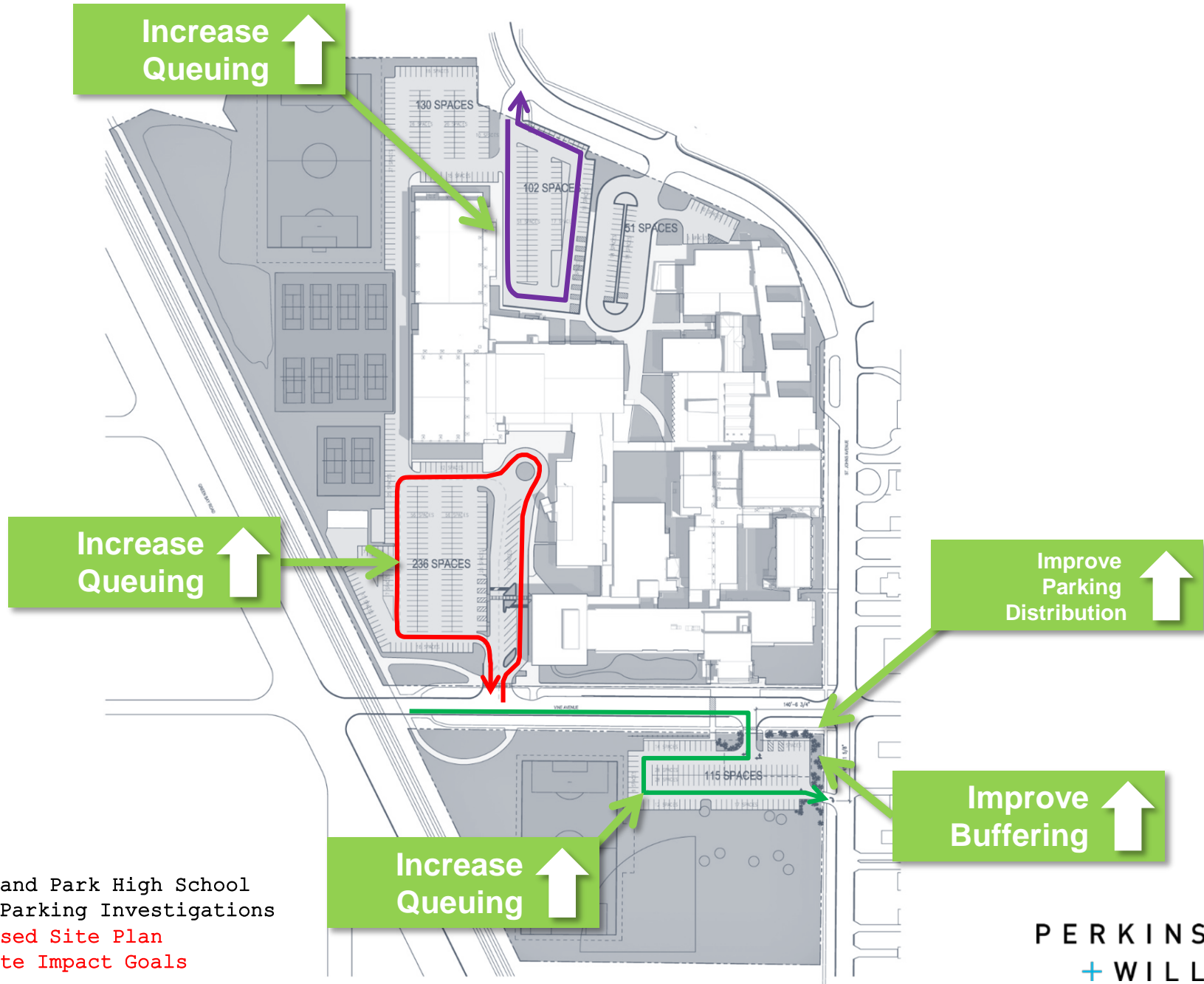
Highland Park High School  
Site Parking Investigations  
Pick-Up / Drop-Off Queuing  
Proposed Option

Reduce  
congestion,  
improve  
safety



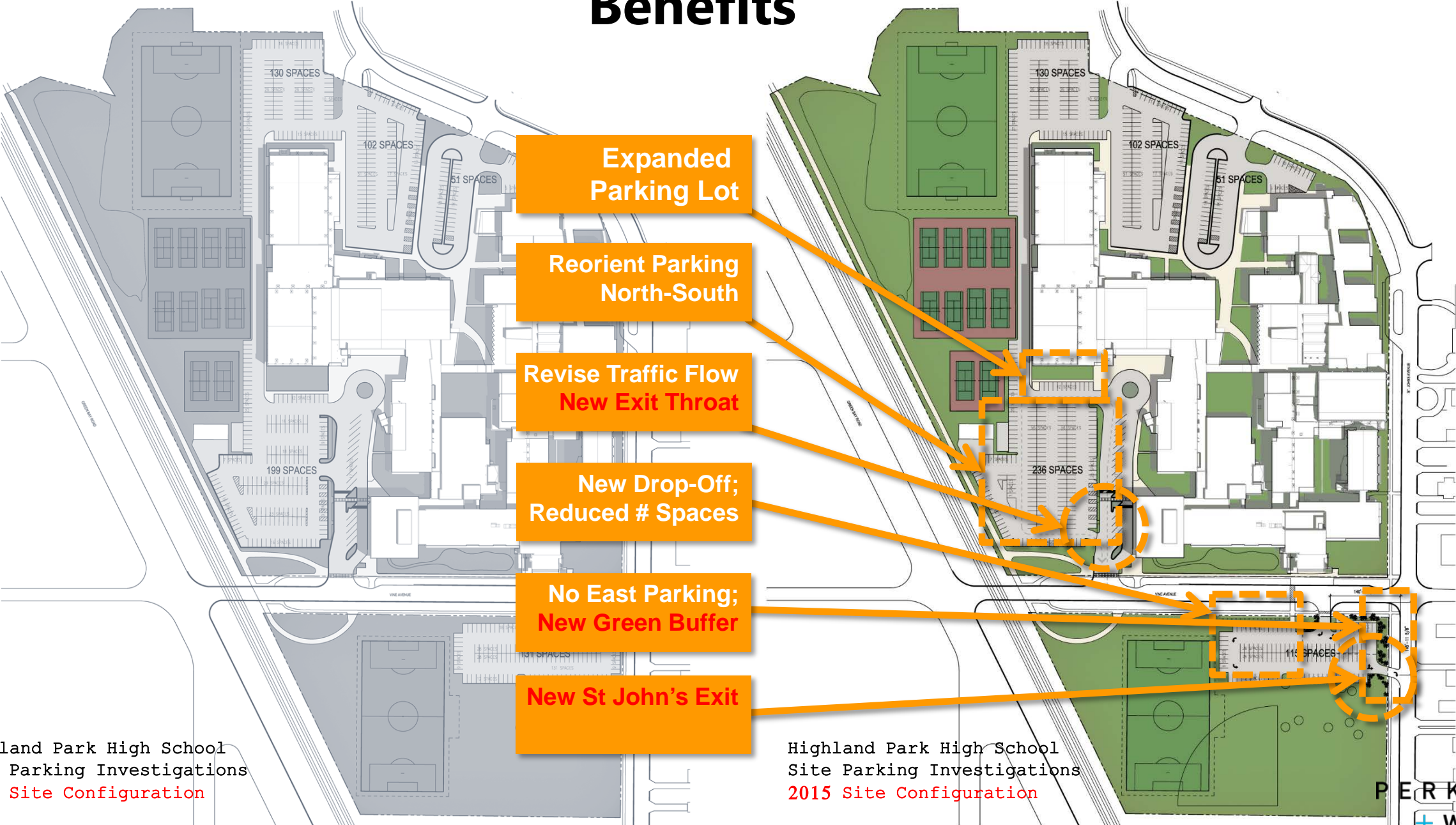
Highland Park High School  
Site Parking Investigations  
Proposed Site Plan  
Roadway Impact Goals

Increase queuing, improve distribution & buffering



Highland Park High School  
Site Parking Investigations  
Proposed Site Plan  
On-Site Impact Goals

# Benefits



**Expanded  
Parking Lot**

**Reorient Parking  
North-South**

**Revise Traffic Flow  
New Exit Throat**

**New Drop-Off;  
Reduced # Spaces**

**No East Parking;  
New Green Buffer**

**New St John's Exit**

Highland Park High School  
Site Parking Investigations  
2014 Site Configuration

Highland Park High School  
Site Parking Investigations  
2015 Site Configuration



## Traffic benefits

- Additional loading location
- More queuing storage off public streets
  - 15+ spaces in Athletic Lot
  - 20+ spaces in new Vine Lot
  - Fewer back-ups on neighborhood streets
- Vine Avenue / St. John's intersection
  - A.M. peak – 552 vs. 625 vehicles per hour (vph) (-12%)
  - Fewer overall delays (-10%)
  - Fewer delays from westbound drop-off
- Athletic Lot entrance
  - Fewer back-ups onto Vine Avenue
  - Eastbound traffic can use Vine Lot as alternative drop-off

