TRANSPORTATION & PARKING COMMITTEE

WEDNESDAY, MARCH 28, 2018 6:00 P.M. – 7:00 P.M.
Lorraine H. Morton Civic Center, 2100 Ridge Avenue, Evanston, IL 60201
Room 2404

1. Call to Order / Declaration of Quorum

2. Citizen Comments

3. Approval of Meeting Minutes of February 28, 2018

4. CTA and Pace Projects Update (Presentation)

5. Loading Zone - 1007 Church (Document Enclosed)

6. Central Street Bridge – Remove Parking (Document Enclosed)

7. Transportation & Parking Committee Membership update – (Document Enclosed)

8. Updates:
   - Transportation and Mobility Updates – (Document Enclosed)

9. ADJOURNMENT

   Next Meeting: WEDNESDAY, APRIL 25, 2018 at 6:00pm
TRANSPORTATION AND PARKING COMMITTEE
Wednesday, February 28, 2018
6:00 P.M. – 7:00 P.M.
Lorraine H. Morton Civic Center
Room 2402, Evanston, IL 60201


MEMBERS ABSENT: None

STAFF PRESENT: Parking Division Manager Jill Velan, Transportation and Mobility Coordinator Jessica Hyink, Acting Director of Administrative Services Kimberly Richardson

PRESIDING MEMBER: Ald. Wynne

1. Call to Order / Declaration of Quorum
   Chairman Ald. Wynne declared a quorum at 6:06 P.M

2. Introduction of new Committee members – Barbara J. Miller and Terri Dubin
   Barbara J Miller – is a resident and active cyclist.

   Terri Dubin – is the new committee member from the plan commission replacing Jim Ford

3. Introduction of new Transportation and Mobility Coordinator – Jessica Hyink
   Alderman Wynne introduced Jessica Hyink who gave some of her back ground. Jessica stated that she started with the city this month (February 2018) but prior to that she worked with the DeKalb-Sycamore Area Transportation Study with a focus on active transportation and public transit for about 3 years. Prior to that Jessica was a research coordinator at College of Urban Planning and Public Affairs.

4. Citizen Comments
   No Citizen comments at this meeting

5. Approval of Meeting Minutes of October 25, 2017.
   Minutes from the October 25, 2017 meeting were presented. A. Añón asked for phrasing to be corrected in regards to biking accommodations being looking into for Main street renovations. He wasn’t looking specifically for bike lanes. Also Alex wanted to make sure that the potential problems at the bump outs are due to drivers and not due to pedestrians.

   Item 1
   Motion to approve made by Ald. Revelle and seconded by Ald. Fleming
   Vote called and taken. Motion passed unanimously.
6. **2018 Transportation & Parking Committee Meeting Dates**

Two alternate dates are on the schedule, the first one being for March. The current scheduled date is during Spring break (3/28/18) with the suggested alternate date of 3/21/18. All the committee members were ok with keeping the meeting on 3/28. The second alternate date is during the month of August. The original schedule has the meeting on 8/22/18 during summer break, the alternate date being 8/29/18. Alderman Wynne suggests using the alternate date of 8/29/18 and the committee agrees.

**Item 2**

Motion to approve made by Ald. Fleming and seconded by L. Young

Vote called and taken. Motion passed unanimously.

7. **Discussion of Transportation & Parking Committee Membership**

Parking Manager Jill Velan begins a synopsis of the last time the committee membership was updated. In 2015 there was a desire for a fourth alderman to join, so to keep an odd number of committee members (for voting purposes) a multimodal transportation member was added to the committee.

L. Young commented that she remembers being an advocate for a multimodal transportation member being added and when it was being discussed that the member that filled this role should have expertise in multiple modes of transportation.

Ald Revelle states that this was also around the time that the committee itself changed from the parking committee to the transportation and parking committee.

Jill Velan also brings up that there was a chamber member that became an ex officio member of the committee. Jill’s understanding was that an ex officio member was kept through a transition time for the committee.

