TRANSPORTATION & PARKING COMMITTEE

WEDNESDAY, MAY 23, 2018 6:00 P.M. – 7:30 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 April 25, 2018

4. Transportation & Parking Committee Membership

5. 609 South Blvd Loading Zone

6. Chicago Transit Authority (CTA) Memorandum of Understanding

7. Divvy for Every Evanstonian (Presentation)

8. CTA/Pace Phase 1 Update

9. Updates:
   - Transportation and Mobility Updates
   - Parking Updates

10. ADJOURNMENT

   Next Meeting: WEDNESDAY, JUNE 27, 2017 at 6:00pm
TRANSPORTATION AND PARKING COMMITTEE
Wednesday, April 25, 2018
6:00 P.M. – 7:00 P.M.
Lorraine H. Morton Civic Center
Room 2404, Evanston, IL 60201

MEMBERS PRESENT: Ald. Wynne, Ald. Revelle, A. Añón, L. Young, B. J. Miller, Ald. Fleming

MEMBERS ABSENT: T. Dubin

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

PRESIDING MEMBER: Ald. Wynne

1. Call to Order / Declaration of Quorum
Chairman Ald. Wynne declared a quorum at 6:03 P.M.

2. Citizen Comments
Most of the citizen comments were geared towards item 4 the S permit review. The first comment was from Mel Weiner who lives in an area adjacent to the current S district and he questioned the procedure used when the S district was first established. The other comments about District S were from residents who live on Hurd and were complaints about the process in which this issue was introduced. One of the main issues presented by the residents on Hurd was the way that Alderman Suffredin handled the messaging of what he was looking to do in the area and how residents were notified about his goals for the area. The other main issue was that residents are worried that parking would once again become a problem is the district were to be altered in any way.

The discussion then shifted to the proposed Pace/CTA changes. Dan Joseph went over the various route changes for routes 205, 208, and 213 and expressed his belief that the City need to put more pressure on Pace to get across how severe of an impact the proposed changes would be. Ald. Wynne agreed with this sentiment and stated that she had already been in contact with the city manager and mayor about the issue.

The discussion then went back to Hurd St and Ald. Wynne officially started the discussion on item 4 on the agenda S Permit District Review.

4. S District Review

Ald. Revelle began with the discussing how a parking survey is conventionally run and about how data is collected from a given area. She brings up the Parking Analysis that was discussed in the last
meeting and asks if maybe Ald. Suffredin didn’t know about the pending analysis and if this area would be incorporated.

Parking Manager J. Velan stated that due to the city adopting the priority based budgeting that the parking division would be internalizing the parking analysis but that this was one of the areas that was going to be included.

Ald. Fleming talked about how she believes that the city should be looking at adopting a more rotational analysis of various city ordinances. She believes that just because a decision was made about an area in the past that it doesn’t mean that habits don’t change. She would urge that the city looks to come up with a policy where decisions made are automatically brought up for review instead of waiting for complaints from residents in a given area.

3. Approval of Meeting Minutes of March 28, 2018

Item 1
Motion to approve made by Ald. Revelle and seconded by L. Young
A vote was called and taken. Motion passed unanimously.

4. District S Review (reprise)
Parking Manager J. Velan just asks for some clarification about the timeline introduced by Ald. Suffredin and it is decided that a little more time to conduct the survey of the area makes sense. Parking will survey the area and bring the data back to the committee in July or August of 2018.

The discussion closed with some comments from Acting Director of Administrative Services Kimberly Richardson about what would be included in the public record in regards to the survey.

5. Transportation for Evanston Update
City Ombudsman Audrey Thompson talked about the evolution of the Taxicab Coupon program into the new Transportation for Evanston program. She talked about how the old program (Evanston Benefit Card) was not robust enough to meet resident needs. Program participants were not treated well when using coupons because taxi drivers knew they had a coupon and didn’t feel the fare was fair.

With the new program participants who qualify would have two different options either a debit card or the traditional taxicab coupons. Coupon support will continue at least until April 2019 when the coupons will be revisited. Coupons are still being used because of the learning curve involved with teaching participants how to use smartphones/debit cards to eventually eliminate any potential discrimination and also open up riders to using rider programs like Lyft and Uber. There are also different subsidies based on income. Group One: City will match up to $125 for a total not to exceed $250 per month. Group Two: City will match up to $75 for a total not to exceed $150 per month (2 different annual income requirements $0 - $15000 and $15001 - $30,000) The Taxicab coupon cost was increased to $5 (from $4).
Additional focus groups and teaching seminars will be taking place throughout the rest of the year beginning in May 2018.

Ald. Wynne acknowledges that there isn’t a lot of time left in the meeting but want to bring up the Pace/CTA issues again.

Alex Añón asked alderman Wynne a timeline as to when she talked to the mayor and/or city manager

Ald. Wynne notes that she has been in contact a few times but reached out again after the most recent CTA meeting (April 24th)

It was also mentioned that these changes were made to be as imminent as they apparently are based on the presentation that Pace made at the March committee meeting.

6. Transportation & Parking Committee Membership Update
   To be brought back to the May meeting to then go to the rules committee in June

7. Adjournment

   A Motion to adjourn was made by Ald. Fleming seconded by Ald. Revelle at 7:07 P.M. A vote was called and then taken. Motion passed unanimously.

The next Committee Meeting is May 23, 2018.
To:           Alderman Melissa Wynne, Chairman
             Members of the Transportation/Parking Committee

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

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

Date:        May 21, 2018

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.

At the April 25, 2018 Transportation/Parking Committee Meeting a matrix was provided
showing the evolution and timeline of the Committee’s membership and duties.

For the May 23, 2018 the Committee needs to discuss was changes they would like to
recommend to the Rules Committee for their June meeting.
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: May 21, 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 one parking space, located on the Northeast corner of the 600
Block of South Blvd, to a 30 minute seasonal loading zone.

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

Summary:
Staff has been in contact with the business owner, Ice House Gallery, at 609 South Blvd
about their need for a short-term parking space to accommodate deliveries.

The Ice House Gallery opened on October 6, 2017 at 609 South Blvd. Currently, they
have no access from the rear of their building for artists to drop-off art work.

Staff recommends that one space on the northeast corner of the 600 Block of South
Blvd be designation at a 30 minute loading zone seasonally from April 1 to October 31
during the day from 8:00 am – 6:00 pm seven days a week.

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: Jessica Hyink, Transportation & Mobility Coordinator

Subject: CTA Memorandum of Understanding

Date: May 18, 2018

**Recommended Action:**

Recommend City Council approve the City Manager to sign a Memorandum of Understanding (MOU) with the Chicago Transit Authority (CTA) for the purpose of modernizing the CTA Purple Line in Evanston.

**Livability Benefits:**

- Built Environment: Promote diverse transportation modes
- Climate & Energy: Reduce greenhouse gas emissions
- Equity & Empowerment: Ensure equitable access to community assets

**Summary:**

The CTA is actively seeking funds for the future phases of the Red Purple Modernization (RPM) project, including the Purple Line and CTA stations in Evanston. In early 2018, the CTA secured funding and is continuing to seek funding to complete the RPM future phases project. The CTA is seeking a local match from the City of Evanston for secured and future funding for the portion of the project to be completed in Evanston. Evanston staff identified the remaining $1,000,000.00 in the Washington National Tax Increment Finance (TIF) district as a source of funds. This TIF expires at the close of 2018. No other projects have been identified for use of these funds.

Funding for the RPM future phases project will be dedicated to planning and initial engineering. Stations will be evaluated on condition and accessibility. Stations lacking compliance with the Americans with Disabilities Act will be prioritized for funding under a capital improvement grant. Rebuilding and modernizing the stations will improve the efficiency and capacity of operations.
Background:

The CTA identified the Red and Purple Line tracks from Belmont in Chicago to Linden in Wilmette were built nearly a century ago and are at the end of their useful life. Frequent maintenance hinders service and is costly. Thus CTA identified these lines for funding in 2009 and began a public outreach campaign from 2009-2010 to understand public priorities. CTA began preliminary engineering in 2011 and sought assistance from the Federal Transit Administration on phasing the project in 2013. Additional community outreach meetings were held in 2012, 2014, and 2015. CTA secured local funding in 2016 through a Chicago transit TIF district.

The RPM project will be funded in phases. CTA has secured $2.1 billion for the first phase of the project. This phase does not include improvements to the Purple Line in Evanston. In early 2018, CTA secured funding from the CMAP Unified Work Program (UWP) grant to begin planning for future phases of the RPM, including the Purple Line and CTA stations in Evanston. This grant requires a local match for the portion of the project benefiting Evanston.

Evanston staff identified the Washington National TIF District as a potential source for the local match required of the UWP grant. This TIF was originally used to finance the Fountain Square project among other smaller project. As much as $1,000,000.00 is expiring from this TIF at the close of 2018. CTA has asked the City to designate up to the full amount remaining in the TIF to finance the future phases RPM project in Evanston.
Divvy for Everyone - Evanston (D4EE)
Proposal for expanded bike share options for all residents

Jessica Hyink
Transportation & Mobility Coordinator

May 23, 2018
D4EE PROGRAM ENROLLMENT

• One-time $5 Annual Membership
  - Income eligible residents
  - 16 and older
  - No credit card required

• In-person enrollment
  - Civic Center
  - Parks, Recreation & Community Service Facilities
2018 INCOME ELIGIBILITY GUIDELINES

• Based on Parks, Recreation & Community Service Fee Assistance
  – Illinois Public Aid
  – General Assistance
  – School Lunch Program
  – Income Tax Return
  – Immigration I-20 Form
  – Social Security Income
  – Unemployment Verification

<table>
<thead>
<tr>
<th>Household Size</th>
<th>Income Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>$22,311</td>
</tr>
<tr>
<td>2</td>
<td>$30,044</td>
</tr>
<tr>
<td>3</td>
<td>$37,777</td>
</tr>
<tr>
<td>4</td>
<td>$45,510</td>
</tr>
<tr>
<td>5</td>
<td>$53,243</td>
</tr>
<tr>
<td>6</td>
<td>$60,976</td>
</tr>
<tr>
<td>7</td>
<td>$68,709</td>
</tr>
<tr>
<td>8</td>
<td>$76,442</td>
</tr>
</tbody>
</table>
D4EE PROGRAM COST

• No Direct Cost to City
  – Existing staff to enroll residents

• Increased Revenue
  – Membership fees paid to city
  – Expanding membership reach
    • Invest in cost of Divvy program
    • Invest into Fee Assistance
D4EE PROGRAM SUMMARY

• Eliminate financial membership barriers
• One-time, one-year subsidized membership
• Establish cash payment system
• In-person enrollment, no technology required for resident
• Docks do not require a smart phone
NEXT STEPS

• Expand number of stations
  − Oak Park stations available at reduced rate
  − Lack of connections on west side
    • But good connections to transit to the east

• New financial opportunities
  − Projecting under budget for the year
  − Chicago sharing bicycle ad revenue in 2019
  − Potential for new ad revenue on docks
  − Membership increasing faster than Chicago
Memorandum

To: Alderman Melissa Wynne, Chairman
   Members of the Transportation & Parking Committee
From: Jessica Hyink, Transportation & Mobility Coordinator
Subject: CTA/Pace Phase 1 Update
Date: May 17, 2018

Background:

Pace Bus and the Chicago Transit Authority (CTA) partnered to complete the North Shore Coordination Plan. In April 2018, Pace and CTA released the Final Report and Route-by-Route Summary of Changes on the project website. As part of the plan, CTA proposes the discontinuation of Route 205, which provides 15 – 30 minute service frequency from 6:20 am – 6:35 pm, including direct stops to and from ETHS. Pace proposes to replace direct service to ETHS with one route from southeast Evanston in the morning and one route from ETHS to southeast Evanston in the afternoon with the extension of Pace Route 213 to CTA Howard Terminal.