## Other traffic improvements

- Traffic staff is now located at:
  - North lot and bus lot entrances
  - Vine Avenue loading
  - Athletic Lot entrance
  - Visitor Lot (south of Vine Avenue)
- School speed zone on St. Johns
- Improve North Lot entrance geometrics
- Trip Reduction Plan



# Highland Park High School Trip Reduction Plan & Transportation Services

Patrick Sassen  
Assistant Principal  
Highland Park High School



## AGENDA

Challenge

Short-Term Actions

Listening & Learning

Recommended  
Long-Term Actions

Implementation &  
Management Plan

## Trip Reduction Plan

Carpool incentive options:

- Preferential parking for permit-holders who carpool
- Discounted permits for Share-a-Spot
- Carpool subscription packages
- Lottery incentives
- Junior permits require carpooling



## Recommended Long-Term Actions

Biking and walking to school plan

- HPHS will investigate the possibility of **PE make-up credit** for walkers/bikers
- Twice a quarter, HPHS will conduct prize drawing for walkers/bikers and bus riders
- HPHS will expand the storage capacity for bikes on campus
- Student-led publicity campaign to raise awareness of the physical and environmental benefits of walking/biking



## Recommended Long-Term Actions

Timeline of efforts to support trip reduction plan

SPRING  
2015

- Publicity campaign to raise awareness
- Communication of carpool options to junior class

SUMMER  
2015

- Increased bike storage capacity
- Make necessary alterations to the senior lot to support carpooling enforcement

FALL  
2015

- Prize drawings for walkers/bikers and bus riders
- Carpooling enforcement
- Periodic review of Trip Reduction Plan with revisions as needed

# Transportation Services



## Service goals and standards

- Bus transportation is safe, reliable, cost-effective, and environmentally beneficial
- State law requires providing busing for students who live 1.5 miles or further from school
  - Legal bus limits 71 (3 to a seat)
  - District 113 goal is 49 (2 to a seat)





## Utilization and occupancy

- 406 of 1,563 (26%) of eligible riders use the bus on average
- 36 buses in District 113 fleet
  - Average route time is 24 minutes
  - Average occupancy rate:
    - 60% (28.5 riders per bus) on A.M. routes
    - 76% (37.2 riders per bus) on P.M. routes



## Modification of bus routes

- Bus routes are modified whenever:
  - Ridership is consistently greater than 49 students
  - More convenient pick-up/drop-off stops are identified
  - Safety becomes an issue
  - The 24 minute average route time is consistently exceeded



## Cost to add a bus route

\$49,700 for each additional route

- Annual bus cost is \$8,000
- Annual fuel cost is \$2,700
- Annual salary for driver with benefits is \$37,000
- Annual maintenance and repair costs are \$2,000 on average

Approving ridership under **1.5 miles** could add an estimated 5 routes at a cost of \$248,500



## **Recommended Long-Term Actions**

Transportation  
Management Plan

- Measure baseline occupancy and potential ridership including incoming 9<sup>th</sup> graders
- Monitor ridership and optimize routes
- Monitor the impact of bus ridership promotion
- Pursue additional service improvements as needed



# Summary

David Small

District 113 Board of Education



## AGENDA

Challenge

Short-Term Actions

Listening & Learning

Recommended  
Long-Term Actions

Implementation &  
Management Plan

District 113 will manage implementation and measure cumulative impact of multi-pronged approach

- Launch HPHS community Task Force for duration of construction
  - Engage neighbors, parents, students, staff
  - Meet regularly to assess progress and identify needed improvements
- Pursue parking lot renovation and construction
- Manage and monitor traffic
- Implement trip reduction strategies

## AGENDA

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Short-Term Actions

Listening & Learning

Recommended  
Long-Term Actions

Implementation &  
Management Plan

District 113 will manage implementation and measure cumulative impact of multi-pronged approach

- Launch HPHS community Task Force for duration of construction
- Pursue parking lot renovation and construction
  - School Board vote 2/23/15
  - Plan Commission hearing 3/17/15
  - Complete design by 3/27/15
  - City Council meetings (TBD)
  - Complete bidding by 4/24/15
  - Award contract by 5/8/15
  - Complete renovation/construction by 8/14/15
- Manage and monitor traffic
- Implement trip reduction strategies

## AGENDA

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Short-Term Actions

Listening & Learning

Recommended  
Long-Term Actions

Implementation &  
Management Plan

District 113 will manage implementation and measure cumulative impact of multi-pronged approach

- Launch HPHS community Task Force for duration of construction
- Pursue parking lot renovation and construction
- Manage and monitor traffic - **ongoing**
  - **Continue interim strategies**
  - **Communicate changes to family/community**
  - **Collaborate with police for enforcement**
  - **Monitor impact of traffic flow changes**
  - **Repeat traffic study as needed**
- Implement trip reduction strategies



## AGENDA

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Implementation &  
Management Plan

District 113 will manage implementation and measure cumulative impact of multi-pronged approach

- Launch HPHS community Task Force for duration of construction
- Pursue parking lot renovation and construction
- Manage and monitor traffic
- Implement trip reduction strategies
  - Promote carpooling, walking, biking, and bus ridership
  - Optimize bus routes and occupancy



## AGENDA

### Challenge

### Short-Term Actions

### Listening & Learning

### Recommended Long-Term Actions

### Implementation & Management Plan

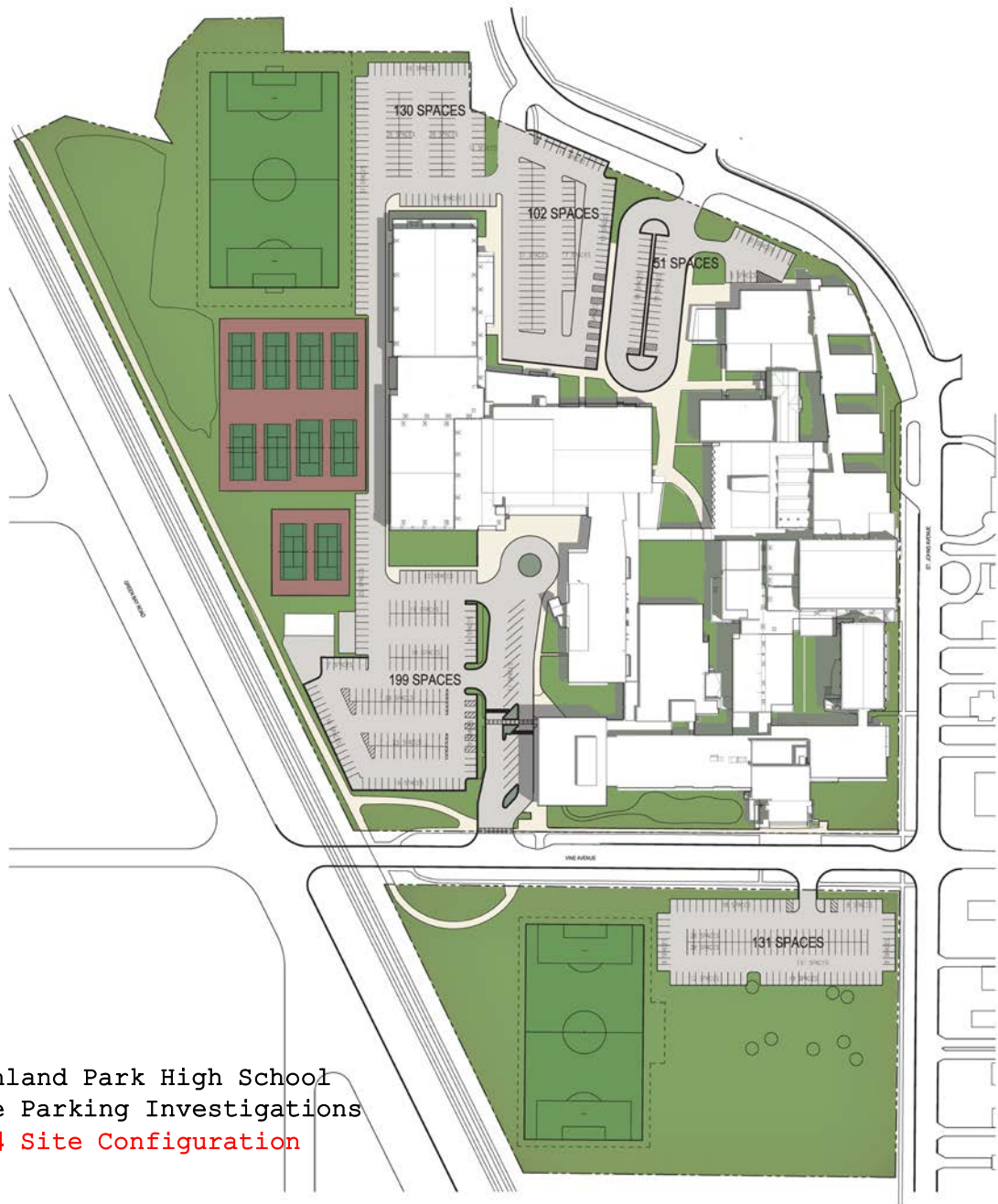
- Faced a challenge brought to a head by the HPHS construction project
- Took mitigating actions
- Simultaneously launched efforts to fully explore potential solutions to improve the previous status quo
- Recommended actions for improvement with support of the Referendum Oversight Committee
- Developing implementation and management plan to measure impact