L. Young asks what being an ex officio member means.

J. Velan states that an ex officio member is a nonvoting member; they give background information, guidance, and expertise but do not have an actual vote. Jill continues, these changes back in 2015 have put the committee in a difficult position. Since there are 9 member in the ordinance then at least 5 members have to attend to reach a quorum. However, there haven’t been 9 members on the committee for a few years so this resulted in a number of missed meetings over that span. So the discussion tonight is to try to determine if the committee should go back down to 7 members.

Ald. Wynne comments that the committee needs to go back to 7 members. There are 3 aldermen on the committee and there is not a 4th alderman who currently wants to be on the committee, and there are currently 7 on the committee so adding another citizen would bring the committee to 8 which would not work.
Ald. Revelle asked new member B. Miller if she thinks that she fits the criteria for a multimodal transportation member.

B.J. Miller states that she pretty well versed in transportation issues but wouldn’t consider herself an expert.

L. Young asks if committee member Alex Añón could fit the role of multimodal transportation member. Alex is a part of the committee as a business owner.

B.J. Miller states that if they want to put in the ordinance that one of the resident members needs to fit the criteria of being a multimodal transportation member.

Ald. Wynne stated that this was the intention when the role was created in 2015, but finding a citizen with that fits the specific criteria who are also available is very difficult.

J Velan suggests thinking of an alternate way of thinking in regards to having a multimodal transportation member. Instead of looking a one person filling the role, the committee as a whole looks to have the expertise needed for this role. By trying to make a specific member fill this role it limits the number of people who could volunteer to be on the committee. Where the overall makeup of the committee could have the expertise needed.

Ald. Fleming states that if we keep the wording as is and a resident that meets the specific criteria is found then a 9th member would need to be added given the current configuration of the committee.

Ald. Wynne suggests that the committee recommend to the Rules Committee that the Transportation and Parking Committee go back to seven total members based on the current configuration of the committee.

B. J. Miller points out that the website doesn’t include language to show the multimodal makeup and thinks that the purpose statement of the committee needs to be updated to reflect the current status of the committee.

Ald. Fleming suggests that the wording needs to suggest that the committee as a whole has the expertise of a multimodal transportation member as well as suggesting that accessibility needs be a focus added to the mission statement.

B. J. Miller suggests that a good model when crafting the updated ordinance could be the Complete Streets Policy of Roadway Users that was approved last June (2017)

Ald. Wynne asks J. Velan if she want to re-draft the memo and bring it back to the committee next month (March 2018).

J. Velan wants to make sure that there will be a quorum in March to review updated document. Acting Director of Administrative Services Kimberly Richardson states that the next Rules Committee meeting is in April (the committee only meets the first Monday of the month if
there are agenda items). So Kim suggests that if there is no quorum in March, that Jill send out
the updated docs to committee members and still plan to take the updated ordinance to the
Rules Committee in April 2018.

J. Velan brings up having a Chamber of Commerce member as an official ex officio member on
the committee.

Ald. Wynne suggests that since the Chamber has not expressed interest that the committee
look to eliminate the ex officio member. They could have a member come and observe and
participate but not be an official part of the committee. Ald. Wynne brings up David Reynolds
who has been the ex officio member for a very long time since she has been a part of the
committee. She also mentions other committees in the city that had ex officio members during
her tenure on the city council.

Ald. Wynne asks committee member T. Dubin if the Plan Commission still had an ex officio
member.

T. Dubin stated that the Plan Commission just voted to remove their ex officio member the
week prior.

Ald. Wynne goes over why committees used to have ex officio members and their benefits she
then asks if having an ex officio member is needed on the Transportation and Parking
Committee. She stated that she doesn’t know when having an ex officio member was either
added or removed from the committee ordinance.

D. Reynolds also states he wasn’t sure if it was ever actually codified in the ordinance.

Ald. Fleming states that she doesn’t want to diminish the ex officio’s role, but she stated that
there are three city staff members who could serve as this de facto role (referring to J. Velan, J.
Hyink and M. Classen). Ald. Fleming also expressed concern about being in compliance if an ex
officio member is added to the ordinance and the committee is unable to fill the role.

D. Reynolds says that an ex officio being a part of a committee was never a requirement, it was
only for interested parties who wanted to help on a committee.

It was brought up that until recently the ex officio was listed as a member on the website.

Ald. Fleming also bring up that it seems other committees are phasing out this role.