Pace and CTA held a joint open house to receive community input on the Final Report and Route-by-Route Summary of Changes on April 24, 2018, from 4:30 – 6:30 pm in the Levy Senior Center. The public hearing was well attended and many attendees had to stand. Attachment 1 provides a summary of the testimony/comments received from the hearing.

In response to the plan and public concern regarding a lack of equivalent service to Evanston Township High School (ETHS), the Evanston City Council passed Resolution 25-R-18 - Supporting Direct Public Transit Service to ETHS, on April 30, 2018.

North Shore Coordination Plan Phase 1 Update:

The Pace Board of Directors met May 9th at Pace Headquarters. Director Canning, Pace’s Director for North Shore Cook County, presented on the public hearing summary (Attachment 1). Transcripts, written comments, the City’s resolution, and other related communications have also been presented to the Pace Board of Directors. At this time, Pace is taking no action on the Phase 1 bus route recommendations resulting from the Pace/CTA North Shore Coordination Plan.

Director Canning stated Pace and CTA staffs are working to address issues raised at the public hearing held on April 24th at the Levy Center. Pace and CTA are reviewing
the existing plan to determine if modifications can be made and how modifications may impact budgets. Director Canning said Pace and CTA staffs plan to meet with community stakeholders including Evanston Township High School officials and City of Evanston elected officials and staff. He added Pace and CTA continue to plan to adopt bus route changes within Evanston this summer.

On Friday, May 11th, Pace staff requested a meeting with City and ETHS officials. On Monday, May 14th, Evanston staff invited Alderman to participate in this meeting. After receiving confirmation from Alderman about interest in participating, staff sent a request for availability to all participants. Throughout the scheduling process Evanston staff remained in contact with Pace staff. On May 16th Pace officials told Evanston officials that the scheduling process was taking too long. Evanston staff offered to meet with Pace on Thursday, May 17th, but Pace staff said they would wait until Evanston and ETHS officials could also attend the meeting. While Evanston staff waited for confirmation from ETHS officials about availability to meet, Pace officials again told Evanston officials the process was taking too long to schedule. The meeting was scheduled for Monday, May 21st, regardless of availability, at the request of Pace and Evanston officials.

Staff will provide an update on this meeting during the May Transportation and Parking Committee Meeting.

Attachment:
Attachment 1 – Pace Memorandum: Public hearing summary
DATE: April 30, 2018

TO: T.J. Ross
Executive Director

FROM: Rocky Donahue
Deputy Executive Director, External Relations/Internal Services

SUBJECT: Public hearing summary on proposed changes to Route 208 – Golf Road and Route 213 – Green Bay Road

Pace and the Chicago Transit Authority (CTA) held a public hearing in Evanston at the Levy Center 300 Dodge Avenue on Tuesday, April 24, 2018, to discuss proposed changes to Pace Route 208 – Golf Road, Pace Route 213 – Green Bay Road, and CTA Route 205 Chicago/Golf, resulting from the Pace/CTA North Shore Coordination Plan. Pace and CTA jointly initiated the study in 2016 with the primary goal of coordinating Pace and CTA fixed-route service in the North Shore area. This hearing represents the first phase of proposed changes under this plan, which include:

- The discontinuation of CTA Route 205 Chicago/Golf
- The realignment of Pace Route 208 – Golf Road to operate service east of Westfield Old Orchard Mall via Golf-Dodge-Church-Davis CTA Station; to remove service on Skokie Boulevard between Golf Road and Church Street and on Church Street between Skokie Boulevard and Dodge Avenue.
- Changes to Pace Route 213 – Green Bay Road to extend service to the Howard CTA Station via Chicago Avenue; to improve service frequency between downtown Winnetka and Howard CTA Station; to operate school-day only service between Howard CTA Station and Evanston Township High School; to realign service between Northbrook Court and Highland Park to operate via Route 41; to remove service on Green Bay Road between Lake Cook Road and Highland Park Metra Station.

Christopher Canning, Pace’s Director for North Shore Cook County, served as hearing officer for Pace. Gregory Longhini, CTA’s Assistant Secretary of the Board, served as hearing officer for CTA. A total of 98 people attended the public hearing, of which 36 provided public comment. Additionally, Pace received 101 written comments and a petition with 92 signatures.

Most of the comments received were related to the proposed discontinuation of CTA Route 205 Chicago/Golf and service for Evanston Township High School students. We also received comments related to the proposed removal of Pace Route 208 service on Church Street and proposed frequency and routing changes on Pace Route 213. Attached is a summary of public comments provided at the hearing as well as all written comments received to date. A transcript of the hearing will be made available.
Public Hearing Comments Received on the Proposed Changes to Pace Route 208 – Golf Road, Pace Route 213 – Green Bay Road, and CTA Route 205 Chicago/Golf

Summary of comments received at the hearing:

**Comment 1** – Will Route 422 enter the courthouse complex or stop on street? Route 422 should enter the Cook County courthouse at all times of the day or Route 208 should go to the courthouse via Woods Drive. The courthouse needs consistent service. For ETHS, not all of the students can fit in one forty-foot bus. Can CTA use articulated buses to handle the loads. A different route number should be used for school trips to differentiate it from regular trips.

**Comment 2** – We live near Ridge. My daughter goes to ETHS. I am alarmed that Route 206 was reduced already. It should be returned to the former schedule. My daughter can take this route to and from school. There is no Route 206 service midday for summer school so she has to take Route 205 at those times. Route 201 service should operate later until 10:00 pm. Service is also lacking between 5:23 pm and 5:53 pm. I want a 5:38 pm bus. I would like a Route 250 stop at Dempster and Ridge to make connections to Route 201. I have bad knees so the CTA Main Street station is not a good alternative because it is not handicap accessible. I appreciate that there may be weekends service on Chicago Avenue.

**Comment 3** – I am a student at ETHS and ride Route 205 every day. There is one trip in the morning and one trip in the afternoon. I have extracurricular activities. Route 205 gives me multiple options to get to school. I also have a weekly appointment near the courthouse. This plan would cut off my access to the courthouse.

**Comment 4** – I have a grandson attending ETHS. He has to leave early because the next bus is overcrowded. One bus is not going to work. It would be hard for families who are working and can’t take kids to and from school. There needs to be more than one bus in the morning and afternoon.

**Comment 5** – I live in Skokie and catch the bus on Church Street. With the elimination of Route 208 on Church, it’s impossible to take Route 208 to Old Orchard mall. I have to walk six blocks to Golf. I want Route 208 to stay on Church Street.

**Comment 6** – I did not find out until last Thursday about the hearing. I gathered a petition with 92 signatures. We oppose the changes to Route 208. By eliminating service between Crawford and Dodge, people will be faced with longer commute times and be faced to cross dangerous intersections.

**Comment 7** – Operating express on Route 41 on Route 213 doesn’t help anyone. People depend on the bus on Green Bay Road between Lake Cook Road and Highland Park Metra. How do the Route 213 changes impact New Trier Winnetka students who need to travel north of downtown?

**Comment 8** – I have two students who will be at ETHS and am concerned about cuts for high school service. One trip on Route 213 to the high school is not sufficient. As a flag stop route, CTA Route 206 alternative stops are unclear. A bus shelter on Chicago Avenue near the “Who’s Your Mama” store is needed.

**Comment 9** – I am from Highland Park. We have lived on Route 213 for forty years. Because we live on the route, we have survived with one car. My husband uses Route 213 to work. What is the routing on Route 213 north of Lake Cook Road? Even if it operated just southbound on Green Bay Road, it would still be useful.

**Comment 10** – My daughter goes to ETHS. Evanston is special because of the transit system. Most parents are working families and can’t drive kids to and from school. We do not have school buses. We have thousands of kids from the Chicago Avenue area taking Route 205. My daughter can’t get on the
first bus because it’s too crowded. At least five buses are needed in the morning and afternoon. If it’s not profitable, can it operate every fifteen minutes between 7:00am and 9:00am and between 3:00pm and 6:30pm?

Comment 11 – I agree with the students. They will have to walk several blocks to get to school. They need more buses to the school. I like that the 213 will go to Howard and I won’t have to transfer at Davis to get downtown.

Comment 12 – I am concerned about individuals with disabilities and seniors and how people will get to shopping in Skokie and Jewel on Skokie Boulevard and the courthouse. Too much transferring can be challenging for the disabled community.

Comment 13 – Restructuring Pace Route 208 is a terrible idea. It would cause considerable hardships for seniors who live on Church Street. Two condos on Drake have forty families each, with many seniors. Folks who go to Jewel or Old Orchard for shopping, or to Davis Station, now have a direct option right outside their apartment. Walking to Golf or Dempster will be impossible in the winter.

Comment 14 – I have a business on Lincoln Avenue on the north side of Chicago and friends on California Avenue. I have used the bus for many years. I see kids on the bus. They pile on the bus. Buses get packed. Sometimes you can’t get on. They use it extensively. People need to get places and they use the buses as their primary way. It’s going to cause more problems in the long run.

Comment 15 – The frequency increase on Route 213 to forty minutes north of downtown Winnetka could impact New Trier Winnetka students who use it to get to home, school, and work. We value Pace service. Students and parents rely on Pace. Please keep the same level of service for the Winnetka campus. Buses fill up quickly. Service levels will be impacted with the frequency changes.

Comment 16 – I have a student at ETHS and another in middle school. We will continue to pressure Pace and CTA to not make these changes. The hearing time at 4:30pm precludes attendance from working parents. The proposed changes are detrimental to the community and the hundreds of ETHS students who use the route in southeast and northwest Evanston. CTA Route 205 is crucial to students’ access to school. It will make it more difficult and more time consuming to get to and from school. The impact will be greatest on those who do not have alternative transportation. This is an issue of equity and access for the entire community. CTA Route 205 buses leave Howard at 6:50am and then every ten minutes. Pace knows that three of the four trips are heavily used. One bus cannot substitute for that. Students commute at various times in the morning due to extracurricular activities and AM support. Under this plan, only one bus in the morning and one bus in the evening will pass by ETHS. Students who do not take that bus will have to transfer at Davis Station. This will add significant time and complexity to their commute and places an undue burden on their ability to get to and from school. Pace’s proposed solutions are not solutions. All of these alternatives add challenges, making journeys longer and more complicated, making public transportation more inconvenient and less useful. This has a disproportionate impact on students who don’t have other options for transportation to school. Evanston’s Parking and Transportation Committee has already expressed skepticism about this and I believe their concerns are well founded. I hope that due to the outcry from the community, Pace and CTA will listen and keep the current level of service.

Comment 17 – This is a terrible idea. I want to appeal to you as parents, grandparents, people, to just realize that if we as a community don’t take care of our children, what have we become? This is about the children at the high school. They depend on these buses. To combine routes and then reduce service for young people doing two of the most important parts of their lives. One, staying safe and two, getting their schooling, what more should we be doing for the young people in this community? My appeal is this: take a look and really understand what you have heard here. Do you think that children are cookie cutter and that they all have to be at school at the same time? That they all have the same extracurricular activities? That they all have the same need to go in early or stay late? They are human beings. They are not cookie cutter. Three buses are packed every morning and every afternoon. To think that all of these
students are going to pack into one bus, it’s not physically possible. We often talk about Pace and CTA as bus service. I ask you to think of the word service. This isn’t about the convenience of adults, or convenience of those who want to schedule routes. This is about service to children. They will utilize these buses in the future just as they are utilizing them today and they need you to make sure those buses are there.

