LAKEFRONT PARKING TASK FORCE

AGENDA

Wednesday, November 11, 2026 – 6:30 PM
Takiff Center Community Hall

Consistent with the requirements of the Illinois Compiled Statutes 5 ILCS 120/1 through 120/6 (Open Meetings Act), notices of this meeting were posted.
Location of the meeting is the Takiff Center, 999 Green Bay Rd, Glencoe, IL 60022

I Call to Order

II Approval of Minutes – October 14, 2026

III Discussion of Potential Approaches to Address Parking Concerns Around Lakefront Park

IV Matters from the Public

V Other Discussion

VI Next Meeting December 16, 2026

VII Adjourn

The Village of Glencoe and the Glencoe Park District are subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or facilities, are asked to contact the Park District at 847-835-3030. Executive Director email: lsheppard@glencoeparkdistrict.com

Key rules governing participation

All comments will be limited to three (3) minutes per person and no longer than 30 minutes for all comments.

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MINUTES OF OCTOBER14, 2026
LAKEFRONT PARKING TASK FORCE
GLENCOE PARK DISTRICT & VILLAGE OF GLENCOE
999 GREEN BAY ROAD, GLENCOE, ILLINOIS 60022

The meeting was called to order at 6:33pm and roll was called.

Task Force Members present:
Gary Hazan, Glencoe Park District Commissioner and Co-Chair
Joe Halwax, Trustee, Village of Glencoe and Co-Chair
Stefanie Boron, Member
Aaron Goltz, Member
Michael LaPorte, Member
Lee Feder, Member
Andre Lerman, Member (virtual)
Jon Ruderman, Member
Maggie Shapack, Member
Luca Cacela, Student Member (non-voting)

Members Absent
Julianna Ethell, Member
James Rosenfield, Member

Staff present:
Lisa Sheppard, Executive Director, Glencoe Park District
Bobby Collins, Deputy Director/Director of Recreation and Facilities
Adam Wohl, Assistant Director of Recreation and Facilities
Phil Kiraly, Village Manager, Village of Glencoe
Monica Sarna, Director of Public Works, Village of Glencoe
Andy Perley, Interim Director of Public Safety, Village of Glencoe

Approval of the Minutes- September 16,2026: Chair Halwax reviewed three amendments requested by resident Jeff Shapack to clarify the summary of his public comments in the September 16, 2026, meeting minutes. The requested changes included replacing “non-resident beach and boating fees” with “market rate non-resident beach and boating fees,” replacing “beach and boating finances” with “full cost, profit and loss for the beach and boating beach, including overhead and capital,” and replacing “resident opinions” with “a poll of Glencoe residents conducted by the task force.”

A motion was made to approve the September 16, 2026, meeting minutes with the requested amendments. The amended minutes were approved.

Review of Priorities and Follow-up Questions from Previous Meeting: Village staff briefly reviewed the five priority areas identified by the task force at its September meeting: seasonal parking demand, parking regulation strategies, residential parking allocation, traffic management, and public safety measures, all intended to guide the task force's review of information and development of recommendations.

The priorities include evaluating changes in parking demand by season, day, time, weather, and beach activity; considering how parking restrictions and enforcement affect access and availability; reviewing how parking is allocated among residents and visitors; examining traffic circulation and loading activity on nearby residential streets; and addressing pedestrian, bicycle, and vehicle safety.

Staff indicated they would present baseline information collected by the Park District and Village over the past beach season and begin identifying what the data reveals about lakefront parking conditions. Staff acknowledged that the amount of information was substantial and that members would have additional time to review the materials before discussing potential solutions at the November meeting.

Baseline Data Presentation by Park District and Village Staff: Beach Attendance and Usage

Park District Deputy Director Bobby Collins presented historical beach attendance and usage data, explaining that overall attendance has remained relatively consistent in recent years, averaging approximately 24,000 to 26,000 visits annually. However, the way visitors access the beach has changed considerably. In 2019, approximately 25% of visits were made by season pass holders, compared with 84% in 2026. Daily admissions represented approximately 16% of visits in 2026, with non-residents accounting for approximately 75% of daily admissions.

Daily pass sales have declined approximately 12% since 2024, while resident pass sales have declined approximately 23% since 2023. Non-resident and Northbrook pass sales have remained relatively stable. At the same time, average pass usage has increased approximately 31% since 2023. Non-resident pass holders visit most frequently, averaging approximately eight visits per season, compared with just under five visits for Glencoe residents and fewer than two visits for Northbrook residents. Glencoe residents accounted for approximately 48% of total visits in 2026, while non-residents, including Northbrook residents, accounted for approximately 52%.

Staff reported that 75% of beach operating days had 400 or fewer visits throughout the day, while 12 days recorded 500 or more visits. Weekends generally experienced the highest attendance, with activity concentrated around midday and declining into the evening.

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Collins also reviewed beach capacity estimates in response to questions raised at the previous meeting. Glencoe Beach has approximately 56,000 square feet of usable beach space, including approximately 30,000 square feet of higher-demand shoreline. Depending on the amount of space allocated per person, that shoreline area could comfortably accommodate approximately 206 to 309 people at one time. Using estimated visit durations, staff calculated that average weekend occupancy ranged from approximately 60 to 136 people at one time. On the busiest day of the season, which recorded just over 1,000 visits, estimated occupancy ranged from approximately 202 to 405 people, depending on how long visitors remained at the beach. Staff emphasized that daily attendance figures represent visits throughout the day rather than the number of people present at one time.

Collins also reviewed the Park District's reciprocal agreement with Northbrook, under which Northbrook residents receive resident pricing on Glencoe Beach season passes, but not daily admission. In exchange, Glencoe residents receive resident rates for Northbrook pools and certain aquatic programs, access to the Northbrook Dog Park at resident rates, and the use of Northbrook pools for preseason lifeguard training. Although Northbrook residents made approximately 2,600 visits to Glencoe Beach compared with approximately 800 visits by Glencoe residents to Northbrook pools in 2026, staff explained that Glencoe's usage was higher when adjusted for population.

Lakefront Visitation and Parking Availability

Assistant Director of Recreation and Facilities Adam Wohl presented additional attendance and parking information focused on the 25 busiest beach days of 2026, defined as days with 400 or more recorded beach visits. Those days averaged approximately 541 visits, with July 12 being the busiest day of the season.