Ald. Wynne stated that the committee should ask the Rules Committee for guidance in regards
to an ex officio member. She also stated how important and vital D. Reynolds has been to the
committee and hopes for his continued guidance. She also asks if Mr. Reynolds would still
participate even if he no longer had the official ex officio title.

D. Reynolds said he would still like to participate and contribute.
Item 3 held over till next meeting for updated Ordinance wording and to ask the Rules Commission for guidance about the role of ex officio members going forward.

8. Discussion of Parking Analysis

J. Velan talks about the many issues in parking and talks about the scope of the proposed Comprehensive Parking analysis. Jill talked about how every area of the city has some sort of parking issue an example is given about how when the about my place area was updated on the web site, the actual city code was used without GIS taking into consideration what signage was actually on the street. Jill mentions that something may have been a motion and was passed however, the actual code may not have been updated and it’s almost impossible to find when and where these changes originated. So people started getting rejected for parking permits on streets where they have been getting permits for years. She uses the example of districts 1 and 3.

Parking Operations Coordinator Marcos Classen stated that there are blocks that according by the ordinance are in District 1, however, the signs on the block have always read that the block was a part of District 3.

J. Velan continues on with the scope and brings up various issues the analysis would cover, including but not limited to Street Cleaning, Towing Policy, Loading Zone, Handicap Spaces, etc. Also looking at our current parking lots and what to do with them (redevelop, sell, etc.) The main point is that all these things are interrelated and it’s about how parking is actually being used. One thing she has learned is that parking habits change faster than the regulations that support them. So you have a system that is more reactive than proactive. During her tenure here in Evanston Jill has spoken with many people and most agree that it’s time that the city looks at the whole picture instead of only working on a case by case basis. So the plan is to bring in an outside consultant as this would be more efficient that using current city staff. This is just an overview and she wanted to include some goals and/or guiding principles. Jill reiterates that this is an open document and that she is looking for feedback to set up the analysis.

Ald. Fleming suggests that the area south of Main Street seems to be under represented. She brought up parking around St. Francis. She brings up the safe routes to school.

J. Velan spoke about how the current safe routes to school plan came to be and about how it needs to be reworked from the ground up.

M. Classen spoke about how the current plan doesn’t really address which corners crossing guards are needed and which ones they are not needed at.

J. Velan just wanted to reiterate this list just represents people that have raised issues to her, and the plan is for a city wide restructure. This is a long term plan, setting up community meetings, testing out pilot programs etc.
B. J. Miller likes the idea of a comprehensive study but suggests that the guiding principles are a little vague and may need more of a breakdown. Also there should be some future facing goals not only goals in reference to the current status quo.

Ald. Wynne talks about a different consultant from a few years ago that discovered that there were 17 different types of parking signs throughout the city and that refining the signs has been an ongoing process since.

L Young asks about the specialty of the eventual consultant, and talked about how a parking consultant may not have the expertise in transportation and vice versa, and how the city is planning for a consultant to accommodate a multimodal transportation module.

J. Velan agrees with L. Young and thinks that sometimes a consultant will know that they need a contractor (or sub-consultant) to cover the areas that they are not able to. The city is also looking at potentially splitting up the RFP among different consultants as part of the process is looking at the developmental side (parking lots). The city is open either way and we are trying to be flexible when planning.

L. Young brings up the guiding principles or goals should include equitable access to public amenities also brought up the rapidly changing parking environment around the world with the hope that the consultant would be able to suggest practices that may work in Evanston.

Ald. Wynne seconds this sentiment and thinks that looking at how other areas are using parking can help Evanston shape its parking going forward.

T. Dubin suggests that the city sticks with 1 RFP instead of splitting it up. So whomever wins the RFP can put together the team to accomplish our goals.

A. Añón asks if there any ideas in how to handle things like Uber, Peapod, Lyft, ETC.

J. Velan says that other cities are setting up car sharing areas and ask J. Hyink if she worked on any of these plans.

J. Hyink suggests that it’s still such a new “problem” and that this is a hot button issue. Right now the concern is the increased traffic congestion caused by the extra vehicles and that parking is the next domino to fall.