**Comment 18** – I live in northwest Evanston and I want to comment of the proposed discontinuation of CTA Route 205 on Grant. My son takes the route to school every day and often takes it home. It is frequent. The realignment to Golf will create a longer walk but that is not my primary concern. My primary concern for residents is the reduction of three lines to one which will not only lead to a longer walk but also greater congestion on this line. Many students in this area have to cross either Golf or McCormick if they are using this bus. It is a dangerous, congested area, with cars traveling at high rates of speed. Many students will likely walk or bike instead of taking these buses and that is dangerous especially in the winter when it’s dark and icy. Others will rely on cars which will add to the traffic congestion. For these reasons, this is a bad idea. There is not enough capacity to serve the number of students who rely on this bus. I also have concerns that Pace does not honor the student discounts that are available on CTA. One thing we are trying to grapple with as a community is the racial achievement gaps in inequity that define our educational system. This is working counter to attempts to address that problem. It’s mainly kids who have economic disadvantages who can’t rely on parents to drive them to school and rely on these buses and take advantage of all of the resources the high school has to offer. Stick with the service we have and need. If it can’t be maintained all day, at the very least, it needs to be maintained during peak hours before and after school.

**Comment 19** – I live on Greenleaf Street in Evanston. We have lived in Evanston for eighteen years without a car. We have had three ETHS graduates and one incoming freshman. We are aware of the challenges with Route 205 now. It is an equity issue. I see who rides the buses in this town and they are the people who have no choice. Our oldest son has a disability. I understand the grid. But the proposal is contrary to the study goals. Ridership will decrease by making it more complicated and less useful and less frequent for the riders who depend on CTA and Pace. To ask a person with a disability who is trying to gain independence to have to transfer...it doesn’t duplicate Route 205 if you’re in a wheelchair. By removing Route 205, and making the solution, which is not a solution, more complicated, it is contrary to your goal. Regarding ridership, people who have the means are choosing not to take the bus and take Uber. People who don’t have that options depend on the bus.

**Comment 20** – I live on Lee Street and take Route 205 to both my jobs. Only one bus a day at rush hour would change my life. My daughter also took Route 205 to high school and it enabled me and my husband to work. One third of high school students don’t learn to drive. It’s a positive development. It’s good for our planet. It’s good to have more bus service, not less. We were considering getting rid of our car this year but if this bus is eliminated, we will keep our car which is bad for the planet. We need buses for our kids and for our working adults.

**Comment 21** – I have been a CTA rider for over forty-five years. We chose to live in southeast Evanston because of the transportation system. Our family takes around nine-hundred trips per year. We take the bus to school and to work. In some districts, they have buses or parents have cars. Even if we had a car, the high school sold one of its lots so there is limited parking. On two occasions my son has had to run from Main and Chicago to ETHS because the bus was full. They do not have smart phones so they can’t call Uber. One bus a day is going to be impossible. One bus at peak hour would not permit him to go before school activities or AM support. This would be a hardship. We deserve ongoing full service. At least keep it during the peak hours.

**Comment 22** – I have two children. One is at ETHS now. She takes it from Kedzie and Chicago at 7:40am. If she waits to get on at Main and Chicago, it’s too full. She wants to be to school by 8:00am for AM support. After school, the 3:45pm is always full. 4:00pm is also full. Can buses be made bigger? It’s not going to work to have one route in the morning.
Comment 23 – I live in southeast Evanston. I grew up on public transportation and my kids use it. I don’t want to separate my kids from the neighborhood by buying a car or Uber. My kids leave with backpacks and instruments. Walking more or walking up the train steps is not a good solution. Asking them to do additional walking or transferring or carrying more stuff is not a good solution.

Comment 24 – My daughters are at ETHS. Route 205 is critical. There are four or five full buses in the morning. There are also extracurriculars after school. The current level of service is not optimal. To cut it back to one each way is unthinkable. People won’t transfer at Davis and they won’t get to AM support. It will be too burdensome.

Comment 25 – I live at Church and Lawndale. Pace and CTA have been a critical part of our family. My son is at ETHS and uses bus in morning and afternoon. My elderly in-laws live at Church and Keating and they solely rely on this bus to get to our home to take care of our kids and do grocery shopping. They are not very mobile. They can’t manage stairs. The bus is a critical foundation for their lives. I appreciate everything Pace and CTA has done to maintain the vitality. It’s critical that the routes be maintained. I also take the routes to and from the train. Weather is rough in Chicago so walking further would be a challenge. The changes would take businesses away but also takes options away from families and Illinois taxpayers and I don’t think this is fair.

Comment 26 – I am a job developer with a non-profit organization that works with individuals with disabilities. We had little notice about the meeting or clear information about the proposal so it was difficult to understand how the changes would impact their daily routine. The changes in frequency and longer walking distances, makes it less safe for these individuals to be active in the community. Many use the Route 205 bus to get to work.

Comment 27 – I live ½ block from Church Street between McCormick and Crawford. Being close to transit was one of the reasons we bought the house. We use Route 205 and Route 208. Adults need service too. We are a one car family. I could get to downtown Evanston via bus but they stopped running before 9:00pm. We can’t go to evening activities if the bus ends before 9:00pm. When creating schedules, don’t stop service before 9:00pm. I don’t understand why you want to punish those of us who live in 60203 and take the 208 away. It serves Walgreens which is an important place. Leave Route 205 and 208 alone.

Comment 28 – When I come back from a doctor appointment in Skokie I see swarms of students waiting for a bus. It is standing room only and there are still kids who do not fit and are left waiting.

Comment 29 – I have two kids at ETHS who take Route 205. We are a one car family. Driving is bad for the environment and expensive. Access to bus drives access to education. They shouldn’t have to make choices about how they deal with their school issues based on when the bus is coming and if it’s going to get full. Serving school children is important and they shouldn’t have to choose between the bus and before and after school activities.

Comment 30 – The primary problem is the safety of our children. The high school is not the only school on this route. The placement of the schools have tracked along this route even before they took away Route 212. Traffic at Prairie backs up. Keep it as is.

Comment 31 – I live on Church Street and I fail to understand why you would remove a route that serves the high school, Metra train, and El. The walk from Church to Golf is very far especially for the seniors in our area. Dempster is also far.

Comment 32 – I have a daughter at ETHS. Thank you for the opportunity to express concerns. I am confused about how the decision was made. It’s baffling. When will we find out what the decision is so we know what to expect when we leave here?
**Comment 33** – I live in Rogers Park close to Howard El. Thank you for letting us speak. These reasons are about adults and the city. I don’t see a provision for a bus to go past Old Orchard to go to the Skokie courthouse. The 54A and 205 and 422 go to the courthouse. Ridership statistics don’t justify reducing or eliminating service on 205. For Route 205, in December 2017 the average daily ridership was 810 people per day. For the 54A it’s only 661. According to the annual statistics, Route 205 averages 896 riders per day. Route 54A averages only 756. It was down 5.3% from 2016. From the Skokie Yellow Line it runs until 10:16am and then it stops until the afternoon. There is a gap in services midday. This will impede the operations of the courthouse. The trips are longer on 54A which is limited. This will result in missed court dates and it will be difficult to get to doctor appointments. Please keep it as it is.

**Comment 34** – As a long-time resident of the North Shore, the extension of Route 213 to Howard is a major improvement. It avoids the need to transfer when the Evanston Express is not running. I would like Pace Route 208 to retain the Church Street segment even if this means running alternate trips with Golf. Ridership does not favor over the other. Ridership is about the same. Church has nice bus shelters and would like to see it remain on that street. I have concerns with how passengers board on Davis Street. Curb bump outs shorten the path for pedestrians and it’s nice for bus passengers for boarding. Evanston should have designed the bike lanes so pedestrians and bus riders were also accommodated. Eastbound on Church, east of Dodge, there had been a bus layover which was replaced by a bike lane. These bump outs should be installed at Oak and Benson and Davis and Orrington.

**Comment 35** – I am an Evanston resident. There isn’t enough bus service. Route 205 has already been cut back. As the service goes down, less people take it. Seniors who go to the Jewel on Chicago Avenue need Route 205. Old Orchard and the courthouse are also destinations. It is needed for people who are mobility limited. Route 205 should be expanded and run on Saturday. 20 or 15 minute frequency would be better than 30. Maybe the City would be willing to contribute something.

**Comment 36** – I am a driver for Route 213. Riders are worried about service north of Lake Cook Road. There are quite a few people who get off there. The article said 22 people but December is a bad month to do the survey. There are more. Put extra trips out of Highland Park to Lake Cook Road. It would be tough for them to walk to Lake Cook Road.

Comments received in writing:

**Message 1 – Route 208**
I have been taking this bus to go to work for ten years from Niles center and Church street to Davis CTA. Many other commuters from Niles center, East Perry, Crawford, McCormick take this route to Davis street CTA to catch Purple line to go to downtown Chicago on a daily basis both ways. Just wondering why RTA has been thinking to remove this established service. It will put many commuters like me in a very difficult situation. We request RTA not to remove service on Skokie boulevard between Golf road and Church street and on Church street between Skokie Boulevard and Dodge Avenue. Thank you for your consideration.

**Message 2 – CTA Route 205 Evanston**
The proposed reduction in service will make it more difficult and more time-consuming for our students to get to and from school, and the impact will be greatest on those who do not have other transportation options (e.g. cars of their own or parents who can drive them). Therefore, this is an issue of equity and access. Please keep current service as it is essential for our community.

**Message 3 – CTA 205, Pace 208, 213, 206 Circular**
While my family is not directly impacted by the elimination of CTA 205, I want to say that it is too much to ask our students, particularly our freshman, to add so much time to their commute by requiring them to transfer. We need non-stop service to the high school from all parts of Evanston at an adequate level. My child took the 206 Circulator and it was regularly completely packed - I do not believe it can handle the
influx of students who will walk over to catch it rather than deal with a transfer. I hope this change is reconsidered or that families are given more information about why the change was necessary and how this means the needs of our community. It doesn't seem clear at all to me that this is a step in the right direction.

**Message 4 – 208**
I understand there is a hearing tomorrow about changing the 208 bus route from Church St to Golf Rd between Crawford Ave and Dodge Ave. I will be unable to attend, but I would prefer the route remain as is. I often board the bus at East Prairie Ave and Church St, a couple of blocks north of my house, to commute to and from my office in downtown Evanston. Residents in my neighborhood (Timber Ridge) could walk a couple of extra blocks to the 250 bus (if their streets connect to Dempster), but that bus doesn't go by the high school. The current bus route is one of the reasons we factored in purchasing our house since it is so convenient.

**Message 5 – Route #205 discontinuation**
Reading about the 205 discontinuation I am concerned that one critical need this service provides will be neglected with the proposed service modifications. At present the 205 serves as an access route to ETHS for students, along Chicago avenue. The proposal to Use #213 to serve this does not work effectively as it requires a bus change at Davis to get from south Evanston to the high school. It would seem to make more sense to extend the 208 service to Howard through the peak times (I am sure you have data on the high use times on the #205 route at present, I would imagine that from 7:30 through 8:40 and from 3pm through 7pm) as this would provide a direct service with no changes to students who currently use this route.

**Message 6 – CTA Bus 205**
I’m very concerned about the proposed plan to limit or eliminate the CTA #205 for transportation to and from ETHS. I have two sons who rely on this as their method of transportation. We do not an alternative. Thank you for your consideration.