# Questions & Comments

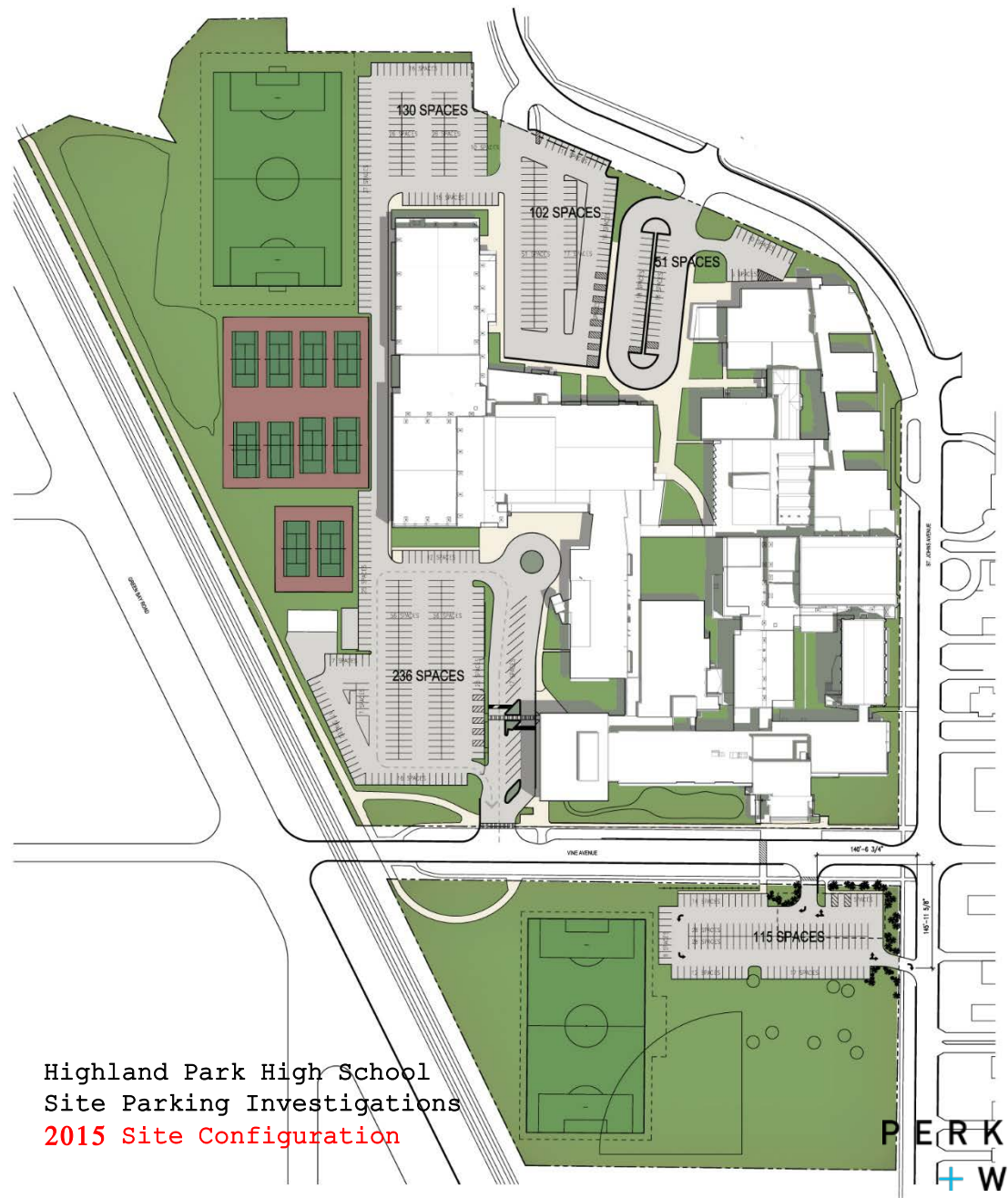
# Appendices

- Summary of community involvement (online)
- Traffic study (online)
- Parking lot configurations & costs (follows)
- Focus group and survey reports (online)

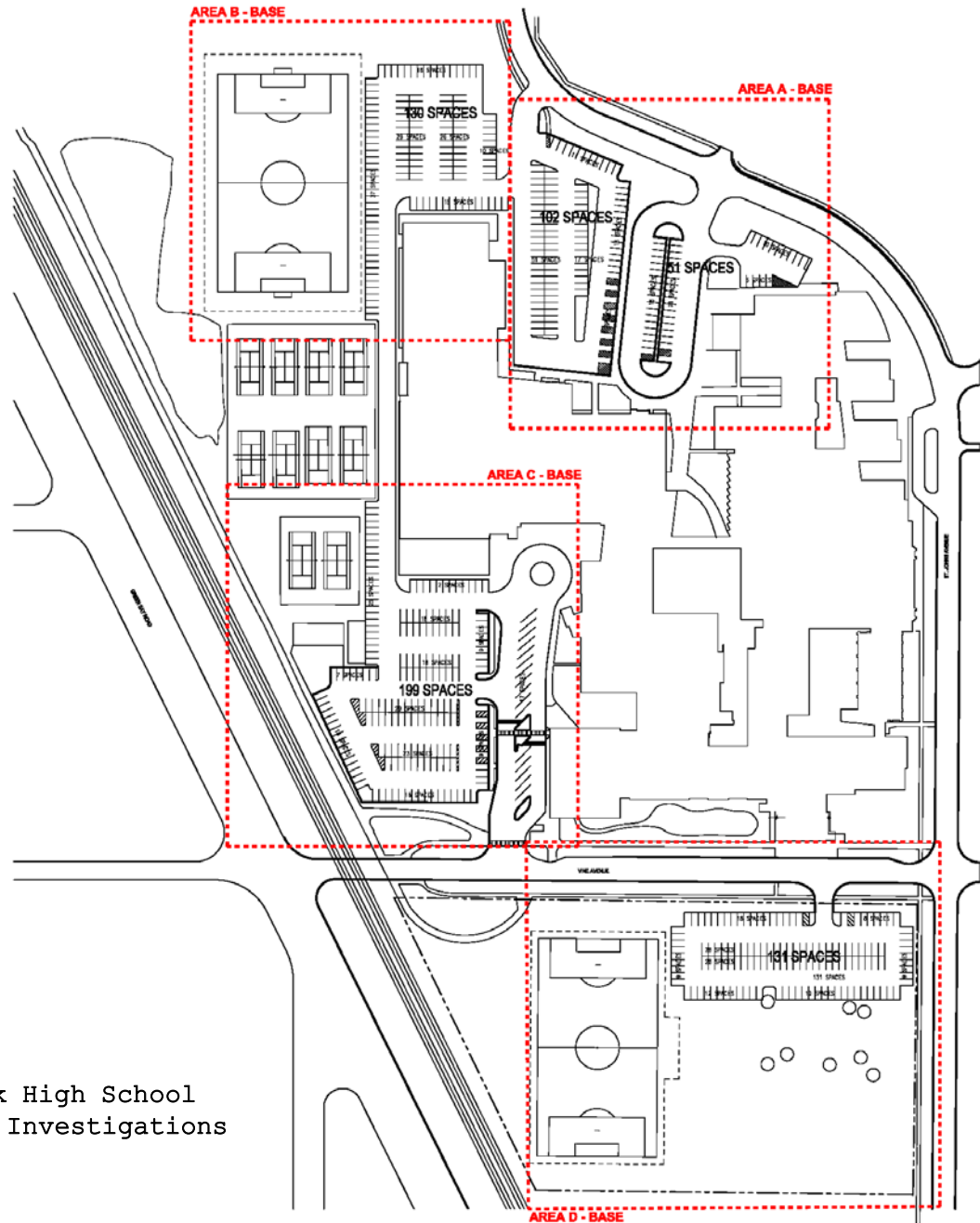
# Appendix: Parking lot configurations & costs