J. Velan mentioned some areas in California that are starting to implement new procedures for car sharing vehicles.

Ald. Wynne brings up pilot program for Zip car and mentioned the upcoming congestion tax in New York.

L. Young asks if the committee would be able to comment on the RFP.

Ald. Wynne asks if Jill was planning on bringing the RFP back to the committee.
J. Velan mentioned that she was trying to get the process going. She also reiterated that she wouldn’t be at the March meeting and that she doesn’t want to lose any more time in 2018.

Ald. Wynne suggests circulating the RFP to the committee members once it’s ready for feedback.

B. J. Miller brings up parking on Central Street Bridge

A. Añón asks what the budget for the analysis is.

K. Richardson states that the money was budgeted for and is coming out of the Parking Fund

J. Velan suggests that committee members send any suggestions to her if they come up with any ideas

9. Transportation and Mobility Updates

Ald. Wynne comments that because we ran out of time in the meeting that we would start the next meeting with the Transportation side of the agenda.

Ald. Fleming asks for CTA updates (nighttime and weekend)

Ald. Wynne asks about flag stops and asks about changes to Route 206.

J. Hyink asks for some clarification about what the committee wants to be covered.

10. Adjournment

Motion to adjourn made by Ald Revelle and seconded by L. Young at 7:08 P.M. Vote called and then taken. Motion passed unanimously.

The next Committee Meeting is March 28, 2018.
To: Alderman Melissa Wynne, Chairman  
Members of the Transportation & Parking Committee  

From: Jessica Hyink, Transportation & Mobility Coordinator  

Subject: North Shore Coordination Plan Update  

Date: March 23, 2018  

Background:  

Pace Bus and the Chicago Transit Authority (CTA) partnered to complete the North Shore Coordination Plan. The purpose of this plan is to review existing Pace and CTA routes in the North Shore Area, including Evanston, Wilmette, and portions of Chicago, Glenwood, Highland Park, Lincolnwood, Morton Grove, Northbrook, Northfield, and Skokie. The primary goals of the study are to reduce overlapping corridors and improve grid corridor connections.

Pace and CTA held a combined open house to receive community input on September 19, 2017, from 5-7 PM, at the Levy Senior Center. The meeting was well attended. Participants were able to discuss the plan with project team representatives and were invited to leave written comments on poster boards and comment cards. Community members could also provide comments via e-mail, phone, and an online comment form through the end of October 2017.

North Shore Coordination Plan Updates:  

a) A draft preferred plan has been developed. This plan has yet to be released to the public. The draft plan may be available in early April.

b) Proposed changes to Pace and CTA routes in the North Shore area have been released for review. See Table 1 for details.

  o Changes to routes will be released in phases, starting with Phase 1.

c) Phase 1 proposed service changes may be implemented as early as August 2018. Changes to routes in Evanston during phase 1 include Pace routes 208 and 213 and CTA routes 205 and 206. See Table 1 for a description of changes to these routes. A map of the proposed Phase 1 service changes is provided at the end of this memo as Attachment 1.
d) Community members will have an opportunity to provide feedback on the proposed Phase 1 service changes.

- A tentative public hearing has been scheduled for April 24, 2018, from 4:30 – 6:30 pm, at the Levy Center. The official public hearing information will be published in early April.

- The plan outlining the proposed changes, including Phase 1 changes, should also be announced in early April 2018.