Staff also reviewed data from Placer AI, which uses anonymized mobile device information and statistical modeling to estimate visitation patterns. Unlike the Park District's admission records, which capture beach check-ins during staffed hours, Placer AI estimates activity throughout the full day and can include visitors using Lakefront Park rather than the swimming beach. Staff explained that this information is useful for identifying general trends but has limitations when examining specific hours or smaller geographic areas.

The data showed that beach activity generally peaked in the early afternoon, while Lakefront Park activity was highest later in the day, particularly between 5:00 and 8:00 p.m. Staff noted that hourly Placer AI estimates may count the same visitor in multiple hours and should not be interpreted as an actual count of individual visitors.

Wohl explained that Park District staff conducted parking availability observations three times daily, at 10:00 a.m., noon, and 5:00 p.m., beginning after Memorial Day weekend through Labor Day weekend. The observations focused on the 96 angled parking spaces

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immediately surrounding Lakefront Park. The surrounding beach parking zone, which extends into nearby residential streets, includes approximately 86 additional spaces.

On the 24 busiest days for which parking observations were available, approximately 33 spaces were open on average during morning checks, with availability declining to approximately 16 to 17 spaces at noon and 5:00 p.m. On 13 of the 24 days, at least one observation found five or fewer spaces available. Of the 72 individual observations, only one found all 96 spaces occupied. Staff emphasized that these observations were snapshots taken at specific times and did not measure parking turnover or establish whether spaces were unavailable at other points during the day.

The Park District also commissioned a photographic parking study on 10 randomly selected days between June and August, documenting parking conditions around Lakefront Park, surrounding residential streets, and nearby Metra commuter lots. Staff noted that parking availability varied considerably, even on days with similar beach attendance, indicating that beach attendance alone may not fully explain parking demand.

Staff also reviewed visits during September and early October. Weather was identified as an important factor in post-season lakefront activity. September 2026 was cooler than the previous two years, while unusually warm weather in late September and early October 2025 produced significant increases in lakefront visitation, including several days with more than 1,000 estimated visits. Staff noted that these periods should be considered when evaluating seasonal parking regulations.

Village Parking Regulations and Comparisons

Public Works Director Monica reviewed the Village's authority to regulate parking through signage and presented examples of restrictions used throughout Glencoe. These included school-hour parking restrictions near West, Central, and South Schools; permit parking near schools and downtown; time-limited parking near Duke Park, St. Elizabeth, and Writers Theatre; and commuter parking regulations near the Metra station.

Staff explained that the Village regularly adjusts parking regulations to accommodate competing uses. For example, commuter parking near Duke Park was reallocated when the park was renovated to allow three-hour parking closer to the park. Similarly, time restrictions near schools, businesses, and houses of worship are intended to balance access among different users.

The Village also reviewed its seasonal resident parking permit program near Dell Place Beach. From April 1 through September 30, residents of 37 homes in the designated area receive two parking hangtags per household. Vehicles generally must display a permit to park on the street in the restricted area, with exceptions for certain service vehicles and arrangements for special events.

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Staff discussed the Village's 2025 downtown parking study, which found that Metra commuter lots were generally most heavily used during Tuesday – Thursday weekday mornings and midday hours, with availability increasing later in the day. It was noted that commuter lots are typically much less heavily used on weekends, including Mondays and Fridays, and may provide alternative parking opportunities during periods of high lakefront demand.

Public Safety, Parking Enforcement, and Traffic Incidents

Public Safety staff presented information on calls for service, parking citations, ordinance violations, arrests, and traffic crashes within the high-demand lakefront parking area. The Village established this area via ordinance adopted in 2026, which increased certain parking violation fines and incorporated additional vehicle code provisions.

Premise checks and parking enforcement were among the most common calls for service. Staff explained that increases in recorded premise checks beginning in 2024 were partly attributable to changes in how officers documented those activities, rather than necessarily representing an increase in incidents.

The most common parking citations in 2026 were for violations of posted parking signs and expired vehicle registrations. On the 25 busiest beach days, officers issued an average of approximately 6.5 citations per day, compared with approximately 2.6 citations on other days. Staff also presented citations by resident and non-resident status, noting that vehicle registration addresses do not always reflect where the driver currently resides.

Public Safety staff reported a change in enforcement practices for individuals found at the beach after park closing hours. This year, officers were directed to issue citations rather than relying primarily on warnings or requests to leave. As a result, 40 after-hours park citations were issued in 2026, including 39 to individuals identified as non-residents. The average citation time was approximately 11:30 p.m.

Five custodial arrests occurred in the lakefront area during 2026, involving a warrant, disorderly conduct, traffic-related offenses, and trespassing and resisting arrest. Staff also reviewed traffic crash data from 2021 through 2026, reporting that crashes were distributed throughout the area rather than concentrated at a particular location. Several involved vehicles backing out of parking spaces, a pattern also observed in other areas of Glencoe with angled parking. The lakefront area accounted for approximately 4% of Village-wide traffic crashes.

In response to questions, Public Safety staff explained that officers retain discretion when determining whether to issue a warning or citation for violations. Staff acknowledged concerns about vehicles improperly occupying angled spaces, extending into sidewalks or roadways, and backing into spaces and explained that restrictions on backing into angled parking spaces currently apply in the central business district but not generally around

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Lakefront Park. Similar restrictions could be considered for the lakefront through changes to regulations, signage, and pavement markings.

Understanding and Discussing Priority Issues through Data: Task force members discussed the information presented and how it related to the group's priorities. One member raised concerns about inaccurate information circulating on social media regarding the task force's composition and the Park District's beach surveys. Staff confirmed that all nine task force members, and the Task Force Chairpersons, are current Glencoe residents and clarified that the Park District, not the task force, had conducted the surveys. Staff explained that separate surveys were distributed to season pass holders and non-pass holders, including residents in the District's database, and were also shared through social media. Because survey links were forwarded, some responses may have been submitted using the incorrect survey. Staff noted that both resident and non-resident feedback was collected to help evaluate beach operations.