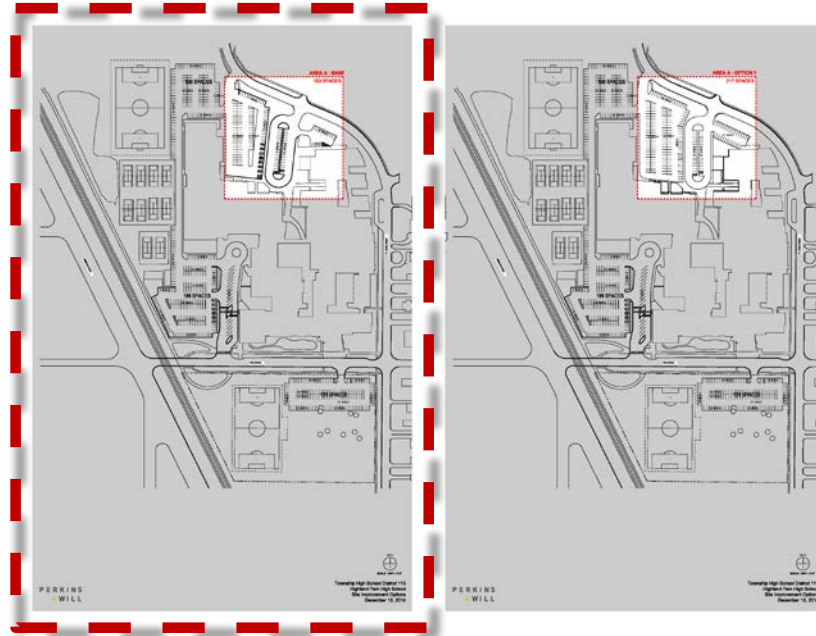
Highland Park High School  
 Site Parking Investigations  
 2014 Site Configuration



Highland Park High School  
 Site Parking Investigations  
 2015 Site Configuration

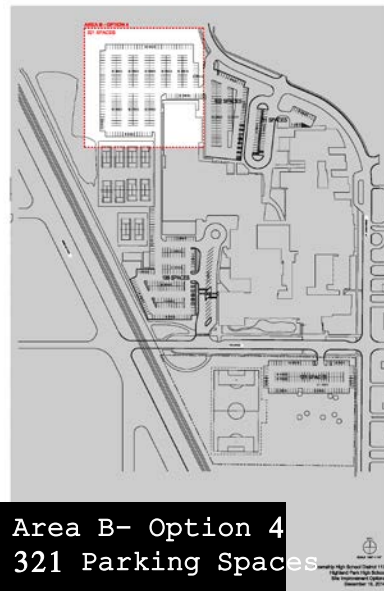
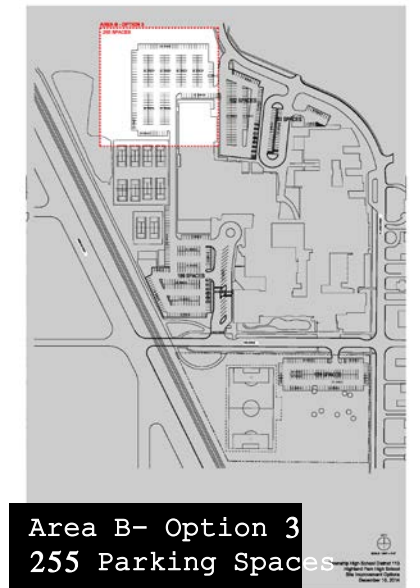
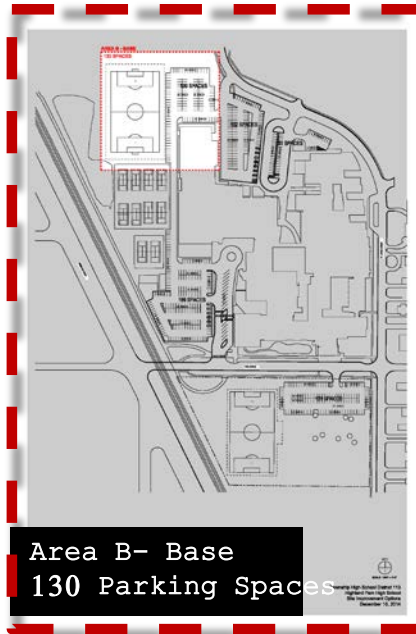


Highland Park High School  
Site Parking Investigations



Highland Park High School  
Site Parking Investigations - Area A

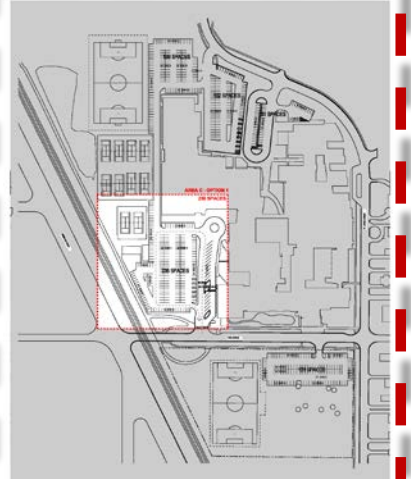




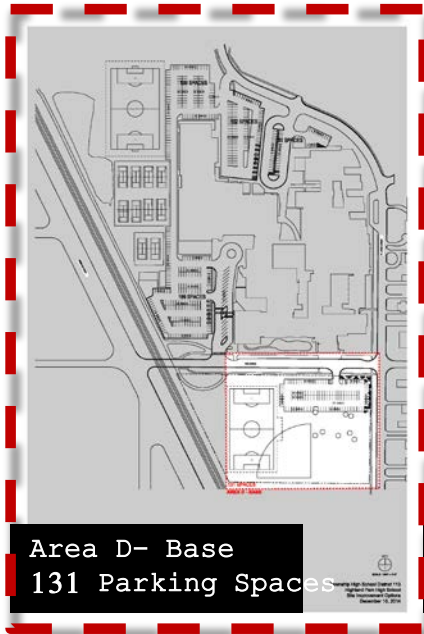
Highland Park High School  
Site Parking Investigations - Area B



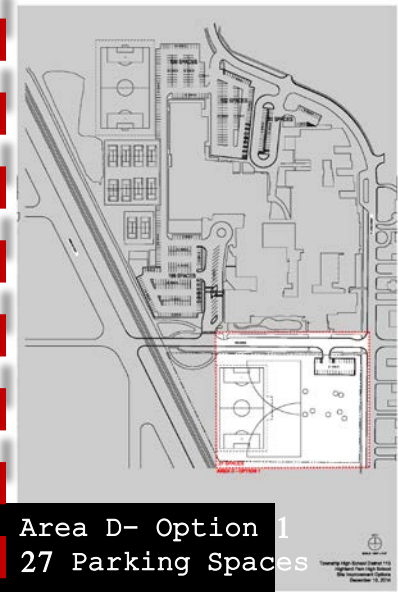
Area C- Base  
199 Parking Spaces



Area C- Option 1  
236 Parking Spaces



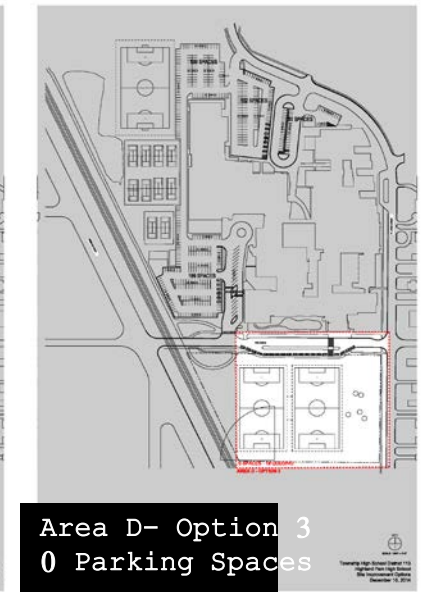
**Area D- Base**  
**131 Parking Spaces**



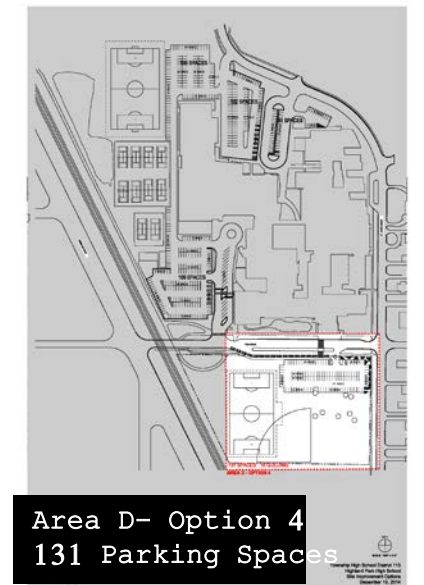
**Area D- Option 1**  
**27 Parking Spaces**