### Table 1: Proposed Pace and CTA Route Changes in Evanston

<table>
<thead>
<tr>
<th>Agency</th>
<th>Route</th>
<th>Description of Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pace</td>
<td>208</td>
<td>Modify alignment to operate on Golf/Emerson and on Church between Dodge and Davis CTA.</td>
</tr>
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<td></td>
<td>213</td>
<td>Extend to Howard CTA via Chicago; short turn in downtown Winnetka; 40-min baseline/long trips with 20-min service along short trips portion of corridor during peak periods; picks up CTA Route 205 school trip to ETHS; North end consolidated service pattern between Northbrook Court and Highland Park provides more frequent service to both.</td>
</tr>
<tr>
<td></td>
<td>215</td>
<td>Extend Jefferson Park CTA via Crawford/Peterson/Cicero/Foster/Milwaukee; Maintain existing frequency of 20-min peak/40-min off-peak.</td>
</tr>
<tr>
<td></td>
<td>226</td>
<td>Extend to Howard CTA via Oakton-Crawford-Howard; short-turn at Milwaukee Avenue; 40-min baseline/long trips with 20-min service along short trips during peak periods; Maintain weeknight/weekend span/frequency of Route 215 for the new Route 226 short trip portion of corridor between Milwaukee/Oakton and Howard station. Service on Niles-Center Road between Oakton and Jefferson Park Transit service to be replaced with Route 225 service.</td>
</tr>
<tr>
<td></td>
<td>250</td>
<td>No change; Pulse Dempster line will improve corridor frequency.</td>
</tr>
<tr>
<td>CTA</td>
<td>93</td>
<td>Improve frequency.</td>
</tr>
<tr>
<td></td>
<td>97</td>
<td>No change.</td>
</tr>
<tr>
<td></td>
<td>201</td>
<td>Improve frequency.</td>
</tr>
<tr>
<td></td>
<td>205</td>
<td>Discontinue and replace with Pace Route 208 and 213 service.</td>
</tr>
<tr>
<td></td>
<td>206</td>
<td>Adjust service span to better match demand.</td>
</tr>
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</table>

**Attachment:**

Attachment 1 – Pace and CTA North Shore Coordination Plan Phase 1 Map
Phase 1
Proposed Service Changes
August 2018 Implementation

Notes
Route 208
- Same 30-min all-day frequency as today

Route 213
- 20-min peak / 30-min off peak frequency south of Winnetka
- 40-min peak / 30-min off peak frequency north of Winnetka
- New school trips to Evanston HS
Pace/CTA
North Shore Coordination Plan

Pulse
Dempster Line

City of Evanston
March 23, 2018
PACE/CTA COORDINATION PLAN

Improve/optimize coordination of CTA and Pace services:
• Better understand existing travel demands and transit markets
• Leverage changes in communities and transit investments since last major service revision in the area
• Create strong grid network
• Focus Resources to Improve Service for More Riders
• New connections and new markets
Study Area

North Shore Coordination Plan

Communities:
- Chicago
- Evanston
- Glencoe
- Glenview
- Highland Park
- Kenilworth
- Lincolnwood
- Morton Grove
- Niles
- Northbrook
- Northfield
- Skokie
- Wilmette
- Winnetka
# Proposed Route Network