Task Force Members asked about evening beach visits after staffed admission hours. Staff explained that the beach remains accessible as a park until dusk, even after lifeguards and admission attendants leave. Placer AI information suggests continued evening activity, although the data cannot precisely identify how many people enter the beach after 8:00 p.m. Members also expressed concerns about improper parking along Longwood Avenue, between Hazel and Park, and asked whether restrictions on backing into angled spaces or entering them from the wrong direction could be implemented. Village staff indicated that such regulations could be considered.

Several members discussed what conclusions could reasonably be drawn from the data. One member identified relatively stable beach attendance, limited evidence of frequent beach overcrowding, higher citation activity on busy beach days, and the greater proportion of citations associated with non-resident vehicles as notable findings. Other members questioned how the beach occupancy estimates translated into parking demand, emphasizing that the Task Force's primary responsibility was parking rather than beach density. Staff explained that an estimated 200 beach visitors present at one time could represent approximately 100 vehicles if an average of two people traveled per vehicle, potentially filling the 96 spaces around Lakefront Park before accounting for park users, employees, service vehicles, and other visitors.

Task Force Members also reviewed the parking observation data and discussed the distinction between available capacity and occupied spaces. Staff clarified that the data generally showed parking areas were substantially occupied during busy periods, even though the observations rarely found every space full. Some members questioned whether the relatively cool and wet summer affected the results and emphasized that limited observations might not capture the most difficult parking conditions. Staff confirmed that

the 72 observations were taken on 24 of the busiest beach attendance days and represented physical counts conducted by Park District employees rather than estimates from Placer AI or the separate photographic study.

The discussion also addressed the cost of operating and maintaining Glencoe Beach. Members asked how much of the beach's operating and capital expenses are supported by user fees compared with property taxes. Staff explained that seasonal admission and pass revenues generally cover direct summer operating expenses, such as lifeguards, cashiers, and cart drivers. Other costs, including maintenance outside the beach season and capital improvements, are supported through property taxes, grants, and other District funds. Staff noted that the combined operating budget for the swimming beach, boating beach, and aquatic programs exceeds $500,000 and that program revenues can help offset certain operating costs. Members requested additional clarification of the beach's full financial picture, including overhead and capital costs. Chair Halwax requested that staff provide follow-up information while keeping the task force's primary focus on parking.

Task Force Members questioned why Glencoe has historically maintained free, unrestricted parking around Lakefront Park when several neighboring communities use paid parking, resident permits, or dedicated beach parking lots. Village staff explained that Glencoe's angled spaces are public on-street parking rather than a dedicated parking lot, making direct comparisons with neighboring communities more difficult. The spaces were believed to have been installed around the 1960s, and staff did not have documentation establishing why particular restrictions had or had not been adopted. Staff emphasized that the Village has authority to consider additional restrictions that the Task Force may recommend. Enforcement efforts would be necessary to ensure compliance.

Some Task Force members expressed concern that unrestricted free parking may attract additional non-resident vehicles, particularly because neighboring communities have more restrictive parking arrangements. Members discussed whether residents should receive priority parking, whether non-residents should be charged, and whether parking durations should be limited. Others emphasized the importance of considering the full range of lakefront uses and avoiding conclusions based solely on comparisons with communities that have different facilities and parking arrangements.

Staff reviewed additional North Shore lakefront comparisons, including Wilmette, Winnetka, Lake Forest, Highland Park, and Lake Bluff. These comparisons included available parking, restrictions, and estimated beach visits. Staff noted that the communities differ considerably in beach size, amenities, parking infrastructure, and access, making direct comparisons challenging. Members also asked whether information could be obtained about the revenue generated by paid parking in neighboring communities and the additional enforcement costs associated with those programs.

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One member asked whether Placer AI could provide statistical confidence measures or more precise information about peak visitation rather than averages. Staff explained that the modeling becomes less reliable when narrowed to specific dates, times, or small geographic areas, limiting the conclusions that can be drawn from those estimates.

Throughout the discussion, members acknowledged the substantial amount of information presented and thanked Park District and Village staff for their work. Some members expressed concern that the presentation included more information than necessary to evaluate the central question of parking restrictions, while others appreciated having comprehensive data available. Staff explained that the intention was to provide a factual basis for discussion rather than direct the task force toward a predetermined conclusion.

The task force was encouraged to review the presentation and supporting materials before the November meeting and submit any additional questions to staff. Staff indicated that the next meeting would focus more directly on potential solutions and recommendations.

Members of the Public in attendance who signed in or spoke: Molly Rymarz, Alec and Jennifer Litowitz, Betsy Baker, Steve Varick, Jeff Shapack, Carrie Rose, and Carl Gatenio

Matters from the Public:

Betsy Baker: Betsy Baker, a lifelong Glencoe resident, spoke about her family's history in the community and the importance of the lakefront to her childhood and her decision to raise her own children in Glencoe. She expressed concern that residents are increasingly unable to conveniently access the beach on busy summer weekends because parking spaces are occupied by visitors from outside the community. Baker described experiences of circling nearby streets, parking farther away, or abandoning planned beach visits. She emphasized that welcoming visitors and prioritizing residents do not have to be mutually exclusive and pointed to neighboring communities that provide preferential lakefront access for residents. She also raised safety concerns about traffic on surrounding residential streets, including blocked driveways, fire hydrants, and crosswalks, reduced intersection visibility, and hazards for pedestrians and cyclists, particularly children. She encouraged the task force to find a balance that maintains public access while improving resident access and neighborhood safety.

Steve Varick: Steve Varick, a Glencoe resident of approximately 35 years and frequent beach visitor, acknowledged that convenient parking is important, particularly for individuals with mobility limitations, including his wife. However, he questioned whether the available data supported significant changes to lakefront parking policies. He stated that the parking observations suggested a complete lack of available spaces was relatively uncommon, even if visitors occasionally had to walk several blocks. Varick expressed concern that major parking restrictions could unnecessarily change Glencoe's welcoming character to address conditions that occur only occasionally. He also discussed beach finances, stating that based on his review of prior-year information, beach operations were

approximately self-supporting and non-residents contributed a substantial share of admission revenue, which he estimated at approximately 63%. He cautioned that restricting non-resident access could increase the financial burden on Glencoe taxpayers. He encouraged the task force to preserve the community's tradition of welcoming visitors.