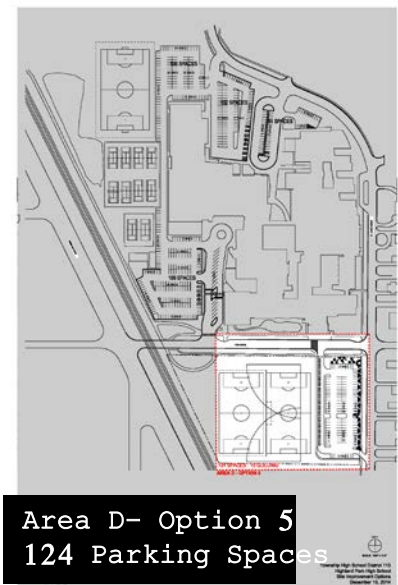
**Area D- Option 2**  
**0 Parking Spaces**



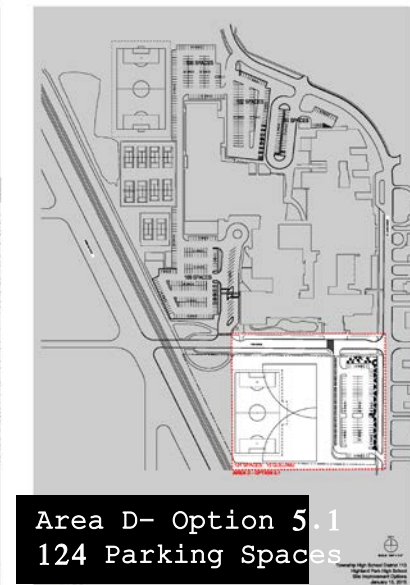
**Area D- Option 3**  
**0 Parking Spaces**



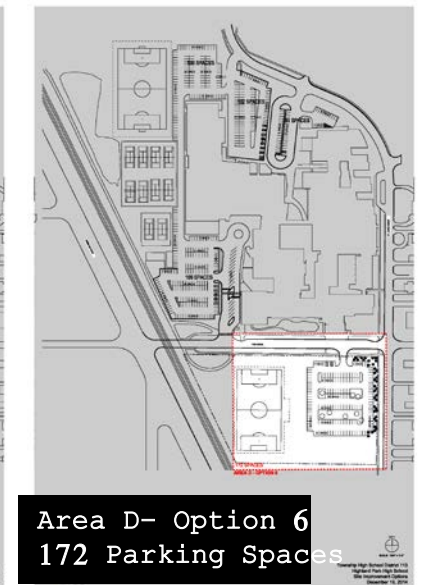
**Area D- Option 4**  
**131 Parking Spaces**



**Area D- Option 5**  
**124 Parking Spaces**

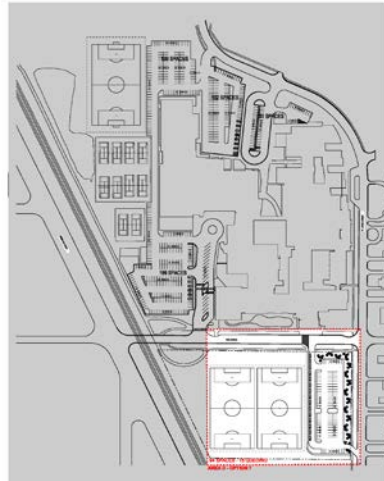


**Area D- Option 5.1**  
**124 Parking Spaces**



**Area D- Option 6**  
**172 Parking Spaces**

Highland Park High School  
Site Parking Investigations - Area D



Area D- Option 7  
94 Parking Spaces



Area D- Option 7.1  
109 Parking Spaces



Area D- Option 8  
138 Parking Spaces



Area D- Option 8.1  
114 Parking Spaces

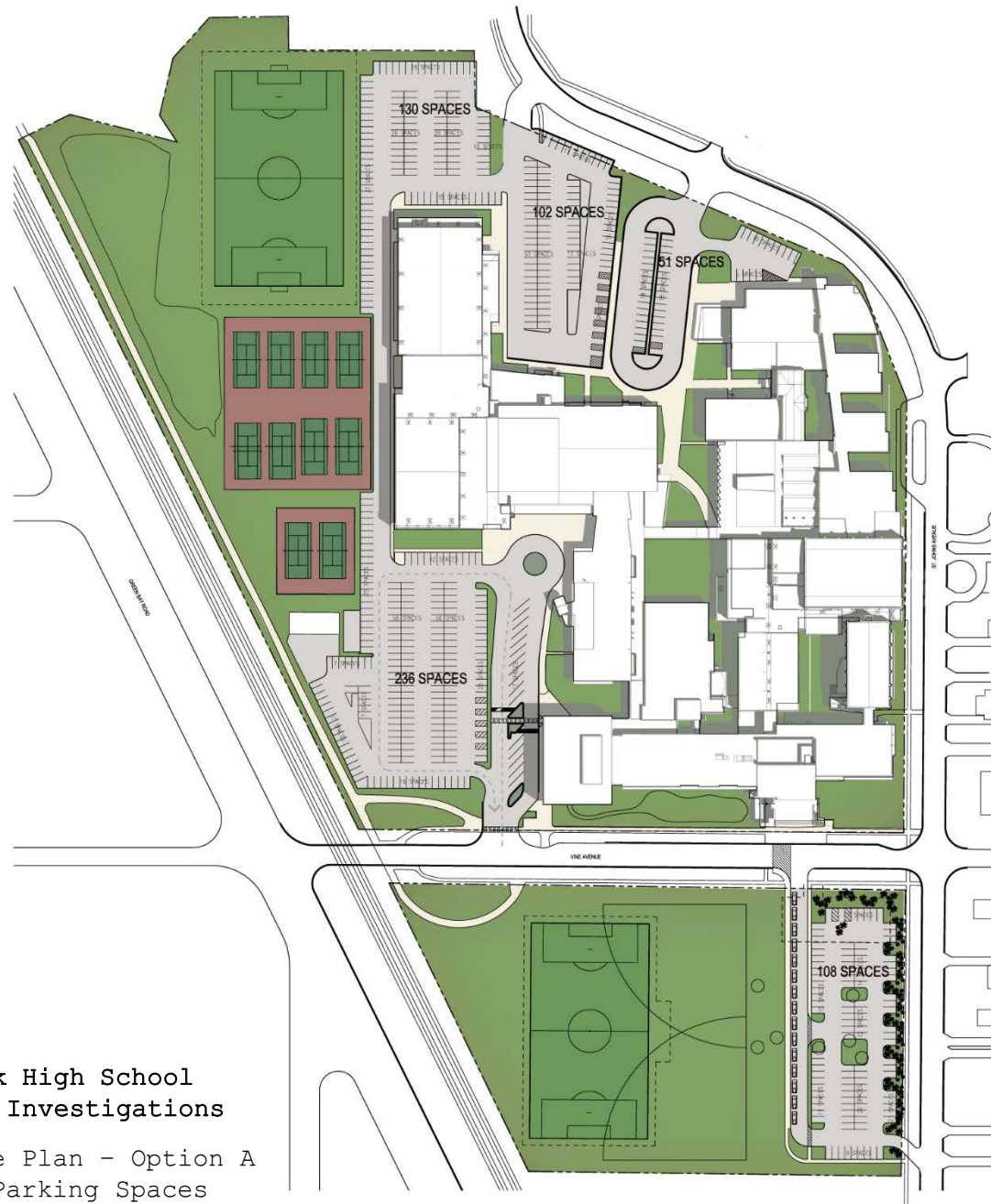
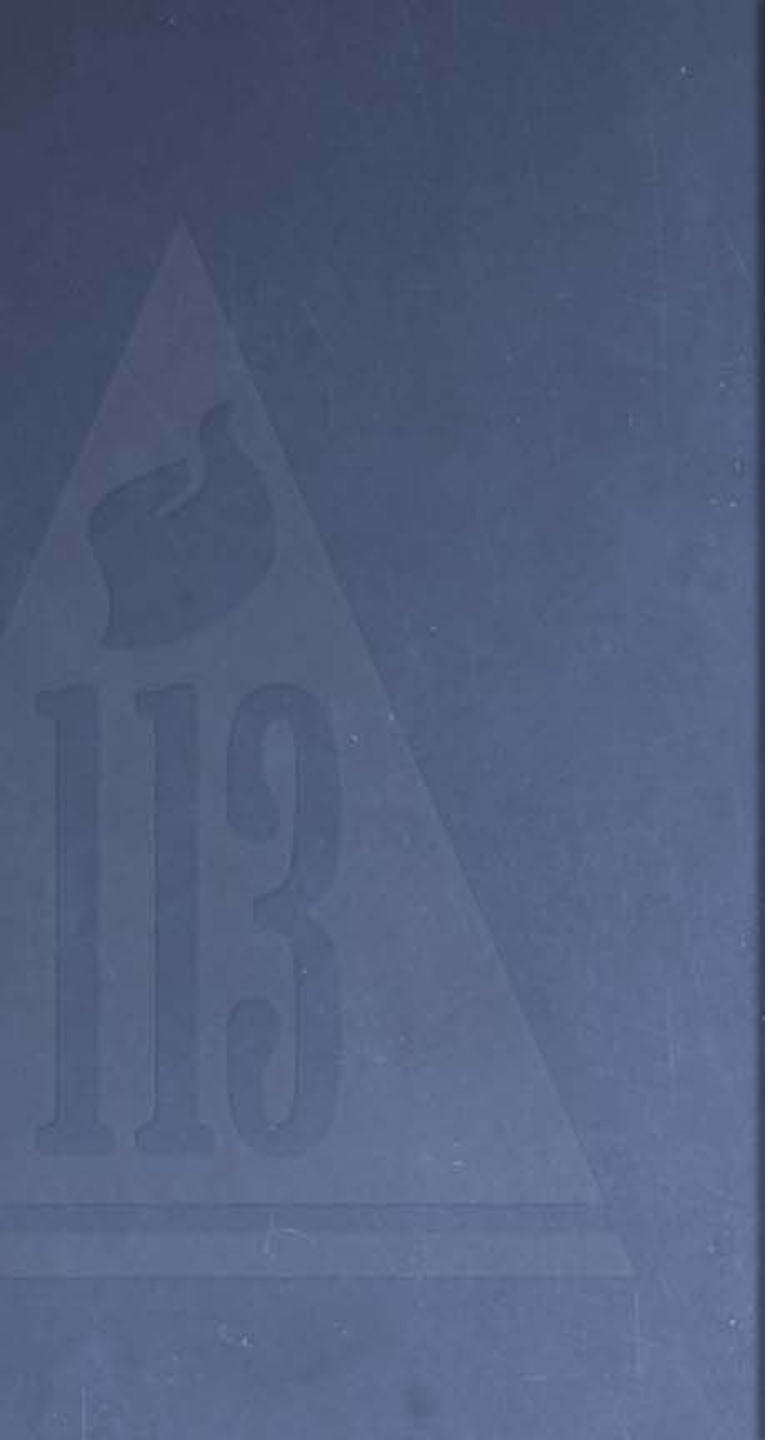