**Message 7 – Route 205**
I think you should reconsider the proposed changes to route 205 due to the affects it will have on ETHS students trying to get to school. Any reduction will increase ride times and put greater responsibility in the students to get to school. We should make it as easy as possible for our young people to travel to get their education. Also has this been looked at through an equity lens? Will certain students be affected more than others? Will not having a car be a hindrance to getting to school? Will it add additional time and disrupt schedules? I am against changes that will negatively affect ETHS students, particularly if the effects are uneven across socio-economic levels.

**Message 8 – Retention of Route 205**
Route 205 is critical for my two daughters to get to and from Evanston Township High School. The proposed cuts to this line will have significant negative consequences for my entire family as it will require me or my husband to drive the girls to school more often. They already leave so early in the morning, and the proposed route eliminations will make it very challenging for them to get to school on time without leaving much earlier. As I understand it, the current three morning runs are always well-used. If you are a true partner with the community, I’m not sure why your plans would show that elimination is a good option. If anything, you should ADD ROUTES in the early evening after school. My kids often can’t take the bus home without waiting around for 30 minutes or more. Please do not eliminate the morning runs to ETHS!!

**Message 9 – Rerouting of 208**
We are emailing you to express our concern about the rerouting of the 208 bus line to Golf Rd. We, and all the other families who live off of Church St., will be very negatively impacted by this change. The 208 is our son’s only public transportation option to get to school. We are too far from both Golf and Dempster for either of those routes to be a viable option. By rerouting the 208 you are causing all of the students in the surrounding neighborhoods to find other means of transportation to get to school. This, of
course, will put more cars on the road, which has extremely negative environmental impacts, puts undue stress on working families, and will cause even more traffic issues at ETHS. The area around the school is treacherous at drop off and pickup times and more cars would make the situation even worse. For many, many students, the 208 bus is the only viable option to get to and from school, especially in the cold winter months. The proposed change leaves them with NO way to get to school. We are extremely concerned and upset by these proposed changes and feel that all communities affected have not been taken into consideration. It does not make sense to reroute a bus line in order to better service one area at the expense of another. We respectfully request that you withdraw the plan to reroute the 208 bus line to Golf Rd.

Message 10 – CTA 205
Discontinuing the CTA 205 route is a great problem: 1) To the livability of Evanston. Since students have to get to and back from school, eliminating this route 2) for the city's sustainability efforts by placing more private vehicles on the streets. 3) for those families who do not have other means of transportation and rely on PACE. 4) the safety of many students, as they might have to take longer routes to get to and back from school and/or walk. That implies a bigger exposure people that might want to persuade them to do illegal things while they are on the street. 5) as it is also an environmental injustice and feels like environmental racism, given the communities most affected by this potential action. For all these reasons, the 205 Route should be maintained intact.

Message 11 – 205 bus route
The 205 bus route is crucial for ETHS students to get to school safely & timely. It’s also a heavily used bus. How could you take it out of circulation? Furthermore, my daughters in Middle School take it to get home from some friend’s house. I can’t expect my kids to walk the distance of this route & I can’t leave work to shuttle kids after group projects or homework. I see the 205 as the only safe method for their transport home. Please do not threaten to remove a bus route that we rely on for our high school & middle school aged children to commute safely. I’m baffled a commercially successful route that is used by our teens could be taken out of service! Where are our Evanston values that prioritize green transportation & kid safety?

Message 12 – CTA 205
Please do not decrease the service on the CTA 205 route through Evanston, Illinois. Our community and my children need the level of service maintained as it currently. Our children use this route to get to our high school. Please don’t make it harder for our teens to get to school on time.

Message 13 – Route 205
I am a parent who has two children in need of this bus line. I am echoing sentiments expressed by another family. I write to oppose the discontinuation of this route. It is heavily used by high school students and is the only safe way for them to get to and from school every day. Eliminating the route will result in overcrowding of other buses that are already to capacity, and it will require many students to bike to school in the winter (and other times) on streets that are already not suitable for high school students simply trying to commute to and from school with heavy books. This is a route that is used and provides a safe means of transportation for students in need. Eliminating the route would be reckless and endanger our children.

Message 14 – Proposed discontinuation of Bus Route #205
I am writing to express my concern about the proposed discontinuation of Bus Route #205, which currently serves students living in Southeast Evanston who attend ETHS. As a proponent of equity in our school institutions and our community, I feel the discontinuation of the route and proposed compromises with regard to scheduling alternative routes for students (which seem minimal and inadequate) put undue strain on students and families who do not live near the high school. Many students requiring bus transportation to school do not have the funds, access, or flexibility to make use of different times, other transportation options, or different pick-up/drop-off locations. I ask that you continue service for students living in Southeast Evanston by maintaining the #205 route - and look for cost-cutting in other ways, as this directly impacts families who need our support.
Message 15 – 208 bus
I would like to advocate for the 208 bus to remain in operation on Church street at least as far as McCormick, as the bus serves the ETHS high school population that lives west of McCormick, especially as the bike lane does not extend between Dodge and McCormick, so there is no safe option for biking along this busy street with very cracked sidewalks.

Message 16 – Proposed Route 208 Changes between Dodge Ave and Skokie Blvd
I am writing to express my dissent regarding the proposed changes to the Pace Suburban Bus Route 208. As a longtime resident of Skokie/Evanston and daily user of the Pace Bus Route 208, I can state with confidence that the plan proposing to move the 208 from Church St. to Golf Rd. between Dodge Ave. and Skokie Blvd. would not only increase my work commute time to Downtown Chicago, but would also cause more serious challenges. After the elimination of the 208 bus stop at Church St. and East Prairie Rd., I would need to take the bus from the corner of Golf Rd. and McDaniel Ave., as this would be the closest stop to my residence per the Route-By-Route Summary of Changes issued by the CTA North Shore Transit Service Coordination Study published in December 2017. First, I estimate that walking to and from the intersection of Golf and McDaniel would add about 20 minutes to my daily commute. This is a significant amount of time, especially considering that I already spend about 2 hr. 45 min. daily on public transportation, including both the 208 Bus and the “L.” Additionally, the elimination of the CTA Route 205 leaves the residents in my area with no alternative bus service if significant delays on the 208 occur. As the 208 serves a very large area, sometimes there are traffic jams in the western suburbs that contribute to heavy delays throughout the Eastbound bus service. As the 208 bus runs at intervals of 30 min., a significant delay would dramatically increase my commute time, and pose a great inconvenience, particularly on cold days. Second, the intersection of Golf and McDaniel is less pedestrian-friendly than my usual stop on Church St. While there is a shelter and large area for pedestrians to wait for the bus at Church and East Prairie, there are no shelters on Golf. The traffic moves much faster on Golf than on Church. Furthermore, Golf and McDaniel is a complex intersection that must also accommodate merging traffic from both McCormick Blvd. and East Prairie, all within a relatively small street segment. Although there is a crosswalk and light for pedestrians at Golf and McDaniel, the speed of traffic combined with the constant congestion in the area make crossing the street at this location dangerous and difficult for pedestrians. The danger is aggravated when it snows and snowplows pile the snow from Golf St. into high mounds around the sidewalk, leaving no safe place for pedestrians to stand while waiting for the crossing signal, and creating large barriers of snow that pedestrians must walk through in order to cross the street. This intersection is also poorly lit at night and is often dark, potentially creating a dangerous situation where drivers cannot see pedestrians crossing the street. In fact, on one rare occasion when I rode the current CTA Route 205 and signaled to a light at Golf and McDaniel, the bus driver expressed concern, saying that she did not want me to exit the bus at this intersection due to the poor lighting conditions and fast-moving traffic. Finally, I would like to express my dismay at the fact that Pace and CTA have not communicated the proposed changes concerning Route 208 to the general public in a clear, open and timely fashion. I only became aware of the changes as of last Wednesday, April 18 2018. There is no clear signage on the 208 busses or at designated bus stops, and many other regular 208 customers expressed surprise when I mentioned the changes to them on Thursday and Friday. Moreover, the meeting scheduled for Tuesday, April 24 at 4:30PM for customers to express their questions and concerns regarding the restructuring of Route 208 occurs during work hours for many commuters, which leaves a large contingent of the bus-riding population disenfranchised from their right to express their views to Pace and CTA. With the above-mentioned areas of concern in mind, I hope that Pace and CTA will reconsider the proposed changes to Pace Suburban Bus Route 208, and continue the current service on Church St. between Dodge Ave. and Skokie Blvd.

Message 17-1 – North Shore CTA/Pace Coordination Study
Combine the 423 Harlem Blue Line to Glenview Portion with the Old 212 Evanston Glenview from Davis, Church, Skokie, Old Orchard, Glenview Rd to the Glenview Metra to make one Route as 228 Harlem Glenview Evanston Davis CTA service.

Message 17-2 – The proposed discontinuance of CTA Route 205.
Per the North Shore CTA/Pace Coordination Study, Route 205 Chicago/Golf will be discontinued and partially replaced with Pace 208 Golf and Pace 213 Green Bay Road. How will customers get past Old Orchard Mall to the Cook County Courthouse during the week. May I implore you into looking to extend one seat ride service from Howard CTA to the Courthouse via 97 Skokie and/or 201 Ridge/Central St during Courthouse Hours Mon-Fri and possibly Saturday’s? 205 was the only direct route to/from the Courthouse to/from Downtown Evanston (Davis). Extending the 201 would definitely continue that connection as well as the 97 Skokie connection from Howard and Skokie Dempster. Hopefully that will be something that will be considered prior to implementing these changes.

**Message 18 – Equity and access/CTA 205**

The proposed reduction in service will make it more difficult and more time-consuming for our students to get to and from school, and the impact will be greatest on those who do not have other transportation options (e.g. cars of their own or parents who can drive them). Therefore, this is an issue of equity and access. Let’s put education and kids first and make it easier for ALL kids to get to school—not harder.

**Message 19 – Opposing elimination of 205 bus in Evanston**

I am writing to oppose the elimination of the 205 bus in Evanston. Many students rely on this bus to get to and from the high school (ETHS) every day, and it would be a hardship for many people if this service were reduced.

**Message 20 – Please Keep Pace/CTA #205 Bus for ETHS Students and the Public**

Living off the 205 Bus Route by Hamilton Street and Chicago Avenue, the 205 Bus Route has been a great way for our Evanston Township High School daughter to get to and from school — in a timely manner with a consistent schedule and safely without spending time -- and added stress -- to an already very busy day. Every morning the first two CTA 205 buses are full of ETHS students who depend on the 205 to get to school. It is the only bus for those of us who live on the south side within a half mile radius. At 3:40 every afternoon the 205 going east is flooded with students and continuously so for the next three buses afterwards. At the end of 2016 the bus going east from the high school was changed from a double bus to a single bus leaving more and more kids on the curb. The 205 aids everyone from Dodge to Sheridan and Church to Howard. Taking away the 205 would be not only be a huge disservice to ETHS students, but to the Evanston community. As many underserved members of the Evanston Community use the 205 to leave their food deserts and go to the mass of grocery stores that are on Chicago Avenue. Your sincere consideration to continue Bus Route 205 is important and greatly appreciated.

**Message 21 – 208**

I am writing to express my strong opposition to the proposed changes to Pace Bus Route #208 resulting from the discontinuation of Bus Route #205. I live off of Church St., along the affected corridor (between Crawford and McCormick). I regularly rely on public transportation to personally travel to work in downtown Evanston, and for my children to access King Art's school and ETHS. Service elimination along Church St. will be highly disruptive for families like mine who are both dependent on and proud to use quality public transportation. Robust public transportation was one of the considerations in choosing to live in the area and one that makes the community so attractive to others. I urge you to reconsider this proposal and the negative impact it will have on both professionals and students who rely on the service route on Church St. between Crawford and McCormick.