Myles Mendoza: Myles Mendoza, a resident, discussed the balance between making Glencoe welcoming and maintaining public safety and quality of life for residents. The speaker shared personal experiences growing up outside Glencoe and later choosing to live in the community. While acknowledging the positive intentions behind inclusive access policies, the he expressed concern about what they characterized as increasing crime and public safety incidents in the lakefront area. He suggested that current policies could have unintended consequences for neighborhood safety, property values, and the experiences of families who choose to live in Glencoe. The resident encouraged the task force to consider these concerns when evaluating parking and lakefront access policies.

Carl Gatanio: Carl Gatanio, a resident living near the beach, referenced concerns he previously raised at a May 21 Village board meeting and encouraged the task force to take a proactive approach consistent with the Village's mission. He emphasized that parking demand includes people who visit Lakefront Park and surrounding areas without entering the swimming beach, making beach attendance only one part of the issue. Gatanio cited several figures from the presentation, including that 13 of the 24 busiest days had at least one observation with five or fewer parking spaces available. He also referenced increases in parking citations, the proportion of violations attributed to non-residents, after-hours citations, and arrests as evidence of worsening conditions. Gatanio questioned why residents must pay to park in commuter parking lots while non-residents can park near the beach without charge for extended periods. He recommended free parking for Glencoe residents, paid parking for non-residents, and shorter parking durations, emphasizing the need to address these issues before conditions worsen.

Zach Spellman: Zach Spellman, a Longwood Avenue resident, thanked staff and the task force for their work. He acknowledged that parking conditions appeared to improve during the summer and attributed some of that improvement to additional signage and enforcement, as well as less favorable beach weather. However, he maintained that parking and public safety concerns remain. He cited information from the presentation indicating that a large proportion of parking and ordinance violations involved non-residents and that many incidents occurred during evening or nighttime hours. He expressed concern that free parking attracts vehicles to the lakefront for activities unrelated to beach use. Spellman emphasized that his primary concern was public safety rather than restricting access to the beach. He recommended limiting lakefront parking to Glencoe residents, arguing that this would be a straightforward approach similar to policies used in neighboring communities. He also encouraged continued enforcement, although

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he questioned whether relying solely on increased enforcement was an efficient long-term solution.

Jeff Shapack: Jeff Shapack, a Longwood Avenue resident, thanked staff for compiling the data and requested that future presentation materials be posted online before meetings so residents and task force members have sufficient time to review them. He emphasized that residents were not necessarily seeking to make the beach resident-only but wanted the Village and Park District to consider options such as higher non-resident admission fees, pass requirements, capacity limits, and parking restrictions. He questioned the benefits of the reciprocal agreement with Northbrook, citing the difference between Northbrook residents' visits to Glencoe Beach and Glencoe residents' visits to Northbrook pools. Shapack also expressed concern about beach activity after staffed admission hours and suggested that the Park District consider closing the beach access road earlier in the evening, potentially using gates. He argued that the Village already has tools available to regulate parking, as demonstrated by its commuter parking and Dell Place permit programs, but has not applied similar protections to the lakefront. Shapack requested a full financial accounting of the swimming and boating beaches, including overhead and capital expenses, as well as a poll of Glencoe residents before the November meeting. He questioned whether the data presented fully captured residents' experiences during busy summer periods and urged the task force to focus on practical solutions.

Jennifer Yeo: Jennifer Yeo, a Glencoe resident and parent of three young children, explained that her family previously purchased season beach passes but has stopped doing so in recent years. She described difficulty finding parking during three visits on busy summer days, including one occasion when her family parked approximately three blocks away and had to cross Sheridan Road with young children. She expressed concern that the distance and traffic conditions make access unnecessarily difficult and potentially unsafe for families. Yeo also described a crowded evening at Lakefront Park when benches, picnic tables, and the playground were heavily occupied. She reported observing visitors move from the park to the beach after admission checks ended, leaving litter behind. She recommended a resident parking sticker system, paid visitor parking in designated locations, and consideration of a third-party parking management company to reduce the enforcement burden on Public Safety. She also suggested that comparatively low non-resident beach pass prices, combined with free parking, may contribute to high visitor demand. Yeo emphasized that maintaining a welcoming community should not come at the expense of residents' ability to use local amenities.

Carrie Rose: Carrie Rose, a resident, thanked the task force and staff for their work and raised concerns about the financial impact of non-resident beach use and the level of taxpayer support required to maintain the facility. She shared that her family previously purchased season passes and regularly enjoyed Glencoe Beach, but her children no longer want to visit because they feel fewer Glencoe residents use the beach and they do

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not feel comfortable there. Rose also expressed concerns about activity in Lakefront Park, including encounters she described as uncomfortable and individuals distributing religious literature. She praised Park District and Public Safety staff while emphasizing that her concerns related to the overall atmosphere and perceived safety of the lakefront. Rose noted that her children now frequently visit Dell Place Beach instead of Glencoe Beach. She also pointed out that other communities, including Chicago, Evanston, Waukegan, and several North Shore suburbs, use paid or restricted parking without necessarily preventing public access. She encouraged the task force to consider similar parking policies to improve the experience for Glencoe residents.

Other Discussion: Task Force members expressed appreciation for the collaborative process between the Village, Park District, residents, and elected officials. Members emphasized the importance of continuing to approach the issue without predetermined conclusions and using reliable data to understand the extent, timing, and causes of lakefront parking concerns before developing recommendations.

Next Step: November 11, 2026 – The task force will use the baseline data and supporting materials presented at the October meeting to discuss potential parking solutions and recommendations. Members were encouraged to review the materials and submit any outstanding questions to staff in advance.

Adjourn: Member Feder moved to adjourn the meeting at 8:55 pm. Member LaPorte seconded the motion, which passed by unanimous voice vote.

Respectfully submitted,

Lisa M. Sheppard	Philip Kiraly
Secretary/Executive Director	Village Manager

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MEMORANDUM

TO: Lakefront Parking Task Force
FROM: Lisa Sheppard, Executive Director, Bobby Collins, Deputy Director/Director of Recreation
SUBJECT: Glencoe Beach Financial Overview
DATE: November 03, 2026

Overview
In response to questions raised by Task Force members regarding the financial operations of Glencoe Beach, staff have prepared this overview to provide additional context on operating expenses, revenue sources, cost recovery, and capital investments. The information is intended to help members better understand how the beach is funded and the potential financial implications of changes in attendance.