Area D- Option 9  
0 Parking Spaces



Area D- Option 10  
114 Parking Spaces

Highland Park High School  
Site Parking Investigations - Area D Cont.



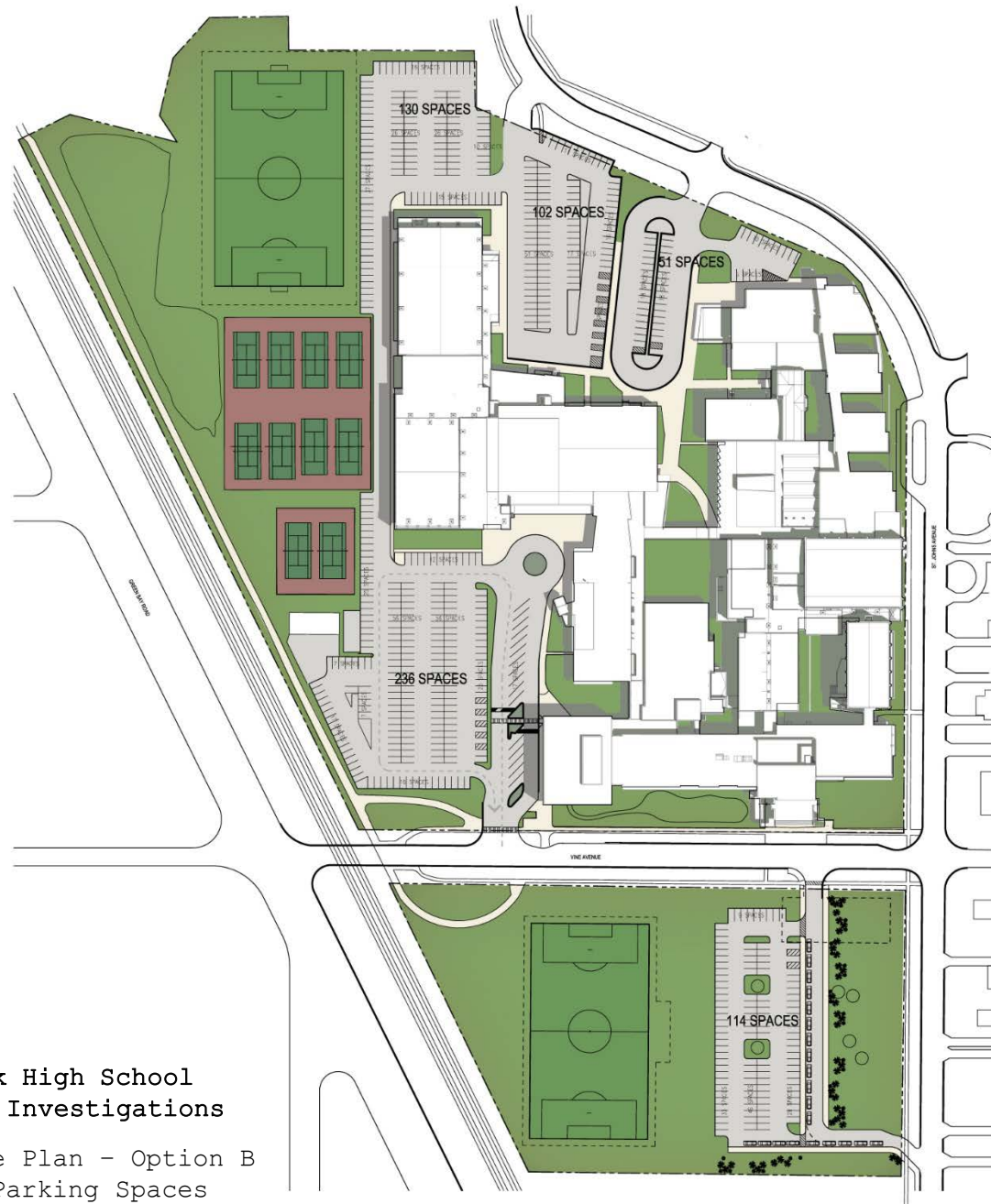
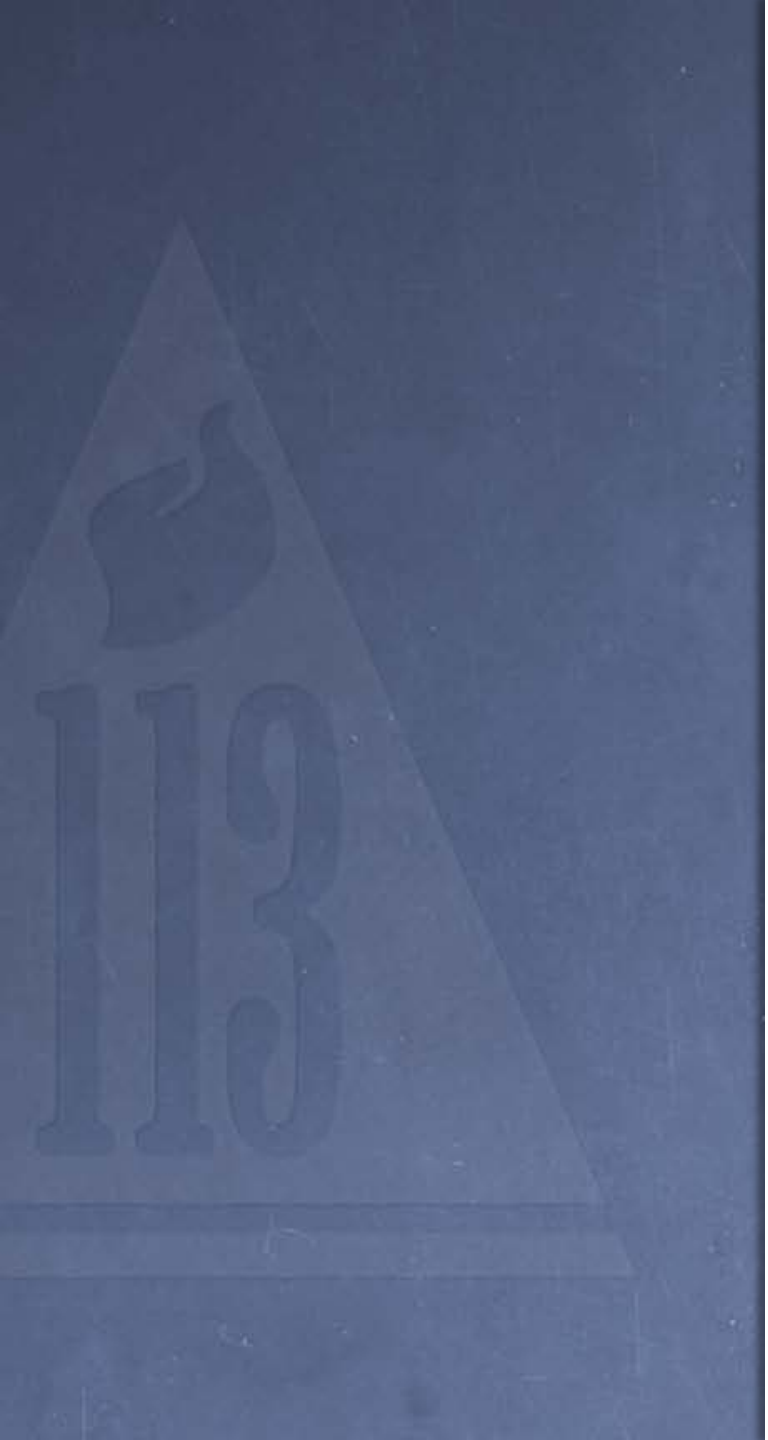
Highland Park High School  
Site Parking Investigations