**Message 22 – 213**

As I am unable to attend this April 24th meeting, I have some comments on your 213 route changes: I was deeply distressed to read this morning that the 213 "alternate" bus route would be discontinued this fall. Please know that many of the riders on this bus work as household help or non-drivers/handicapped residents. Metra, the alternate choice, costs far more and is far less convenient for these individuals, as the stops are far apart. Speaking for myself, I take this bus to Evanston to shop or visit my doctor, as it's far preferable to driving, especially during snow storms (I do hate to mention snow in April...!). I also have felt fortunate to have a bus come right past my house as I face aging in place. I do not believe residents understand how convenient a bus can be to get places. Something is out of whack when folks consider only cars or service vehicles or Uber, etc. instead of buses or other mass transit options. And to hear Pace...
will be extending the bus interval times at non-peak times is more unfortunate news. Instead of studying how many people take buses and when, Pace should be spending its money trying to encourage more folks to ride buses. You need a paradigm shift, clearly not something best done by transportation engineers!! I apologize for my bluntness, but it is how I feel.

Message 23 – Morning Buses to ETHS
PLEASE do not reduce morning bus service to ETHS via the 205. This would be cruel and very opposite of what is very much needed in our community. I am a 45 year resident of Evanston, and have experienced this need first hand with three children and now two grandchildren. Please do the right thing and retain the current 205 schedule.

Message 24 – CTA 205
Dropping the CTA 205 bus route as proposed impacts South Evanston families who live east of Chicago Ave most directly. The suggested alternatives for students all involve some real compromises. This is an issue of equity and access which will have major negative consequences for students who rely on the CTA #205 for transportation to and from school. As a resident of Southeast Evanston who has children that will depend on this transportation, I am opposed to the dropping of CTA 205. Having the meeting for public comment at 4:30 in the afternoon, also disregards the public input of many working parents who will be directly affected.

Message 25 – Eliminating Route 205
My twin daughters are freshmen at ETHS and rely on the 205 bus to get to and from school. They both have said that they almost never get a seat because it's so packed. I don't understand why this route is being eliminated. It seems like someone didn't do their research and they are basing this decision on incorrect information. Please DO NOT eliminate bus #205!

Message 26 – CTA bus routes
Dropping the CTA 205 bus route as proposed impacts South Evanston families who live east of Chicago Ave most directly. Right now there are about 4 morning buses that run up Chicago and over to ETHS (times from 7:10 until 8:00am) that are heavily used by students. One ETHS sophomore recently reported that the bus that stops at Chicago and Main around 8 am is usually so crowded there are days he can't find a seat. The suggested alternatives for students all involve some real compromises. One proposal from PACE is an extension of the 213 route. ONCE each morning and ONCE each afternoon a bus would run directly up Chicago and over to the High School or do the return trip. This alternative would leave Howard around 7:20 and get to school by 7:40...a very early start to the day. If a student can't make that early option, PACE is suggesting taking regular 213 buses and transferring at Davis to a crosstown bus to get to ETHS. Even with well-coordinated bus routes, this transfer will likely result in longer commute times for students. The other alternative is the CTA 206 which stops at ETHS on its circular loop traveling on Ridge and Dodge. This more heavily used bus route already saw service span reductions in December 2017. As a result of the significant changes being proposed a sizeable group of students will face longer, more complicated, more crowded, and possibly more stressful commutes to school. These are not good alternatives! Cuts to these vital services for students will have a significant negative impact on kids and families; this is an issue of equity and access. Many of the families who live in SE Evanston, and are on the 205 bus route, are low income and people of color. As a community, we prioritize education by ensuring reasonable and fair access to all that our terrific high school has to offer! We need to make access to the high school safe, affordable, and reasonably easy for ALL Evanston families so students have the best possible success to achieve a high quality education. That, in turn, positively affects all of us. Please reconsider dropping the CTA 205 bus route!

Message 27 – 205/208
The proposed elimination to the 205 route affects hundreds of kids at Evanston's only high school. The proposed alternatives of using an el / bus combo will take much longer for students and make their already full days even longer. This kind of a change disproportionately affects kids who do not have cars, who have parents that work, and who otherwise do not have the ability to walk/bike to school. As such a change in a main route that services young students is more than an inconvenience, and becomes an issue
of equity as well. The 205 is already a very crowded bus. I urge you to reconsider a change that will do a great disservice to the safety and well-being of our young people. Buses are a democratic form of transportation that need to be available to the people who need them most - those who depend upon them entirely to get to school.

Message 28 – 208 realignment of service
The realignment of Pace bus route 208 would seriously hinder the commute I make to work every day, and I often use the route on weekends. Pace bus route 250 would be the next option for me, but I don’t feel comfortable crossing the street on Dempster where there are no crosswalks. I hope that the bus route 208 continues to operate on Church Street through Skokie and Evanston.

Message 29 – proposed elimination of CTA 205 route
Thank you for speaking with me earlier this week about the proposal to eliminate the CTA 205 bus and implement a new Pace 213 route. I hope CTA and Pace will decide to reverse or modify the current plans, which are extremely detrimental to our community and particularly to the hundreds of ETHS students who use the 205 route in both southeast and northwest Evanston. The CTA 205 bus is crucial to many students’ access to school. The proposed reduction in service will make it more difficult and more time-consuming for our students to get to and from school, and the impact will be greatest on those who do not have other transportation options (e.g. cars of their own or parents who can drive them). Therefore, this is an issue of equity and access. Let me give you a key example of the impact of the proposed change: Currently students traveling north on Chicago Avenue to school in the morning have four bus options on the CTA 205 – buses that leave Howard at 6:50, 7:12, 7:22, and 7:34. As you acknowledged in our phone conversation, three of those four buses are heavily used by ETHS students. Students commute to school at various times in the mornings; sometimes they want to arrive shortly before school starts, but often they go early for academic assistance, extracurriculars, or courses scheduled in the period before the normal day starts. Under the proposed plan, only one bus in the morning and one in the afternoon will pass by ETHS. Students who do not take that bus will have to change buses at Davis. This will add significant time and complexity to their commute, placing an undue burden on their ability to get to school in the morning in particular. Indeed, Pace’s proposed “solutions” to the problem that will be created when the number of buses that go past ETHS decreases from four to one – changing buses, taking the 206, or taking the train and transferring to a bus – all add new burdens on our students, making their journeys to school more longer and more complicated, and therefore making public transportation more inconvenient and less useful. Again, this has a disproportionate impact on students who don’t have other options for transportation to school. I understand from my alderwoman, Melissa Wynne, that when Pace presented the proposed plan to Evanston’s Transportation and Parking Committee, committee members expressed deep concern about the impact of the plan on ETHS students. Their concerns are well-founded, as I hope this letter indicates. Given the high demand for 205 service to and from ETHS and its significance to so many of our students, I hope CTA and Pace will listen to our elected officials and to members of the community and find a way to continue the current level of service to our community.

Message 30 – 205 bus route
Please consider keeping the 4 morning buses that run up Chicago and over to ETHS (times from 7:10 until 8:00am). It will be a hardship for all students if the route is changed but especially for those students who rely solely on this bus route as their only means to get to school.

Message 31 – 208 Pace Bus -- please keep service between Crawford and Dodge
My family uses the 208 Pace Bus stops on Church at East Prairie (near the Church 7-Eleven). We have used these stops for many years and would like the service to continue. My mother, who is a senior, also uses these stops. She lives in southeast Evanston and she does not drive. When she comes to visit us, these 208 stops are extremely convenient. I hope you will consider keeping the 208 service on Church between Crawford and Dodge. We love this service!

Message 32 – 213
Strongly support all proposed changes. Support increased southbound frequency in the morning rush and
northbound frequency in the evening rush.

**Message 33 – CTA 205/Pace 213**
I am very concerned about students who rely on the current 205 route to get to and from ETHS every day. My older son is a senior, and still has not seen the need to get a driver’s license because he can take the 205 bus to and from school every day. Changing the service to one bus a day will significantly impact students who will be unable to go in early or stay late to meet with teachers. The 205 route is already very busy on school days with several times that run occurs, and reducing it to one run would result in overcrowded bus, and fail to support the different times students need to arrive at ETHS. The issue is not changing the service from the CTA 205 to the Pace 213, but the reduction of service to a level that cannot serve the needs or capacity of the current ridership. At a minimum, the Pace 213 bus should offer more than one run on Chicago Avenue to ETHS. Perhaps a better solution would be to change the current 205 route to only run between Howard and ETHS and for a limited period of time before and after school.

**Message 34 – 205**
I and my daughter rely on this bus route to get around. My daughter will be an incoming freshman at eths and this route change will make her morning commute longer and more difficult for a 14 yr old who has just started taking public transportation with me. I’m disabled and cutting out this route which is right in front of my door will severely limit my movements around Evanston Skokie area and I need easy access to my home or I will have to walk very far to catch the bus this is very bad for me especially in winter months this will force me to stay at home. I do not want to become home bound

**Message 35 – Please keep Route 205!**
I am writing to petition that you keep the 205 bus route. So many of our children rely on that route to get to school. Our children are just that -- children -- and to burden them with multiple transfers, and to make getting to and from school a chore is shameful. This is particularly the case as many families that rely on Route 205 are of modest means.

**Message 36 – Pace route 213 proposed changes**
I ride the 213 bus. I don’t speak for myself because I have alternatives. I notice that there are lots of hispanic service persons boarding bus all along the route-perhaps nannies, housekeepers, store clerks in Ravinia area, the occasional Student attending Highland Park High School Student etc.. Do the 22 persons/day on average boarding on Green Bay road been Lake Cook and Central have alternative transportation? I studied the 471 and 472 Pace routes and none provide service between Central avenue and Lake Cook Road. It is not clear if there be any bus ever going southbound on GreenBay Road or a parallel street between Downtown Highland Park and Lake Cook Road. We have also occasionally taken bus 213 on Lake Cook Rd. East to get close to Ravinia when traffic is impossible—And then gotten someone to pick us up after concert. It seems that section will also be eliminated if bus heads both North and South on 41

**Message 37 – proposed bus route changes in Evanston**
My family, which includes a soon-to-be Evanston Township High School student, lives near the intersection of Main Street and Chicago Avenue in Evanston. Because both of the adults in our household work outside the home and don’t have time to drive our daughter to ETHS before leaving for the office, it has always been our plan that she would take the CTA 205 bus to ETHS. We had also planned for her to take the bus home from ETHS, since we work well past school dismissal time. I believe we are one of many, many families with this plan. Lincoln Elementary, which draws students from the area served by the CTA 205 route, experienced a significant boom in student enrollment starting with the class that is about to graduate from 8th grade, peaking with the class that is about to enter 6th, and continuing on. Nichols Middle School is currently feeling the effect of this boom in enrollment. It seems predictable that ETHS will also have a surge of additional students from our neighborhood starting in the fall of 2018. These students would likely INCREASE RIDERSHIP ON CTA ROUTE 205 in the coming years. Despite the high likelihood of an increased number of ETHS students using the CTA 205 route to get to and from school, I understand that there is a pending plan to: (1) drop the CTA 205 bus route, which currently runs up Chicago Avenue and over to ETHS about four times between 7:10 and 8:00 a.m., and
(2) "replace" the CTA 205 route with either (a) an extension of the PACE 213 route so that it runs up Chicago Avenue and to ETHS one single time in the morning and returns one single time in the afternoon, or (b) having students take the non-extended PACE 213 route or the CTA Purple Line to Davis Street in the morning and then transfer to another bus. These options are insufficient. If these are the only alternatives offered in exchange for cutting the CTA 205 route, a large and swiftly growing number of ETHS students will face longer, more complicated, more crowded, and less flexible commutes to and from school. Please reconsider the proposed elimination of the CTA 205 route, or come up with better alternatives that will actually serve the students who will be attending ETHS in the years to come.