## Routes with No Changes
- 250 and 290
- 917 and 155 (additional evening service added Fall 2017)

## New Routes
- A, B, and C
- N/A

## Restructured Routes
- 208, 213, 215, 225, 226, and 422
- N/A

## Routes with Frequency and/or Span Changes
- 213, 215, 225, 226, and 422
- 498, 93, 201 and 208

## Discontinued Routes
- 210, 421 and 423
- 54A and 205
## Proposed Route Changes

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<td>Modify alignment to operate on Golf/Emerson and on Church between Dodge and Davis CTA.</td>
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<td>210</td>
<td>Discontinue and partially replace with Route B, C and 215 services.</td>
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</tr>
<tr>
<td>213</td>
<td>Extend to Howard CTA via Chicago; short turn in downtown Winnetka; 40-min baseline/long trips with 20-min service along short trips portion of corridor during peak periods; picks up CTA Route 206 school trip to ETHS; North end consolidated service pattern between Northbrook Court and Highland Park provides more frequent service to both.</td>
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<td>Extend to Jefferson Park CTA via Crawford/Peterson/Cicero/Foster/Milwaukee; Maintain existing frequency of 20-min peak/40-min off-peak.</td>
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<tr>
<td>225</td>
<td>Reroute to serve Touhy/Central Street in Niles; add bidirectional service; extend span to all day with 30 min peak, 60 min off-peak service.</td>
<td></td>
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<td>226</td>
<td>Extend to Howard CTA via Oakton-Crawford-Howard; short turn at Milwaukee Avenue; 40-min baseline/long-trips with 20-min service along short trips during peak periods; Maintain weeknight/weekend span/frequency of Route 215 for the new Route 226 short trip portion of corridor between Milwaukee/Oakton and Howard station. Service on Niles-Center Road between Oakton and Jefferson Park Transit Center to be replaced with Route 225 service.</td>
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<td>290</td>
<td>No change.</td>
<td></td>
</tr>
<tr>
<td>421</td>
<td>Discontinue and reassign school trips to Route 422.</td>
<td></td>
</tr>
<tr>
<td>422</td>
<td>Reroute to serve the Glen of Glenview; pick up school trips from Route 421. Shermer-Waukegan-Lake Cook-Northbrook Court portion to be replaced with Route A service.</td>
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</tr>
<tr>
<td>423</td>
<td>Discontinue and replace both mainline and school trips with Route A and B services.</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>NEW: Linden to Northbrook Court via Sheridan-Willow-Glen Station-Shermer-Waukegan-Lake Cook-Northbrook Court; 60 min all day.</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>NEW: Harlem CTA Station to downtown Glenview via Harlem-Dempster-Waukegan; 30 min peak/60 min off-peak.</td>
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<tr>
<td>C</td>
<td>NEW: Bus-on-shoulder express from Jefferson Park Transit Center to Skokie/Touhy, with local service on Skokie-Golf-Lawrne-Old Orchard Road; deviations will serve the Dempster Yellow Line CTA station/Pulse Dempster station, Old Orchard Mall, and the Skokie Courthouse; 30 min all day.</td>
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<td><strong>CTA</strong></td>
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<td>54A</td>
<td>Discontinue and replace with Pace Route 215 and Route C services.</td>
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<td>155</td>
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PROPOSED ROUTE CHANGES

PHASE ONE 2018

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PHASE TWO 2019

PHASE THREE 2020

Public Hearing
April 24, 2018
4:30pm – 6:30pm
Levy Center Linden Room
300 Dodge Ave. Evanston, IL 60202

TENTATIVE

To be announced in early April
PLANNING AND DEVELOPMENT

• Pace Vision 2020 (2001)
• Arterial Rapid Transit Study (2009)
• 24 corridors identified, 7 corridors prioritized:
  • Milwaukee Avenue
  • Dempster Street
  • Halsted Street
  • 95th Street
  • Harlem Avenue
  • Cermak Road
  • Roosevelt Road
PROGRAM BENEFITS

• Shorter wait times
• Reliable schedule
• Modern passenger amenities
  • Bike/ped connectivity
  • Links to transit service
  • On board wi-fi
  • On board USB charging
• Branded vehicles
• Digital & audio stop announcements
• Bike racks
• ADA accessibility
TYPICAL STATION FEATURES

- Landscaping
- Customizable Railing Panels
- Vertical Marker with Real-Time Sign
- Heated Shelters with Custom Panels
- Trash Receptacle
- Bicycle Rack
- Concrete Bus Pad
- Green Text = Customizable Community Expression Options
- 12" Raised Platform with Heated Pavement

PULSE
DAVIS STATION
TIMELINE

Pulse Dempster Line Project Timeline

- **2015/2016**
  - Project Definition
  - Initial design concepts and station locations
  - Data collection
  - Stakeholder outreach

- **2017**
  - Environmental Review
  - Stakeholder outreach
  - Environmental and engineering analysis

- **2018/2019**
  - Design
  - Finalize design concepts and station locations
  - Stakeholder outreach
  - Begin vehicle procurement

- **2019/2020**
  - Construction
  - Bid construction package
  - Public Hearings
  - Start construction
  - Take delivery of vehicles

- **2020**
  - Pulse Dempster Line in Service
  - Begin Pulse Dempster Line Service
Steven Andrews
Pace Suburban Bus
Community Relations Representative
Cell: 847-997-1509
Steven.Andrews@PaceBus.com
Memorandum

To: Alderman Melissa Wynne, Committee Chair
    Members of the Transportation/Parking Committee

From: Kimberly Richardson, Acting Administrative Services Director
       Jill Velan, Parking Division Manager

Subject: Ordinance Amending Title 10, Motor Vehicles and Traffic, Chapter 4-14-7
        Passenger Loading Zones and Public Carrier Stops and Stands
        Designated, Schedule V11, Section 10-11-7(B): Loading Zones

Date: March 26, 2018

Recommended Action:
Staff recommends that the Transportation/Parking Commission request that the City
Council consider the adoption of an ordinance amending City Code Section 10-11-7(B),
Loading Zones, changing two taxicab parking spaces located at 1007 Church Street to
a 15 minute loading zone.