Proposed Site Plan - Option A  
627 On-Site Parking Spaces



12' - 30' Green Buffer @ St Johns

Highland Park High School  
Site Parking Investigations  
Proposed Site Plan - Option A  
South of Vine  
108 On-Site Parking Spaces - 15 Queuing



Highland Park High School  
Site Parking Investigations

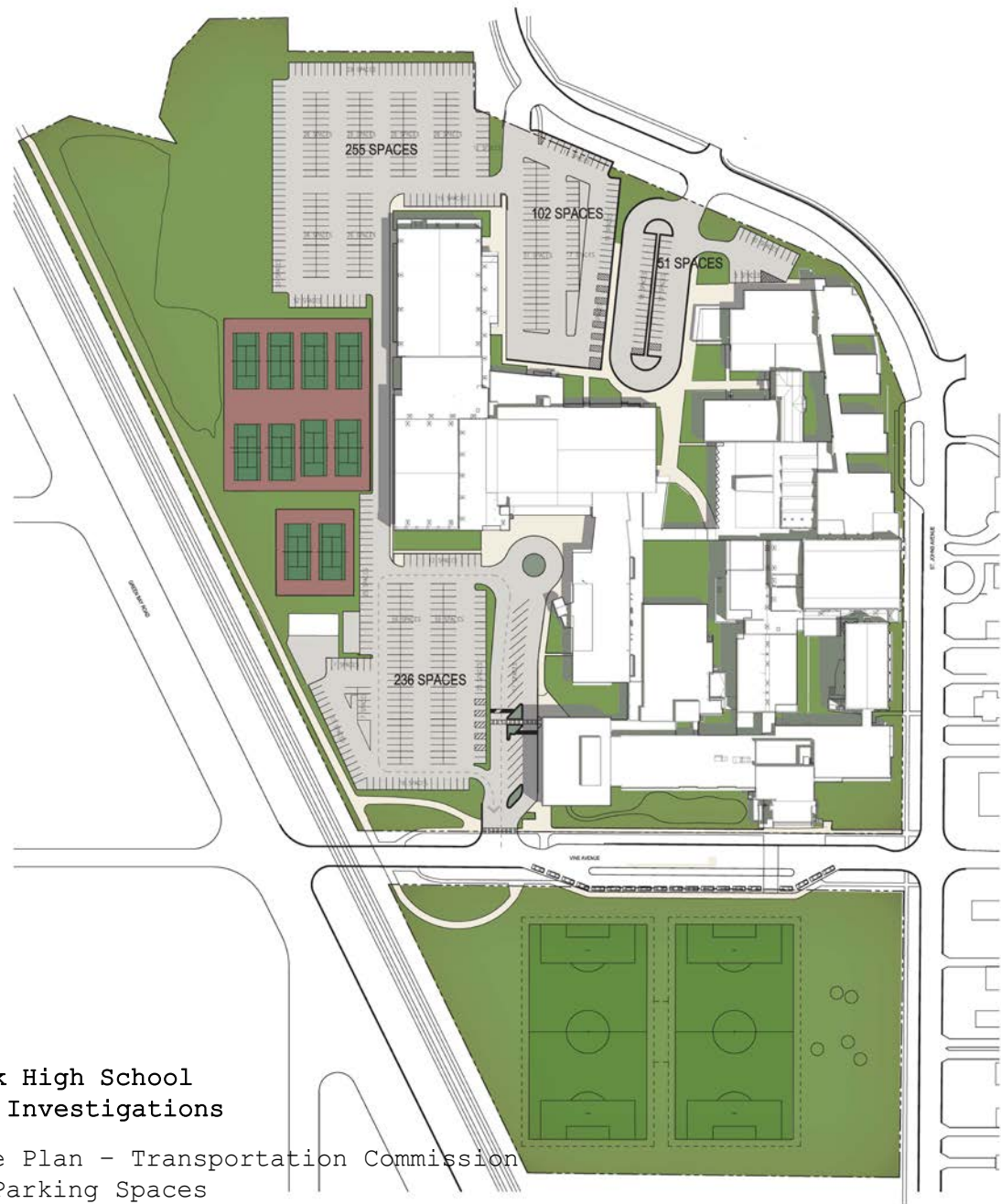
Proposed Site Plan - Option B  
633 On-Site Parking Spaces



107'-0" Green Buffer  
@ St Johns

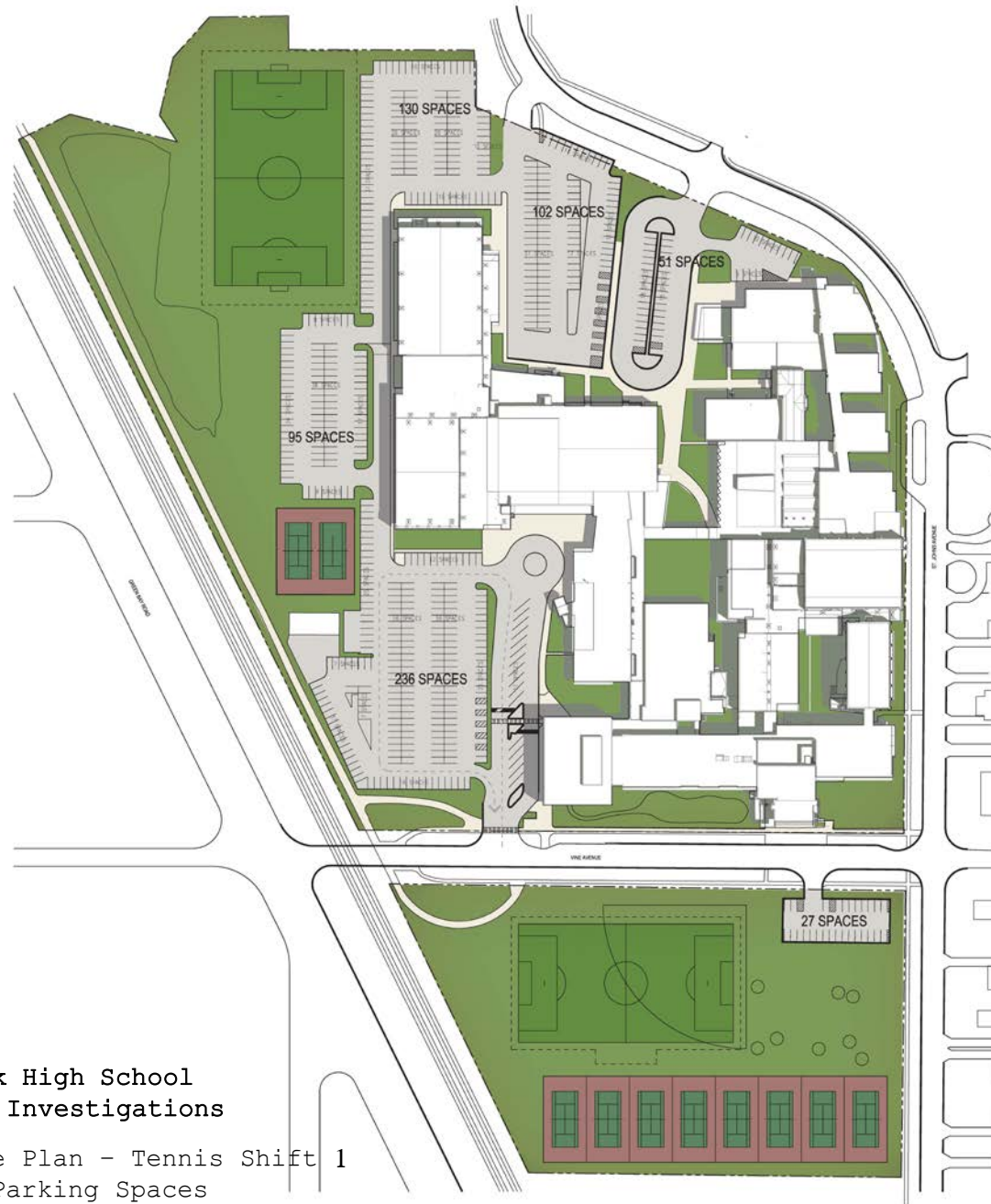
Highland Park High School  
Site Parking Investigations  
Proposed Site Plan - Option B  
South of Vine  
114 On-Site Parking Spaces - 21 Queuing