Message 38 – Route 205
I write to oppose the discontinuation of this route. It is heavily used by high school students and is the only safe way for them to get to and from school every day. Eliminating the route will result in overcrowding of other buses that are already to capacity, and it will require many students to bike to school in the winter (and other times) on streets that are already not suitable for high school students simply trying to commute to and from school with heavy books. This is a route that is used and provides a safe means of transportation for students in need. Eliminating the route would be reckless and endanger our children.

Message 39 – 208
I am writing to express my opposition to moving the 208 bus away from Church Street east of Skokie Blvd. It is the fastest way to get to downtown Evanston from my home in Skokie (9000 block of Keating), including the Davis Street Metra and El stops. It is also a popular route for students in "SkEvanston" going to Evanston Township High School. What we need are *more* public transit routes, not fewer, especially with parking expenses in Evanston on the rise. Thank you for your consideration.

Message 40 – 205 bus proposed cancellation
I am writing to strongly urge the CTA/Pace to continue to operate service on the #205 bus in Evanston. Many Evanston Township High School students rely on the #205 for transportation to and from school. The alternative routes offered significantly reduce arrival and departure time options for students, and represent significantly longer commute times for many students in southeast and northwest Evanston. Depending on the need for extra academic support and/or extracurricular activities, students must arrive at school at varying times between 6:00am and 8:30am, and elimination of the #205 will reduce this flexibility for many. This is an equity issue, as it mostly affects students without cars or parents who can drive them to and from school.

Message 41 – 205 reduction
As the parent of two children who will soon utilize the CTA for transportation to ETHS, I’m concerned that proposed reductions will affect my family as well as many other fellow Evanstonians whose access to safe and reliable transportation for their high school education is absolutely necessary. Reconsider a proposal to reduce the 205 services, which would make other routes (which are not as direct) more crowded.

Message 42 – 205
I strongly urge you to reconsider limiting service on Route 205. High school students need more flexibility in getting to school, and it should not take them such a long time in the morning to get to school at the various required and helpful hours to be there. Further, the 206 bus is also so overcrowded that it doesn't stop for students where we live, and adding people to the 206 line from the 205 will make it impossible to rely on that already-spotty service. It is safer for the children to have reliable, regular transportation to the high school. Please do not do a disservice to the south side of Evanston, which already gets the short end of the stick in services. These are the kids who need public transportation the most. Thank you for your full consideration.

Message 43 – 208
I am opposed to the proposed change in route 208 from Church Street to Golf / Emerson. This decreases access to public transportation to those living on a major street, myself included. Many elderly people live
on the West side of Evanston along Church Street and I see them taking the bus every day. This change decreases their access to public transportation. Finally, I am concerned about having to board a bus on or near the intersection of Emerson and McCormick Blvd ... this is a dangerous intersection for pedestrians.

**Message 44 – Route changes for Evanston**
I am an ETHS parent and am writing to oppose the proposed route changes for the CTA/PACE bus routes. These changes will adversely affect all of the ETHS community with less accessibility to the school given the reduced frequency of the buses. As a result it will create more congestion from more people driving their kids to school and create a great hardship on those families who cannot drive their kids to school. Further, this will reduce students’ reliance on public transportation and increase the carbon footprint of the community—forcing the community to move in the exact opposite direction than it should. For these reasons I strongly urge you to abandon these proposed changes and keep the bus schedules as they currently are.

**Message 45 – Pace Bus 208**
The route change not only impacts that solely rely on this route for work but also impacts family with young children that goes to the Old Orchard middle school on Kenton. This bus it not a nice to have our a luxury route for people lives on Church between Skokie boulevard and McCormick but it's the essential vein. Have anyone consider the property value implication to this change? Church will be the only road without a bus route between McCormick and Skokie boulevard. For my family and neighborhood, I am requesting the council to reconsider the proposal. Also, this proposed change was not placed on this bus notification board. Not all of us takes the bus all the way to the bus depot. How was this communicated to the public? Luckily we have neighbors who look out for each other to keep each other informed on the proposal.

**Message 46 – 205**
I am STRONGLY opposed to the proposed changes in the 205 bus route. I live very close to Chicago and Main, and have two children, the older of whom will be attending Evanston Township High School next year. We had been planning on him taking the 205 bus to get to school. Under the proposed changes, there is very little wiggle room for teens who are running late and miss the single Pace bus proposed to take over this route. While I don't have first-hand experience with how crowded the buses are, I hear from MANY sources that a single bus is not enough to handle the amount of traffic this route gets on a typical morning. The single proposed bus is also exceedingly early, arriving at school 40 minutes before the first bell. Sleep is important for teenagers, and they often have a hard time getting up in the morning under the best of circumstances. It seems unnecessarily punitive to force them to get to school so early because that's the most reasonable option for getting there. PLEASE don't eliminate the 205 route!

**Message 47 – Discontinuation of CTA Bus Route 205**
I live in southeast Evanston. We've seen over the years how important the CTA 205 service is for students commuting to and from school. The proposed reduction in service will make it more difficult and more time-consuming for our students to get to and from school, and the impact will be greatest on those who do not have other transportation options (e.g. cars of their own or parents who can drive them). Therefore, this is an issue of equity and access. Please, please reconsider this discontinuation of service.

**Message 48 – 213**
As a parent of two New Trier students, I am concerned about the proposed decrease in northbound routes. The northbound buses during the after-school hours (approximately 3:30-4:30) are very crowded. If you decrease the number of buses it will cause longer waits for the students as well as potentially increased crowding. New Trier does not have much parking available for students and traffic congestion around the school during pick-up hours is high. If students have more limited bus options this could further aggravate the traffic problems if more parents choose to pick up their students. Please consider maintaining the current bus route schedule during peak after-school hours of 3:30-5:00.
Message 49 – NSCP Report & Proposed elimination of CTA Route 205
We have lived in Evanston for 18 years, raising four sons without a car. Thus, we are very well aware of the good public transit options in our community and where the challenges are. We commend Pace and the CTA for developing a thorough plan and analysis for achieving better public transit coordination along the North Shore. We agree with its guiding principles. Notably, focusing service improvements on areas of high demand for bus service, growing ridership, and operating bus service where and when it is most needed. We agree that there are bus service gaps in Evanston, especially on the weekends, and we appreciate the proposed changes that will lead to improved service. However, the proposed elimination of CTA Route 205 contradicts the report’s stated aims, specifically its goals to increase frequency and operate bus service where it is most needed. In replacing the CTA 205 with the Pace 213, frequency will decrease. Though the report claims that the 30-min peak service (Route 205) will be upgraded to 20-min peak, this is actually less frequent than what is available now. Presently, students traveling north on Chicago Avenue to school in the morning have four bus options on the CTA 205--buses leave Howard at 6:50, 7:12, 7:22, and 7:34. The frequency averages around 14 minutes. Additionally, under the proposed plan, only one bus in the morning and one in the afternoon will pass by ETHS. Students who do not take that bus will have to change buses at Davis. This will add significant time and complication to their commute, placing an undue burden on their ability to get to school on time in the morning. It is obvious that students commute to school at different times, depending on a number of factors—attending sports practices, meetings, and academic support opportunities. There is also no accommodation for more riders on Pace routes 213 and 208. The report (Figure 4-7) shows no changes in the number of Pace buses running at peak hours: 208 (4) and 213 (7). Currently, three CTA 205 buses run at peak hours in the morning. Our sons have regularly ridden the 205 to the high school in the morning, and we know that the buses are heavily used by ETHS students. And the report itself claims that south Evanston is a high demand sub-area. Pace’s proposed “solutions” to the elimination of the CTA 205 will result in less frequent and overcrowded bus service. It is also unrealistic and burdensome, in a town the size of Evanston, to ask students to transfer from the Purple line or from one bus to another to get to and from their local high school. Students’ commute time would most likely double. And as the parents of an adult son with a disability, we take issue with the claim: Route 205 on Chicago Avenue is duplicated by the CTA Purple Line. As you are aware, the majority of Purple Line stations are not accessible to individuals with mobility impairments and other disabilities. In addition to contradicting the report’s stated goals, the proposed elimination of the 205 without an appropriate replacement raises the issue of equity and access. While all families will be affected by the decrease in service to and from the high school, the greatest impact will be on students and parents who depend solely on the bus to get them to and from school and their jobs. The NSCP Report highlights who rides buses most: They are young, diverse, lower income, working, don't own their own vehicle, or a combination thereof. Eliminating the service will result in families that have a car, time, and flexibility to simply choose convenience and drive to the high school, causing a decrease in ridership, further reducing public transit revenue, and adding more congestion and pollution to our city streets. At a time when we should be expanding public transit service, making it more equitable and accessible, the proposal to eliminate CTA Route 205 reduces it. We urge you to reconsider this recommendation and work to ensure that all service changes align with the report’s declared principles and goals. We are also aware that members of the COE Transportation and Parking Committee raised serious concerns about the impact of the plan on Route 205 riders, especially ETHS students. We are hopeful that all of our community’s input on the plan will be considered.

Message 50 – 205
I am writing to express my deep concern about the proposed elimination of the 205 bus route which provides my student at ETHS with her transportation too and from school daily. From what I see in the proposed alternatives, there will no longer be a route that doesn’t require switching at least once or walking quite a bit farther - neither of which is ideal in winter climates. I will try to attend tomorrow’s hearing (which is not at a particularly convenient time for parents who work!) but wanted to respectfully register my rejection of this plan here.

Message 51 – Regarding discontinuation of CTA 205 bus route
I am deeply troubled by the proposed elimination of route 205, which services ETHS, Evanston’s only public high school. My oldest has another year before it directly impacts us, but it will significantly
impact our ability to live here. One of the reasons we moved to Evanston was for the excellent public high school and the ability for our children to take public transportation to get there safely. This is an equity issue -- not all kids have cars, or parents with cars, or parents that can take them and pick them up from school. The new route requires a transfer that will make the trip significantly longer. Please note that the current bus is already quite crowded! This leaves a very large portion of SE Evanston residents with inadequate transportation for their High School Students to get to school. Please reconsider other options.

**Message 52 – Route changes for buses 208 and 213**

The proposed changes to both of these bus lines is going to have a major negative effect of hundreds of students at ETHS. The suggested alternatives do not seem to be a positive change for anyone who relies on this service to get them to and from school. We will be affected by the changes to the 208 bus line as will many other students in our area. The time added to get to a different bus route is going to create more stress for these kids at a time when they already have enough stress in their lives. In addition, the weather during the school year is for the most part always very cold and most of their backpacks are at least 30 pounds! These changes are going to create longer walk times in freezing temperatures while carrying a very heavy load as well as having to get up earlier than they already do to get to school. Cutting the routes and eliminating some buses is also going to create more cars being used to drop kids off in an already overcrowded area. This increases pollution, the risk for accidents and a longer wait to drop off and pick up students. I hope you will reconsider these proposed changes and figure out a way to keep things running the way they are now.

**Message 53 – 205**

Please reconsider altering the route for CTA Bus route for #205. My son, like many other children, relies on this bus to get to and from school (Evanston Township High School) every day. I oppose this change as it would cause major commuting problems for our household.