Livability Benefit:
Built Environment: Provide compact and complete streets and neighborhoods

Summary:
Staff has been in contact with the property managers of 1007 Church Street about their
need for a short-term parking area to accommodate their business tenants in the
building. This includes patient drop-off/pick-up at the North Shore medical facility as
well as other deliveries.

A few years ago two of the parking spaces directly adjacent to the front door of this
building were converted to taxicab parking to provide a staging area for taxicabs in the
area. The number of taxicabs in Evanston has decreased to the point that the City no
longer licenses taxicabs and these two designated parking spaces are no longer used.
In fact the spaces sit vacant the majority of the time and occasionally used as a short-
term loading zone.

Staff recommends that these spaces be signed to allow for all drop-off and pick-up to
the building including deliveries, Uber, Lyft, taxicabs and patients who are dropped off
by family/friends.

If the Transportation/Parking Committee recommends approval, staff will move forward
with the appropriate documentation to present an amended ordinance to the City
Council.
To: Alderman Melissa Wynne, Chairman  
Members of the Transportation /Parking Committee

From: Kimberly Richardson, Acting Administrative Services Director  
Jill Velan, Parking Manager

Subject: Central Street Bridge – On-Street Parking

Date: March 26, 2018

**Recommended Action:**
Alderman Revelle and staff recommend that the Transportation/Parking Committee consider recommending that the City Council rescind the recent ordinance allowing parking on the Central Street Bridge.

**Livability Benefit:**  
Built Environment: Provide complete streets and neighborhoods

**Summary:**  
In August 2017 The Transportation/Commission reviewed this item because at some point the City had allowed parking on the bridge but did not update the City Code. In order to receive Federal Funds an Ordinance allowing parking on the bridge needed to be adopted.

At a neighborhood meeting last week, residents requested that parking be removed from the bridge to allow for more decorative railings to enhance the area. City Staff member Sat Nagar will be at the meeting to answer engineering questions as necessary.

The Central Street Bridge over the Northshore channel is under the jurisdiction of the City of Evanston. MWRD originally constructed the bridge in 1907 when the channel was created and turned over ownership of the bridge to the City after completion. The City of Evanston leases adjacent property from MWRD which is utilized by the Canal Shores Golf Course, a public course running along both banks of the North Shore Channel north and south of the bridge.

In 2015, the Illinois Department of Transportation (IDOT) had required the City of Evanston (City) to “load-post” the bridge due to the deteriorated condition of the columns supporting the structure. IDOT awarded the City STP Bridge funding for the replacement of the structure July 2015. Emergency repairs were undertaken in the fall of 2015. The project construction limits are depicted in Exhibit A. The existing three
span structure will be replaced with a single span structure. Parking is allowed on south side of the bridge but there is no Ordinance approved by the City Council for this on-street parking as required by the state law. The proposed bridge cross section will provide a 54'-0" deck, face-of-curb to face-of-curb, with adjacent 10'-7" sidewalk and 1'-0" parapet on either side. The preferred typical section of the structure is depicted in Exhibit B. The project will include the rehabilitation of the adjacent roadway pavement and from west of the CTA station to Bryant Avenue.
To: Alderman Melissa Wynne, Chairman  
Members of the Transportation/Parking Committee

From: Kimberly Richardson, Acting Administrative Services Director  
Jill Velan, Parking Division Manager

Subject: Amended to Resolution 13-R-15 Amending the Purpose and Composition of the Membership of the Transportation/Parking Committee

Date: March 26, 2018

Recommended Action:
Recommend that the Rules Committee consider the following changes to Resolution 13-R-15:

Decrease the number of Mayor-appointed Transportation/Parking Committee members from nine (9) to seven (7), decrease the membership quotient for members from City Council from four (4) to three (3), require that among the membership there shall be at least one member at any given time with multi-modal transportation experience and remove the Chamber of Commerce Executive Director non-voting ex officio member requirement

Summary:
In March 2015 the Council Approved an amendment to The Purpose and Composition of the Membership of the Transportation/Parking Committee (attached). Due to continued quorum concerns, the Committee has been asked to review this document to discuss changes to the number of members.