The Glencoe Park District generates revenue and incurs expenses associated with the lakefront in three primary areas:

1. **Beach Operations:** Revenue generated through swimming beach admissions, season passes, boating activities, and related services helps offset expenses associated with operating these facilities during the May through September season when the District provides additional services and staffing to promote public safety and enhance the beach experience of individuals enjoying the beach. This includes lifeguards, boat guards, admissions staff, cleaning, supplies, and other operating costs.

2. **Beach-Related Camps (Aquatics and Sailing):** Registration fees generate revenue from camps that use the beach. These activities also incur expenses associated with staffing, supplies, and program delivery.

3. **Beach as a Public Park:** The lakefront serves as a public park throughout the year, with expenses associated with grounds maintenance, landscaping, repairs, and general upkeep. These expenses continue outside the swimming season and are supported through the District's broader Parks Department maintenance budget rather than dedicated beach admission revenue.

Like other public parks and recreational amenities, the lakefront serves the broader mission of the Park District. The value of these public spaces cannot be measured solely through revenue and expenses. For example, playgrounds, swings, and slides are essential recreational amenities that serve the community but generate no direct revenue. Similarly, maintaining the lakefront as a public park fulfills the District's mission of providing recreational opportunities and public spaces, regardless of whether those activities generate sufficient revenue to recover their costs.

2025 Lakefront Financial Summary

Category	Revenue	Expenses	Net
Beach/Boating Operations[1]	$529,045	$575,246	($46,201)
Beach-Related Camps	$170,971	$55,030	$115,941

Category	Revenue	Expenses	Net
and Programs			
Year-Round Lakefront Park Maintenance	—	Included in Parks Department budget	—

[1] Beach/Boating figures are from the District's 2025 Annual Comprehensive Financial Report (ACFR), page 68.

2024 Cost-of-Service Analysis

As part of its 2024 Comprehensive Master Plan, the Park District completed a Cost-of-Service Analysis using FY 2023/24 financial data to evaluate the extent to which revenues generated by individual service areas recover their associated costs. The analysis incorporated both direct operating expenses and allocated indirect expenses, providing a more comprehensive measure of service-level cost recovery.

Beach Service	Revenue	Allocated Expenses	Cost Recovery
Beach Admissions	$320,750	$370,259	87%
Beach Programs	$177,117	$114,772	154%
Beach Rentals	$26,386	$37,792	70%
Boat Rentals and Storage	$128,878	$45,070	286%
Total	$653,131	$567,894	115%

Collectively, these beach-related services generated approximately $653,000 in revenue against $568,000 in allocated expenses, achieving a 115% cost-recovery rate.

2026 Swimming Beach Operating Revenue and Expenses

For 2026, the District projects approximately $373,136 in swimming beach operating expenses. Once the beach opens for the season, most of these expenses are relatively fixed. Costs associated with lifeguards, admissions staff, supervision, and maintaining a safe swimming environment must be incurred regardless of whether attendance is high or low on a particular day.

Revenue generated through season pass sales and daily admissions helps offset these expenses. Revenue from Glencoe residents, Northbrook residents, and other nonresidents collectively supports the staffing and services necessary to keep the beach open, while additional attendance generally adds relatively little operating expense.

As a result, the financial performance of the swimming beach depends largely on generating sufficient revenue to cover the costs already associated with operating the facility. A reduction in attendance does not result in a proportional reduction in expenses, as most staffing and operational requirements remain in place.

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Operating Expenses and Revenue Sources	Projected 2026 Amount	% of Total Revenue
Total Swimming Beach Operating Expenses	($373,136)	—
Revenue Offsetting Operating Expenses		
Glencoe Resident Daily, Guest & Season Passes	$124,165	31.9%
Nonresident Daily, Guest & Season Passes	$167,982	43.2%
Northbrook Daily, Guest & Season Passes	$59,985	15.4%
Other beach operating revenue (sun shelters, trellis, and umbrella rentals)	$36,531	9.4%
Total Operating Revenue	$388,663	100.0%
Projected Operating Balance	$15,527	—

Approximately 58.7% of projected operating revenue comes from nonresident admissions and season passes, including Northbrook residents. Glencoe resident admissions and passes account for 31.9%, with the remaining 9.4% generated through other beach operating revenue.

Illustrative Scenarios: Reduced Nonresident Attendance

If parking becomes less convenient or more restrictive for nonresidents, some visitors may choose not to purchase a season pass or visit the beach as frequently. This could reduce non-resident revenue, which currently helps offset the beach's relatively fixed operating expenses. Conversely, improved parking availability and convenience for Glencoe residents could encourage more residents to visit the beach or purchase season passes, potentially generating additional resident revenue. The extent to which increased resident participation might offset reductions in nonresident revenue is uncertain.

At this time, staff cannot reliably predict how non-resident attendance would respond to potential parking changes. To provide the Task Force with a range of possible financial outcomes, staff modeled illustrative reductions of 25%, 50%, and 75% in nonresident beach visits, including Northbrook visitors.

Model Inputs and Assumptions

The analysis uses the District's updated 2026 swimming beach operating projections and attendance information as its baseline. The following assumptions were used to estimate the financial impact of reduced nonresident attendance:

Baseline Attendance: The beach recorded 25,177 visits in 2026, including 12,085 visits by Glencoe residents (48%) and 13,092 visits by nonresidents, including Northbrook residents (52%).

Nonresident Revenue: Nonresident admissions and season passes generated approximately $227,967.

Operating Expenses: The model assumes the beach continues operating with substantially the same hours, staffing levels, and services. Most operating expenses would therefore remain even if attendance declined.

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Resident Participation: The scenarios assume some additional revenue from Glencoe residents as non-resident attendance declines.

Financial Impact	25% Reduction	50% Reduction	75% Reduction
Nonresident visits lost	3,273	6,546	9,819
Lost nonresident revenue	($56,992)	($113,984)	($170,975)
Avoided operating expenses	$2,449	$4,898	$7,346
Additional resident revenue	$3,039	$6,077	$9,116
Net Change in Operating Balance	($51,504)	($103,009)	($154,513)
Projected Operating Balance	($35,977)	($87,482)	($138,986)

Capital Improvements and Asset Protection
The Park District is responsible for protecting and maintaining the lakefront's public assets, including facilities, infrastructure, and shoreline improvements.