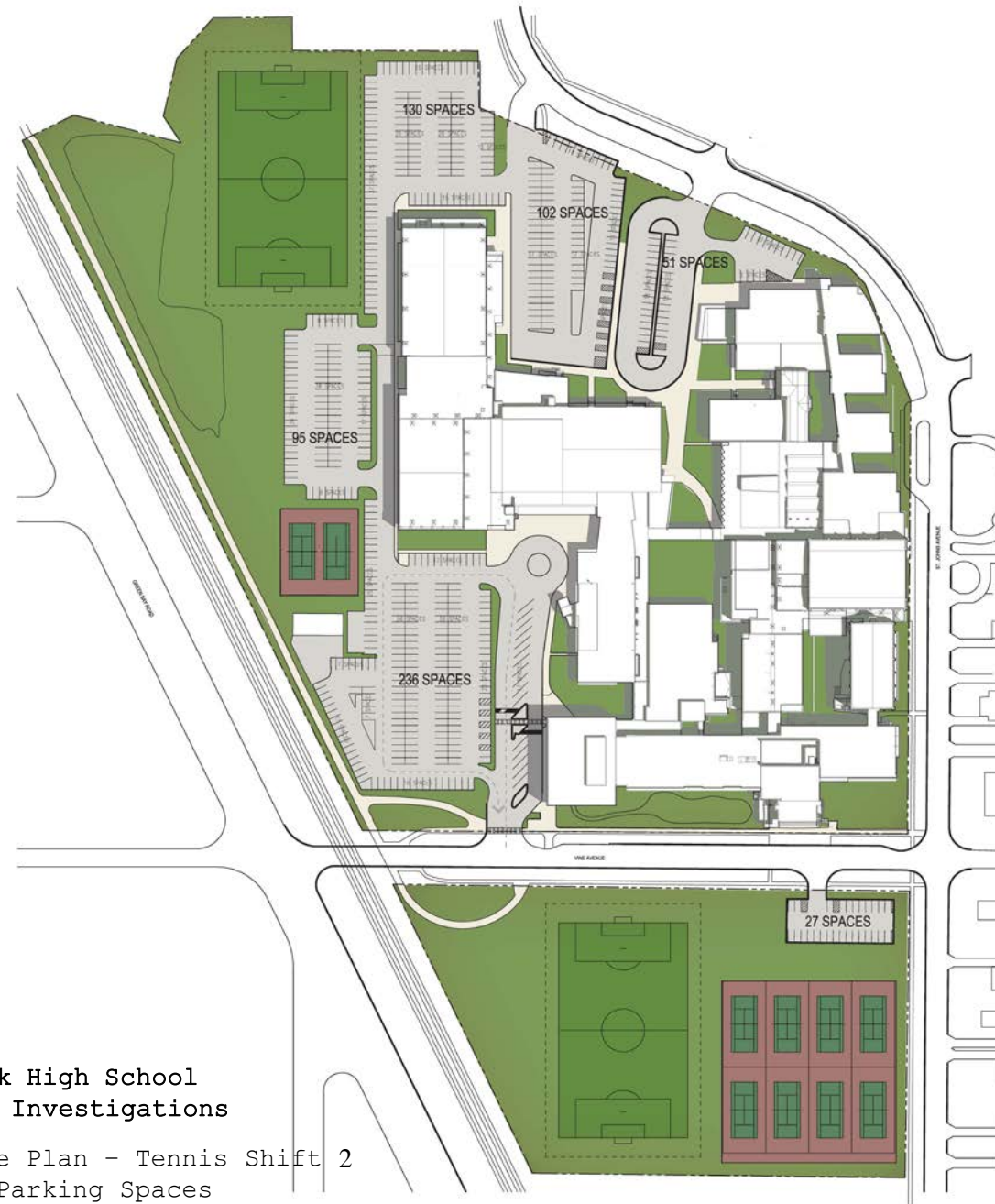
Highland Park High School  
Site Parking Investigations

Proposed Site Plan - Transportation Commission  
644 On-Site Parking Spaces



Highland Park High School  
Site Parking Investigations

Proposed Site Plan - Tennis Shift 1  
641 On-Site Parking Spaces



Highland Park High School  
Site Parking Investigations

Proposed Site Plan - Tennis Shift 2  
641 On-Site Parking Spaces

Highland Park High School Vine Ave. Parking Lot Options  
Summary \*

Area	Option	Parking Spaces A	Parking Spaces B	Parking Spaces C	Parking Spaces D	Parking Spaces Total	Net Added Cost over current Budget	Cost/Added Parking Space	Comment - Soccer Field Count
Current	--	153	130	199	131	613	\$0		Two full size soccer fields (1 N, 1 S)
A	1	217	130	199	131	677	\$ 390,311	\$ 6,099	Two full size soccer fields (1 N, 1 S)
B	1	153	162	199	131	645	\$ 132,653	\$ 4,145	Two half-soccer fields @ north
B	2	153	189	199	131	672	\$ 220,115	\$ 3,731	Two half-soccer fields @ north
B	3	153	255	199	131	738	\$ 379,877	\$ 3,039	Lose 1 soccer field
B	3a	153	255	199	27	634	\$ 223,608	\$ 10,648	Two full size soccer fields @ south
B	4	153	321	199	131	804	\$ 603,683	\$ 3,161	Lose 1 soccer field
B	4a	153	321	199	27	700	\$ 447,415	\$ 5,143	Two soccer fields @ south
C	1	153	130	236	131	650	\$ 122,242	\$ 3,304	Two full size soccer fields (1 N, 1 S)
D	1	153	130	199	27	509	\$ (289,000)	\$ 2,779	Two full size soccer fields @ south
D	2	153	130	199	0	482	\$ (156,269)	\$ 1,193	Two full size soccer fields @ south
D	3	153	130	199	0	482	\$ 125,802	N/A	Two full size soccer fields @ south
D	4	153	130	199	131	613	\$ 307,852	N/A	Two full size soccer fields (1 N, 1 S)
D	5	153	130	199	124	606	\$ 377,803	\$ (53,972)	Two full size soccer fields (1 N, 1 S)
D	5.1	153	130	199	124	606	\$ 332,774	\$ (47,539)	Two full size soccer fields (1 N, 1 S), two softball infields overlay 1 soccer field
D	6	153	130	199	172	654	\$ 505,657	\$ 12,333	Two full size soccer fields (1 N, 1 S)
D	7	153	130	199	94	576	\$ 356,904	\$ (9,646)	Queueing for 15 cars @ S. Lot, Three full size soccer fields (1 N, 2 S)
D	7.1	153	130	199	109	591	\$ 302,068	\$ (13,730)	Queueing for 15 cars @ S. Lot, Two full size soccer fields (1 N, 2 S), Two softball fields @ S
D	8	153	130	199	138	620	\$ 433,251	\$ 61,893	Queueing for 21 cars @ S. Lot, Two full size soccer fields (1 N, 1 S)
D	8.1	153	130	199	114	596	\$ 387,528	\$ (22,796)	Queueing for 21 cars @ S. Lot, Two full size soccer fields (1 N, 1 S). Space for two softball fields
D	9	153	130	199	0	482	\$ (18,998)	\$ 145	Queueing for 26 cars @ S. Lot, Two full size soccer fields (1 N, 1 S)
D	10	153	130	199	114	596	\$ 320,408	\$ (18,848)	Queueing for 15 cars @ S. Lot, exit to St. John, Two full size soccer fields (1 N, 1 S) and 1 softball field
D Option C	11	153	130	199	104	586	\$ 62,921	\$ (2,330)	P&W Option C-90 for Area D. Exit to St. John added. Queueing for 5 cars in Lot D.
D Option C-90	12	153	130	199	115	597	\$ 69,728	\$ (4,358)	P&W Option C for Area D. Exit to St. John added. No additional queuing.
Cost of recommended options from 1/20/15 Oversight Committee Meeting									
	C	153	130	236	104	623	\$ 185,163	\$ 18,516	Maximize parking in Area C, Exit from S. Vine lot (Area D) to St. John provided. Minor (5 cars) additional queuing. Two soccer fields (1N, 1S)
	C-90	153	130	236	115	634	\$ 191,971	\$ 9,141	Maximize parking in Area C, Exit from S. Vine lot (Area D) to St. John provided. No additional queuing. Two soccer fields (1 N, 1S).

Revised parking count for option  
 South lot reconfigured per current design  
 South lot not rebuilt. Existing lot remains. New soccer field built @ south  
 \* Unless noted otherwise, only green highlighted areas are revised; other areas are not reconfigured

Highland Park High School  
Site Parking Investigation  
Site Configuration Options  
Cost Analysis