This item and the changes above were discussed at the February 28, 2018 Transportation/Parking Committee meeting.
13-R-15

A RESOLUTION

Amending the Purpose and Composition of the Membership of the Transportation/Parking Committee

WHEREAS, the City of Evanston currently has a Transportation/Parking Committee which was established pursuant to Resolution 42-R-97;

WHEREAS, the Transportation/Parking Committee studies the intermediate and long term parking needs of the City and provides recommendations to the City Council regarding parking problems;

WHEREAS, Resolution 5-R-12 provided that eight (8) members of the Transportation/Parking Committee are to be appointed by the Mayor: three (3) members from the City Council, one (1) member being the Executive Director of the Chamber of Commerce, two (2) members as Evanston business owners or residents, one (1) member appointed by the Plan Commission from among its voting members, and one (1) member appointed by the Environment Board among its members;

WHEREAS, in December 2014, the Transportation/Parking Committee directed staff to draft this Resolution; and

WHEREAS, it is appropriate to amend the composition of the Transportation/Parking Committee to increase the number of Mayor-appointed Transportation/Parking Committee members from eight (8) to nine (9), to increase the membership quotient for members from the City Council from three (3) to four (4), to include the addition of one (1) Evanston resident with multi-modal transportation
experience as a member of the Transportation/Parking Committee, to change the capacity of the Executive Director of the Evanston Chamber of Commerce from a voting member of the Transportation/Parking Committee to a non-voting ex officio member of the Transportation/Parking Committee, and update the purpose of the committee to reflect the current transportation and parking needs of the citizens of Evanston.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EVANSTON, COOK COUNTY, ILLINOIS:

SECTION 1: That Section 1 of Resolution 5-R-12 is amended to provide that nine (9) members of the Transportation/Parking Committee are appointed by the Mayor: four (4) members are from the City Council, two (2) members are Evanston business owners or residents, one (1) member is an Evanston resident with multi-modal transportation experience, one (1) member is appointed by the Plan Commission from among its members, and one (1) member appointed by the Environment Board among its members. The Executive Director of the Chamber of Commerce shall participate as a non-voting ex officio member of the Transportation/Parking Committee.

That the Committee shall study the intermediate and long term parking and multi-modal needs of the City, including but not limited to, bicycle, transit, and walking with consideration of environmental issues and shall provide to the City Council, and other relevant committees, recommendations to resolve parking and mobility challenges.

SECTION 2: That this Resolution 13-R-15 shall be in full force and effect from and after its passage and approval in the manner provided by law.
Attest: Rodney Greene, City Clerk
Adopted: March 9, 2015
To: Alderman Melissa Wynne, Chairman  
Members of the Transportation & Parking Committee

From: Jessica Hyink, Transportation & Mobility Coordinator

Subject: Transportation & Mobility Updates for the March 28, 2018, Transportation & Parking Committee meeting

Date: March 23, 2018

Summary:

This memorandum provides a brief update on items related to the work conducted by the Transportation & Mobility Coordinator.

Bicycle Program Updates:

a) Divvy Program:

   o Since Divvy’s launch in Evanston at the end of June, 2016, over 34,300 trips started from an Evanston-based station. February ended with approximately 1,070 active Evanston based Divvy annual members and nearly 2,570 24-hour passes having been sold. Provided below are the key metrics through February, 2018:

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<tr>
<td>Trips Starting in Evanston</td>
<td>+34,300 trips</td>
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<tr>
<td>Evanston Based Riders</td>
<td>~1,070 active annual members, ~2,570 24-hour passes</td>
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<tr>
<td>Total Miles Traveled by Evanston Riders</td>
<td>+69,900 miles</td>
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<tr>
<td>Total Calories Burned by Evanston Riders</td>
<td>+3,000,000 calories</td>
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<tr>
<td>Total Pounds of CO2 Potentially Off-Set</td>
<td>+47,500 lbs</td>
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