Capital projects are supported through a combination of funding sources, including grants, private donations, intergovernmental agreements, and property taxes. The District pursues outside funding opportunities to help offset the cost of maintaining and improving these assets.

Capital improvements are separate from the annual expenses associated with operating the swimming beach. Many of these investments are necessary to preserve the lakefront for future generations, regardless of annual beach attendance.

Governmental Accounting Standards and Financial Transparency
As a local governmental entity, the District prepares its audited Annual Comprehensive Financial Report in accordance with generally accepted accounting principles (GAAP) and applicable standards established by the Governmental Accounting Standards Board (GASB). These practices govern how revenues, expenditures, administrative costs, capital improvements, and debt service are recorded and presented. These standards provide a consistent framework for reporting public finances and differ from the accounting methods used by for-profit businesses.

The District's commitment to financial reporting has also been recognized by the Government Finance Officers Association (GFOA), which has awarded the District its Certificate of Achievement for Excellence in Financial Reporting for multiple consecutive years. These reporting practices are governed by established governmental accounting standards, including those set by the GASB, and are necessary to ensure consistency, accuracy, and accountability in reporting public finances.

To enhance accessibility, the District voluntarily prepares a Popular Annual Financial Report (PAFR) in accordance with GFOA best practices to make governmental financial information more accessible, understandable, and transparent to Glencoe residents. The PAFR is available on the Districts website.

VILLAGE OF GLENCOE
VILLAGE MANAGER'S OFFICE
675 Village Court, Glencoe, Illinois 60022
p: (847) 835-4114 | info@villageofglencoe.org | Follow Us: @VGlencoe
www.villageofglencoe.org

November 6, 2026

TO: Lakefront Parking Task Force
FROM: Monica Sarna, Public Works Director
Andy Perley, Public Safety Director

SUBJECT: Responses to Task Force Member Questions Regarding Lakefront Parking Conditions, Regulations, and Beach Operations

Background
As part of the Lakefront Parking Task Force's ongoing evaluation of parking and traffic conditions surrounding Glencoe Beach and Lakefront Park, several questions have been raised from members of the Task Force. The following information is intended to provide additional context to support Task Force discussions and identify areas where further analysis or coordination may be necessary.

1. Regulatory and Safety Limitations on Future Parking Changes
Lee Feder shared a question to staff that stated *"What rules or restrictions are there regarding potential future changes in parking. Specifically - are there state or safety or other rules that might restrict the option space of any changes to be considered?"*

While the Village's authority is broad to accommodate a wide variety of parking restrictions, rules and enforcement mechanisms, any proposed changes will need to be evaluated against applicable requirements, including:

- **Illinois Vehicle Code**: Parking and traffic restrictions must comply with applicable state laws and local authority provisions.
- **Traffic Control Standards**: Regulatory signage and pavement markings must be reviewed for consistency with applicable traffic control standards, including the Manual on Uniform Traffic Control Devices (MUTCD).
- **Emergency Vehicle Access**: Changes must maintain appropriate access for fire, ambulance, police, and other emergency response vehicles.
- **Accessibility Requirements**: Parking changes must account for applicable accessibility requirements, including accessible parking and pedestrian routes.

Total Number of Metered or Designated Parking Spaces	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4 percent of total

Looking at the entire block perimeter surrounding Lakefront Park, there are 4 accessible parking spaces meeting the requirement for number of accessible parking spaces. There is additional accessible parking down at the bottom of the access ramp at the beach.

Staff can provide guidance on how these requirements apply to any solutions that may be proposed to ensure compliance.

2. Angled Parking on Longwood Avenue Between Hazel Avenue and Park Avenue

Maggie Shapack requested additional information regarding the existing angled parking conditions along Longwood Avenue between Hazel Avenue and Park Avenue, specifically the inconsistencies in the dimensions of the existing angled parking spaces. Her photographs and email are included as attachments for the Task Force's information. Additionally, staff has created Exhibit A which provides dimensions on the angled parking spaces on Longwood between Park Avenue and Hazel Avenue. Staff believes that the spaces were generally designed to fit within the area that was likely once the landscaped parkway area.

As is evident in the attached Exhibit and in the pictures shared, the spaces are shallow and larger vehicles can sometimes overlap either the adjacent sidewalk or jut out into the roadway, or both. The sidewalk and angled parking configuration could be reconstructed to create a consistent parking stall dimension of approximately 20-foot within the existing right-of-way. However, given the IDOT standard for parking layout dimensions for 45-degree parking stalls, designing to the ideal 25-foot length would require the use of Lakefront Park. Alternatively, Longwood Avenue could be converted to one-way north bound traffic between Park Avenue and Hazel Avenue with appropriate signage during designated hours or periods of peak beach activity, similar to the time-restricted one-way traffic patterns utilized near schools.

3. Parking Citation Collection and Enforcement Data

Maggie Shapack also requested information regarding the effectiveness of parking enforcement, specifically the percentage of issued parking citations that are paid and the total dollar amount of fines issued compared to revenue collected.

The following table provides a breakdown of paid and unpaid parking citations in the High Demand Parking Area from May 1 through October 31, 2026. Excluded from the numbers below are 76 dismissed or voided citations and one warning. Parking citations can be appealed online and are reviewed by a Public Safety Lieutenant. The same appeal review process and standards apply Village-wide, including within the High Demand Parking Area. Common reasons for approved appeals include first-time violations resulting in a warning, proof of renewed vehicle registration, and confusion regarding permit requirements or designated parking areas. This process promotes consistent enforcement while allowing for individual circumstances, education, and clarification when appropriate.

Citation Status	Number of Citations	Dollar Amount
Paid (81%)	306	$38,200
Unpaid* (19%)	72	$14,900
Total (100%)	378	$52,100

The following table provides a breakdown of paid and unpaid parking citations **Village wide** from January 1, 2026, through October 31, 2026 excluding 536 dismissed/voided citations and 52 warnings.