**Message 54 - Public Hearing Tuesday, 4/24/18 at Levy Center, Evanston, IL**

I attended the above-referenced meeting yesterday afternoon but could only stay one hour since I had a previous engagement. I have serious concerns about the elimination of the 208 bus service along Church Street. I have two daughters. One is currently a Sophomore at Evanston Township High School (ETHS) and the other will be a Freshman at ETHS in the Fall. The closest 208 Church Street bus stop is at Church & Samose. Currently it only takes 15 minutes to get to ETHS on the 208. With the elimination of a bus route along Church Street, the only bus alternative is the 250 Dempster Street bus. There is so much traffic in the morning along Dempster that it could take 45 minutes for the same 15-minute ride on the 208 Church Street bus. School District 202 does not have a transit system – it relies on public transportation - CTA and Pace. We want to encourage and help teens get to school on time, not make things difficult. Another concern about bus service along Dempster Street is the planned addition of PULSE bus service. With only limited stops, the high schoolers will have farther to walk to a bus stop.

And there is no information on how PULSE service will affect the local/regular bus service along Dempster Street. “Pace is evaluating the frequencies at which the current Route 250 will continue to serve existing local stops along the corridor” – this statement is from your own published information. Therefore, the 250 Dempster Street bus does not sound like a viable alternative to get to and from ETHS. Riders living near Church Street can now take the 208 Church Street bus to Old Orchard or Downtown Evanston for work, shopping, and entertainment. They can’t get to Old Orchard or Jewel for grocery shopping on the 250 Dempster Street bus. Many riders along the 208 route are elderly and would not be able to physically get to Dempster or Golf for the proposed alternate buses. Alienating entire populations from viable public transit service seems incredibly unfair and short-sighted. PLEASE RECONSIDER ELIMINATING 208 BUS SERVICE ALONG CHURCH STREET.

**Message 55 – Cta 205- Please do not limit service!!!**

Please do not limit the 205 service!!! My student and I depend on it to get to ETHS as well as Old Orchard!!! How are students who live in Evanston supposed to get to school with a limited schedule? Many high schoolers depend on jobs at old orchard which you are now limiting their access too!!! This service has already been reduced once, no more!!!
Message 56 – Discontinuing 208 on Church in Skokie
We just moved to Skokie in October. One of the primary criteria we were looking for was easy access to public transportation as I work in the loop. It’s disturbing that after all that effort on our part, it looks like we’ll still end up with a less desirable public transportation option. Please don’t change the 208 route on Church.

Message 57 – 208
Taking away the 208 from church will impact people and business. There are already 2 other buses that go down golf and 1 the goes down Dempster. And the 208 provides a quick ride to Evanston (east bound) / old orchard golf Mike (westbound) without the zig zag the other buses preform.

Message 58 – 205
I’m writing to request that Pace Bus 205 not be discontinued. We are a one car family and my 14 year old is unable to drive so he relies on the 205 to get to and from school every day. In fact, we rented our apartment specifically so he would have access to the 205 Bus. The proposed restructuring and rerouting of buses to compensate for the removal of the 205 would require that my son go to school insanely early and he would not make it home in time to get to tutoring, soccer practice or any of his other after school commitments. The south end of Evanston, which the 205 services, is densely populated area of mixed income families, many whom, like our family, don’t have the luxury of being a 2-car household. Please consider families like ours and KEEP THE 205 RUNNING!

Message 59 – 208
We are strongly opposed to the realignment of service for Route 208 through Skokie/Evanston to avoid Church Avenue. Our daughter who will be attending Evanston High School in the fall was going to take the bus every day to school. She suffers from anxiety and we were very excited when she was willing to take the bus on her own every day. Without a bus in place, she would need to walk to school with a heavy backup, many times in the cold/snow, causing her even more anxiety to get to school on time. We implore you to keep the 208 route the same and not make any changes.

Message 60 – 213
I am the parent of students at New Trier in Winnetka. We live in Glencoe. We rely on Route 213 for my children to get to/from school. They require morning and afternoon bus options. The bus gets VERY crowded before and after school so multiple buses are needed. Trains run infrequently in the afternoon and are expensive. Families must have access to Route 213 for children to get to/from school. IN CASE THERE IS THOUGHT OF RE-ROUTING, STUDENTS IN GLENCOE MUST BE ABLE TO GET TO THEIR HIGH SCHOOL IN WINNETKA QUICKLY AND EASILY.

Message 61 – 213
I would be for the change for Route 213 between Winnetka and Howard. Would it still go to Davis Street in Evanston? Would the bus go to Howard on Saturday? I do use 213 when I go to Davis Street for my dentist appointment on Wednesday nights so I hope it would still stop at Davis Street.

Message 62-1 – Proposed Restructuring of Service on Route 208 - Golf Road and Route 213 - Green Bay Road; Discontinuation of Route 205 Chicago/Golf
My name is Adam Kerman, executive director of The Transit Riders' Authority, a consumer organization for public transportation passengers. I am also co-chairman of Pace Citizens Advisory Board, but these remarks in testimony are my own. The Transit Riders' Authority is very much in favor of through routing the 213 Green Bay Road bus route with the Chicago Avenue segment of the 205 Chicago/Golf bus route. That this will eliminate the need to transfer to the Evanston "L" Purple Line shuttle for bus passengers traveling into Chicago during hours in which the Evanston Express does not operate should make this very popular with passengers indeed. I urge Pace to extensively promote this service improvement to the general public, beyond current bus passengers. Route 208 Golf Road can readily accommodate passengers on the Route 205 Golf Road segment. TRA does not oppose discontinuation of Route 205. TRA opposes the removal of service on Church Street between Skokie Boulevard and Dodge Avenue on Route 208. Yes, I understand that a portion of this segment is proposed for realignment into the Crawford
Avenue service in a future phase, but that's not being done at this time as it requires new funding. With respect to ridership on Golf/Emerson versus Church Street, boarding analysis conducted for this study does not lead one to conclude that Church Street should lose bus service given that boarding numbers were similar. Church has advantages over Golf: It's a narrower street and therefore easier to cross, so less intimidating for bus passengers. It serves a portion of Skokie half way in between bus routes on Golf and Dempster. It is highly unlikely that regular passengers now faced with a walk of up to 1/2 mile to the next transit street would remain bus passengers. Church Street has plenty of bus shelters, which help to encourage riding. TRA's recommendation: Serve both Church and Golf/Emerson on alternate trips. Re-assess when Pace would implement future phases of the study's recommendations. TRA has certain misgivings about the way the city of Evanston's Church/Davis bike lane impacts bus operations, bus passengers, and pedestrians. The bike lane was not designed to accommodate bus passengers nor crossing pedestrians. In fact, city of Evanston removed the curb bump out from the intersection of Oak and Davis across from the post office that narrowed the road lanes for pedestrians to cross Davis and made an ideal boarding location for bus passengers. Bump outs are ideal for bus operations as well, given that the driver doesn't have to pull the bus out of the through lane. Now, bus passengers stand in the street to board. There is no practical way to pull the bus to the curb, even if bus drivers weren't reluctant to do so. This delays boarding and requires passengers to step up higher. TRA's recommendation: Reconstruct the bump out at Oak and Davis and create bump outs at other intersections along Davis. Bike riders can be accommodated with a slight ramp similar to what city of Evanston built when the bus layover point on Church east of Dodge was replaced with the bi-directional bike lane. In future, I would urge city of Evanston to work with bus agencies and consider the needs of bus passengers and pedestrians in infrastructure design. There is no good reason that an improvement for the benefit of one form of non-motorized transport, like bike lanes, should adversely impact another form of non-motorized transport, like local bus transportation and walking. I would like Pace to reconsider the use of Dundee Road between Green Bay Road in Glencoe and Skokie Boulevard in Northbrook as a segment for 213 Green Bay Road. This would allow the 213 to serve offices along Skokie Boulevard. There is a market to serve here. Green Bay Road between Dundee and Lake-Cook Road and Lake-Cook Road run along forest preserve and the Chicago Botanic Gardens, making it an unproductive route segment. There must be some signage improvements to direct passengers between the Davis Street "L" station and bus stops on Church and Davis at Benson, given that passengers will have to walk further from the Davis Street "L" station. Also, accommodate a brief en route layover at Benson westbound on David so that buses may receive passengers connecting from the Evanston "L" Purple Line. If the bus driver can see the arriving "L" train, especially northbound, he should hold to receive passengers. This is particularly critical in the evening when there is little service running. I would like Pace and CTA to take this opportunity to further coordinate operations, not just planning. Please consider the following recommendations:

CTA must repair and maintain the Train Arrival signs in the bus terminals at Howard, Davis, Linden, and throughout the rapid transit system. 1) At Howard Street, the CTA bus starter must work with CTA and Pace drivers and dispatchers to hold departing buses for the imminent arrival of passengers off outbound Red Line trains during off peak. Perhaps a signal could be sent into the Pace IBS system. 2) CTA must improve signage at the Howard Street bus terminal to add wayfinder signage. I would recommend overhead signs with arrows at the exit from the rapid transit station into the bus terminal that can be seen by passengers facing toward the bus terminal. Current signage isn't as noticeable as it should be. 3) Nothing to do with this study, but I want to state on record that CTA must complete improvements at Howard Street that have been left undone since the station opened, such as the missing connection from the mezzanine into the parking structure and pedestrian bridge to the shopping center, and possibly to install the second pedestrian bridge over the bus terminal. I would like to compliment Pace and CTA for working together to help ensure a better outcome. This is in contrast to the separate and uncomplimentary changes that CTA made in this area in the early 2000s that led to Pace discontinuing several bus routes in reaction. I hope the two agencies will continue working together to improve service in other parts of the metropolitan area. I'd like to suggest a similar process for the area including the far northwest side of Chicago, Park Ridge, Niles, Des Plaines, and Rosemont.

Message 62-2 – I have additional testimony for the public hearing on 205, 208, and 213.
On the new segment being added to Route 213: Please consider routing 213 between Northbrook Court and downtown Highland Park: eastbound Lake-Cook Road, northbound Skokie Valley Road passing
Crossroads, westbound Clavey Road, northbound Ridge Road, eastbound Old Deerfield Road, westbound Richfield Ave (or through shopping center passing Jewel), eastbound Deerfield Road/Central Avenue and into train station. This would re-instate a portion of route 473; 471 might be cut back to Northbrook Court. I don't believe it would add any significant amount of time and could serve additional passengers. Clearly there are no boarding locations on US 41. Entering US 41 northbound at Lake-Cook Rd is not ideal. Because the traffic lights are timed so that traffic exiting from Edens Expressway doesn't back up onto the expressway, entering the expressway northbound typically requires two stops, once at the lights for the ramps west of the expressway, then again on the bridge waiting to enter northbound. It's not timed to make it through both lights on the same cycle.

Message 63 – 205/206 Evanston Bus
Please do not take away the 205/206 route for ETHS students. We have an incoming freshman and live near Mama Hoosier. We were thrilled to know that our child could walk a few blocks to Chicago Avenue/Kedzie and catch the bus directly to/from school but now that might change. We have a G6 student at Nichols who will be taking the same route in 2 years and that could change also. Please please please, we are working parents. We need a reliable, dependable, safe and direct route for our children to get to/from school that doesn't involve longer commute time or transfers. Please please please, keep the direct route to/from ETHS. Our children are our future. Let's get them to school to learn and not have to stress them out trying to get to school. Thank you.

Message 64 – 205 Bus
I'm writing to oppose the elimination of the 205 bus route. My son takes this bus to ETHS in the morning, from Chicago and Main. Sometimes he takes it early, if he wants to go early to get extra help from his teacher, sometimes he takes it later to arrive just in time for class. It's so convenient and flexible, and packed with ETHS students. Please don't cut this important service.