Citation Status	Number of Citations	Dollar Amount
Paid (75%)	2,899	$208,700
Unpaid* (25%)	980	$122,365
Total (100%)	3,879	$331,065

**Unpaid citations may be sent to collections after 131 days.*

4. Additional Data Collected by Parking Task Force Member

Andre Lerman submitted his own photographs of parking conditions from the 2026 beach season. The dates and times of these photographs are provided as well. The information has been compiled in Exhibit B and attached for the Task Force's review.

Exhibit A - Angled Parking Space

Village Memo Item 2

GISConsortium

Beach Parking Stalls - Exhibit A



0 50 100 ft

Print Date: 10/29/2026

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

From: [redacted]
[redacted]
Subject: [redacted]
Date: Friday, October 10, 2025 11:54:56 AM

CAUTION: This e-mail originated from outside of the Village organization. Be thoughtful about opening attachments or clicking links.

Good morning So we can really have a focused conversation on parking and maximize the efficiency of the parking task force Please be a bit more forth coming about the spaces on Longwood in between Hazel and Park Avenue The inconsistency of the size of the parking space And the fact that cars are hanging halfway into the street or on the sidewalk

I am requesting that you explicitly show these parking spaces and measure the inconsistency in size & present that at the next task force meeting In addition, I am requesting that these photos specifically are shared with the task force Keep in mind none of these cars were ticketed

Thank you so much




Lakefront Park
June 11 10:11 AM


Lakefront Park
June 4 7:57 PM
LIVE



Maggie Rhodes Shapack
[redacted]
Chicago Park

Exhibit B - Andre Lerman Photos

Village Memo Item 4

Saturday June 27, 12:39PM

From: [redacted]
To:
Subject: [EXTERNAL] Saturday June 27 12:39 pm
Date: Thursday October 29 2020 8:38:54 PM

CAUTION This e-mail originated from outside of the Village organization. Be thoughtful about opening attachments or clicking links.

Hazel diagonal spaces



Sent from my iPhone

Sunday June 28. 9:49

From: [redacted]
To:
Subject: [redacted]
Date: [redacted]

CAUTION: This e-mail originated from outside of the Village organization. Be thoughtful about opening attachments or clicking links.

Hand/Longwood diagonal spaces



Sent from my iPhone

Tuesday July 6, 1:59PM

CAUTION: This e-mail originated from outside of the Village organization. Be thoughtful about opening attachments or clicking links.

Hand diagonal spaces, bike rack







Sent from my iPhone

From: [redacted]
To: [redacted]
Subject: [EXTERNAL] Friday, July 10, 2:43 pm
Date: Thursday, October 31, 2024 8:46:16 PM

Friday July 10, 2:43 PM

CAUTION: This e-mail originated from outside of the Village organization Be thoughtful about opening attachments or clicking links

Hazel diagonal spaces



Sent from my iPhone

Friday July 10, 5:45PM

From: [redacted]
Sent: [redacted]
Subject: [redacted]
Date: [redacted]

CAUTION: This e-mail originated from outside of the Village organization. Be thoughtful about opening attachments or clicking links.

Hand diagonal spaces



Sent from my iPhone

From: [redacted]
To: [redacted]
Subject: [EXTERNAL] Friday, July 10 5:46 pm
Date: Thursday, October 29, 2020 8:48:53 PM

Friday July, 10 5:46PM

CAUTION: This e-mail originated from outside of the Village organization Be thoughtful about opening attachments or clicking links

Longwood diagonal spaces



Sent from my iPhone

From: [redacted]
To: [redacted]
Subject: [EXTERNAL] Friday, July 10, 5:46 pm
Date: Thursday, October 29, 2020 8:47:59 PM

Friday July 10, 5:46 PM

CAUTION: This e-mail originated from outside of the Village organization Be thoughtful about opening attachments or clicking links

Hazel diagonal spaces



Sent from my iPhone

From: [redacted]
To: [redacted]
Subject: [EXTERNAL] Monday, July 13, 1:43 pm
Date: Thursday, October 29, 2020 8:51:50 PM

Monday July 13, 1:43 PM

CAUTION: This e-mail originated from outside of the Village organization Be thoughtful about opening attachments or clicking links

Hazel/Longwood diagonal spaces



Sent from my iPhone

Tuesday July 14, 1:44PM

[redacted]

CAUTION: This e-mail originated from outside of the Village organization. Be thoughtful about opening attachments or clicking links.

Handicapped diagonal spaces



Sent from my iPhone

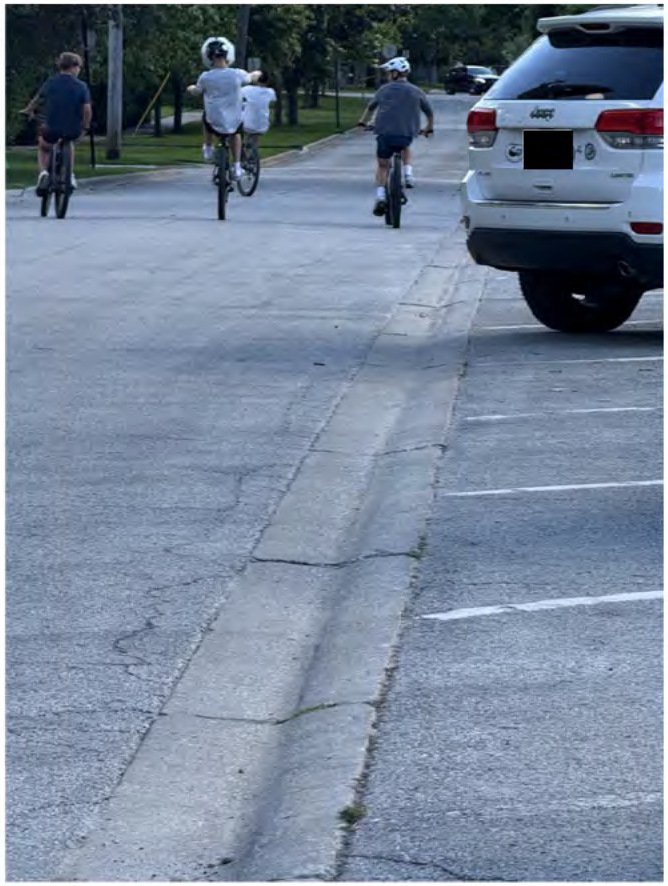
From: [redacted]
To:
Subject: [redacted] Hazel Avenue 5:53 pm Monday June 15 2026
Date: Thursday October 29 2026 8:31:19 PM

Monday June 15, 5:53 PM

CAUTION This e-mail originated from outside of the Village organization. Be thoughtful about opening attachments or clicking links.







Sunday July 22, 10:36 AM

From: [redacted]
To:
Subject: [EXTERNAL] Sunday July 22 10:36 am
Date: Thursday October 29 2020 8:50:20 PM

CAUTION This e-mail originated from outside of the Village organization. Be thoughtful about opening attachments or clicking links.

Hazel/Longwood diagonal spaces



Sent from my iPhone

From: [redacted]
To: [redacted]
Subject: [EXTERNAL] Wednesday July 28, 2:53 pm
Date: Thursday, October 31, 2024 8:54:19 PM

Wednesday July 28, 2:53 PM

CAUTION: This e-mail originated from outside of the Village organization Be thoughtful about opening attachments or clicking links

Hazel diagonal spaces





Sent from my iPhone

Friday August 7, 1:25 PM & 4:25 PM

[redacted]

CAUTION: This e-mail originated from outside of the Village organization. Be thoughtful about opening attachments or clicking links.

Hand diagonal spaces





Sent from my iPhone

Friday August 21, 2:52 PM & 5:25 PM

CAUTION: This e-mail originated from outside of the Village organization. Be thoughtful about opening attachments or clicking links.

Handicapped diagonal spaces, Hazel diagonal spaces





Sent from my iPhone

From: [redacted]
To: [redacted]
Subject: [EXTERNAL] Wednesday August 26, 6:53 pm
Date: Thursday, October 24, 2024 9:03:23 PM

Wednesday August 26, 6:53 PM

CAUTION: This e-mail originated from outside of the Village organization Be thoughtful about opening attachments or clicking links

Hazel diagonal spaces



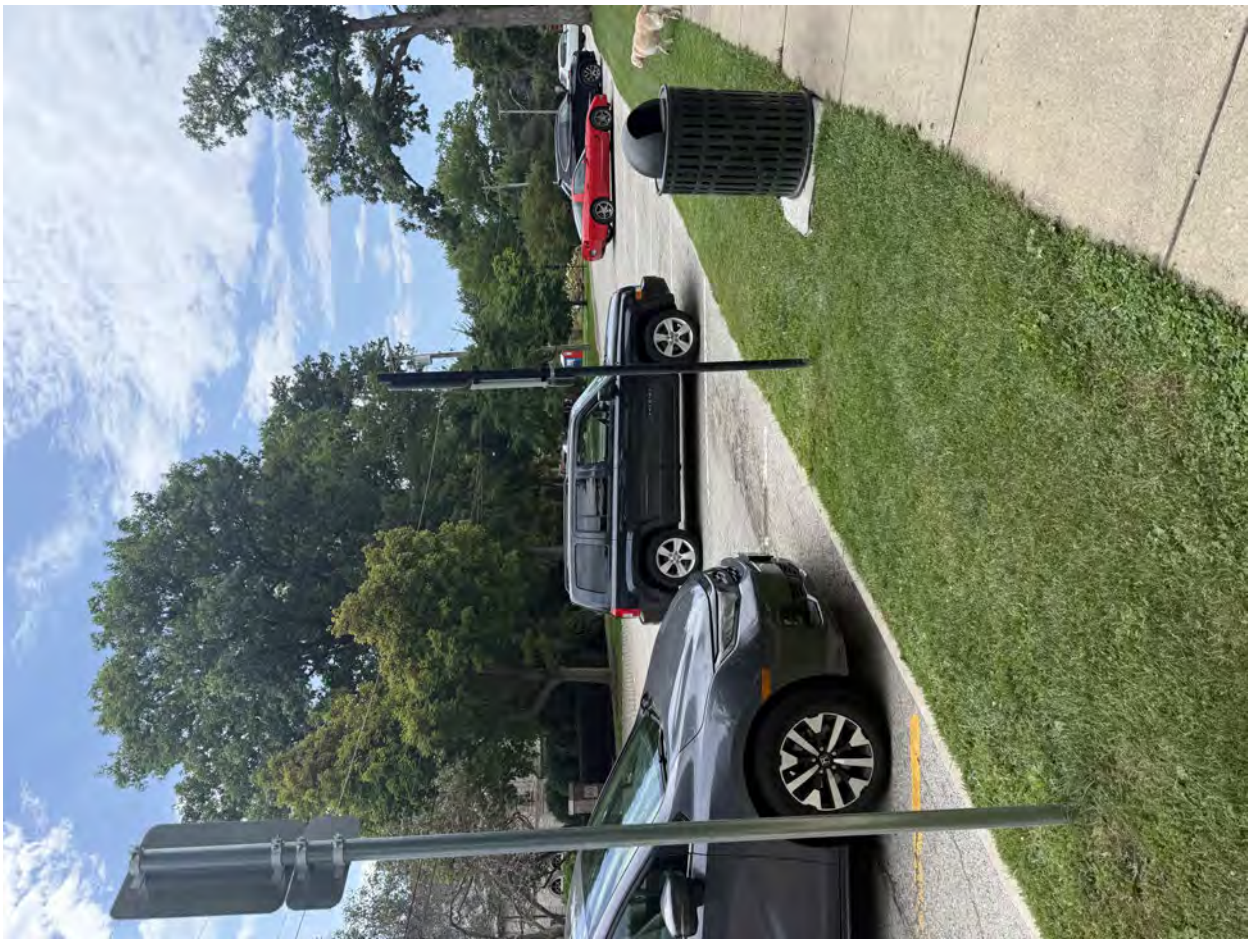
Sent from my iPhone

Friday September 4, 11:50 AM & 12:39 PM

From: [redacted]
To:
Subject: [REDACTED] Friday September 4 11:50 am 12:39 pm
Date: Thursday October 29 2026 9:03:23 PM

CAUTION This e-mail originated from outside of the Village organization. Be thoughtful about opening attachments or clicking links.

Hazel diagonal spaces





Sent from my iPhone