Message 65 – Bus 205
Not only will eliminating the 205 bus line negatively impact students at Evanston High School, it will do the same to people such as myself, who rely on it to get to work in Skokie! I implore the CTA not to eliminate the line!

Message 66 – Bus Route #205 Chicago/Golf
I am a parent of a student at ETHS high school in Evanston, and I am writing to request that you not change or cancel bus routes on this line. Many students use this route as their way to school and would be really hampered with fewer buses on this route or having to take multiple buses to school. Thank you for listening.

Message 67 – Bus route 205
I wanted to speak out in support of maintaining the 205 bus line. ETHS students need easy public transit options to get to school. The whole city will suffer if more of them have to drive, and it's cruel to make teenagers get up even earlier and transfer bus lines to get to school on time. Their grades will suffer, either from being underslept or from being late every day. I hope you keep this important service.

Message 68 – Bus route 205 Evanston
Please do not discontinue the 205 bus route on Dodge Ave in Evanston. It would have a very negative impact on our community.

Message 69 – Bus Route 205
Please do not eliminate the PACE 205 bus route in Evanston. My daughter, who will be a freshman at ETHS next fall, would use this bus route to get to school.

Message 70 – Concern of discontinuation of CTA 205 bus route
I am deeply troubled by the proposed elimination of route 205, which services ETHS, Evanston's only public high school. My oldest has another year before it directly impacts us, but it will significantly impact our ability to live here. One of the reasons we moved to Evanston was for the excellent public high
school and the ability for our children to take public transportation to get there safely. This is an equity issue -- not all kids have cars, or parents with cars, or parents that can take them and pick them up from school. The new route requires a transfer that will make the trip significantly longer. Please note that the current bus is already quite crowded! This leaves a very large portion of SE Evanston residents with inadequate transportation for their High School Students to get to school. Please reconsider other options.

**Message 71 – Concerned Parent about #250 Bus Discontinuation**

I wanted to reach out and let you know that I have some concerns regarding the news I recently heard about the discontinuation of Bus #205. My daughter starts high school at ETHS next year and she and I have always been very excited about this bus that can pick her up only blocks from our home and drop her off right in front of school and get her home as well. She splits her time between two households with me and her father, both located south of Dempster and east of Chicago, and this is a bus we were depending on for her transportation to and from school starting next year. From what I can tell the new options are not nearly as convenient and I know that there is much conversation and protest going on right now regarding this change. Please let me know what the latest decisions are regarding the #205 bus and what the students that depend on this bus are to do next year if this bus is no longer in service. Thank you for considering my concerns.

**Message 72 – CTA 205**

Dropping the CTA 205 bus route as proposed impacts South Evanston families who live east of Chicago Ave most directly. The suggested alternatives for students all involve some real compromises. This is an issue of equity and access which will have major negative consequences for students who rely on the CTA #205 for transportation to and from school. As a resident of southeast Evanston who has children that will depend on this transportation, I am opposed to the dropping of CTA 205. Having the meeting for public comment at 4:30 in the afternoon, also disregards the public input of many working parents who will be directly affected.

**Message 73 – CTA Contact Us - Evanston 205**

As an Alderman in Evanston's 4th Ward, as a parent of students, and as a resident of the community, I am writing to object to the change in service being proposed. I know you have heard from a number of concerned residents and students. Our community has a long history of working to improve access and equity. This change will have a direct negative impact on those goals as they apply to equity. Our City Council and community have worked hard and thoughtfully to plan for transit oriented development and to improve the transportation options for all members of our community. Recently, the Chicago Tribune wrote a story about one of those projects as an example of how to get transit oriented development right. Taking away the transit components is a terrible step backwards and away from what our community, and our neighboring communities, have been working hard to accomplish. Please do not proceed with this change in service. I can be reached at 847.859.9410 if you would like to discuss this further.

**Message 74 – CTA route 205**

I'd just like to express my support for keeping CTA route 205, with no cutbacks in service or frequency. I'm an Evanston resident with a son who attends ETHS.

**Message 75 – North Shore Coordination Plan**

I am a concerned regular passenger of the CTA Bus Route 205. I am a non-driver and purchase a regular monthly combined CTA/PACE pass. I cannot attend tonight's meeting, due to my regular late evening's work at my office, however, I would like to voice my opinion and have you pass along my concern and proposed suggestion. I propose instead of replacing Route 205, minimize the number of daily trips run throughout the day, similar to CTA Bus Route 54A, Irving Park/Cicero to Skokie Courthouse, concentrating on rush hour runs to the courthouse in the morning through 11am or Noon and restart the route around 3pm through 6:00pm. I ride Bus 205 due to my work near the Skokie Courthouse. Granted, I have flexibility with at least two to three 205 bus runs, but there are other riders that utilize this route. There are riders headed to court throughout the day. The main court times are 9am, 1:30 and 3pm. I believe someone should have included one or more of the bus drivers art tonight's meeting. One of the regular bus drivers is a man named Sean, spelling and last name, unknown. I'm afraid there are many
riders that just do not drive or earn limited income, or whatever reason, undocumented citizens, etc. that would not step out to attend today's meeting. I am grateful for you to read my message, and pass it on to representatives attending today's meeting. If you need any further comments, please contact me. If possible, please return a quick email response that you received my email and will bring my concern to tonight's meeting. Thank you. If my opinions on other routes would be helpful in the future, do not hesitate to contact me.

Message 76 – Discontinuation of 205
I'm a current student at ETHS, and the issue with discontinuing the 205's service, is that having to transfer buses is unreliable, and can be confusing. If one bus is late, and the other is early, you have to wait for another bus, and that can cause you to A. Be late to AM support, which is time in the mornings that teachers can help, or B. Be late to school! Changing buses can be stressful, and frustrating, especially when bus trackers don't always line up. If we were to only have one bus in the morning, and one after school, this limits after school activities. If there is no bus running, then people have to walk in the dark to the train, which is uncomfortable, and not well lit - especially in the winter. The fact is, we already have so many people shoving to get on a bus that leaves people behind, and by sending a single bus, that will be the only one for the afternoon, leaves many people behind, forcing them to find another way home. If a possible issue with the line, is that it goes all the way to Old Orchard, and not enough people take it, consider removing that extended route that leaves from the school - because I know the bus is empty once we exit it in the mornings. But I do not know who/how many people take it back from Old Orchard in the morning. I'm sure the afternoon is busier. Please reconsider your decision.

Message 77 – Discontinuation of Bus Route #205
I am writing to inform you of my disappointment if the CTA Bus Route of #205 is discontinued. Several Evanston High School students, including my daughter, take that bus to and from school every day. As I also live on Grant Street, I do noticed that the 7:44am is packed with students and the 8:16am has a very few people on it. Maybe if the CTA is looking for ways to cut cost - they eliminate the later one, since it does not provide enough time to get to the high school on time anyway and doesn’t seem that widely used.

Message 78 – Discontinuation of Bus Route 205
We are writing about the proposal to eliminate the CTA 205 bus and to implement a new Pace 213 route. We respectfully request that you reconsider the current plans, which are extremely detrimental to our community and particularly to the hundreds of ETHS students who use the 205 route in both southeast and northwest Evanston. The CTA 205 bus is crucial to many students’ access to school. The proposed reduction in service will make it more difficult and more time-consuming for our students to get to and from school, and the impact will be greatest on those who do not have other transportation options (e.g. cars of their own or parents who can drive them). Therefore, this is an issue of equity and access. The impact of the proposed change would be enormous. Currently students traveling north on Chicago Avenue to school in the morning have four bus options on the CTA 205 – buses that leave Howard at 6:50, 7:12, 7:22, and 7:34. We know that at least three of those four buses are heavily used by ETHS students. Students commute to school at various times in the mornings; sometimes they want to arrive shortly before school starts, but often they need to go early to school for academic assistance, extracurriculars, or courses scheduled in the period before the normal day starts. Under the proposed plan, only one bus in the morning and one in the afternoon will pass by ETHS. Students who do not take that bus will have to change buses at Davis. This will add significant time and complexity to their commute, placing an undue burden on their ability to get to school in the morning. Indeed, Pace’s proposed “solutions” to the problem that will be created when the number of buses that go past ETHS decreases from four to one – changing buses, taking the 206, or taking the train and transferring to a bus – all add new challenges for our students, making their journeys to school longer and more complicated, and therefore making public transportation more inconvenient and less useful. Again, this has a disproportionate impact on students who don’t have other options for transportation to school. Alderwoman, Melissa Wynne, told ETHS families that when Pace initially presented the proposed plan to Evanston’s Transportation and Parking Committee, committee members expressed deep concern about
the impact of the plan on ETHS students. Their concerns are well-founded and are reflective of the community’s concerns. Given the high demand for 205 service to and from ETHS and its significance to so many of our students, we implore CTA and Pace to listen to our elected officials and to members of the community and find a way to continue the current level of service.

**Message 79 – Evanston Bus Route 205**
Can you expand why you are cutting this route? It seems to have an impact on the poorest of families who live Evanston, including me. I count on the bus route to get my daughter to school. As a single parent, I always worry about how she gets to school. Now by cutting this route you have limited her options. Thank you and I look forward to your explanation.

**Message 80 – Evanston CTA bus route changes**
Please please don’t change the routes! the PACE bus will not run enough and our students need an affordable option to get to school. We are striving to make Evanston more equitable, and taking away affordable and timely public transportation options will hurt our neediest neighbors and students.

**Message 81 – Evanston Hearing: CTA 205 Bus Route**
I just became aware of the Tuesday meeting at the Levy Center to discuss new bus route proposals. South Evanston parents are concerned that the CTA 205 bus route will be cancelled or reduce service, negatively effecting ETHS bound students. Many kids from low/middle income families are highly dependent on this bus service. Our grandson will need this service next year. Frankly, what worries me most is that families who most need this service for their kids will not be able to make a 4:30 meeting as they are working. Why a 4:30 start? Hopefully, somehow, the voices of parents who need this bus service for their kids can be heard. I’d make the meeting myself but I am not home from work until 6 pm.

**Message 82 – Keep 205 bus as is**
Please keep the 205 bus service as is to ensure equitable transportation opportunities for southeast Evanston and Evanston Township High School students. Reducing or eliminating the 205 schedule is a disservice to the future leaders attending ETHS and is unfair to Southeast Evanston residents. In addition, this would affect people trying to get to the Courthouse. Please keep the current schedule.

**Message 83 – Keep Pace Bus 205!**
I am writing to request your support of the Bus 205 line, especially for enabling students to use it to get to ETHS. With no actual school buses any longer, for many students, this is the only way that they are able to get to and from school for classes AND for all the other activities that are held at the school throughout the morning, afternoon, evenings, and on weekends. Thank you in advance for your consideration!

**Message 84 – North Shore Coordination Plan - Wilmette Service Reductions**
I am writing to you about Pace’s North Shore Coordination Plan. Upon reviewing the materials, I see there are many significant changes to the 421 and 422 bus routes that serve Wilmette – in particular the students of Wilmette using Pace to commute to New Trier High School and Loyola. As such, I request that Pace schedule and hold a public presentation on these proposed service reductions in Wilmette before any final decisions are made. It is surprising given the proposed service reductions that will impact many Wilmette families that depend on Pace for travel to area schools, that more outreach to Wilmette residents has not occurred to date and I am hopeful you will rectify that situation. I believe your process and decision making will be enhanced by proactively gathering input from and engaging with community members who depend on those two routes. Upon review of the materials on the Pace website, the 421 Wilmette Avenue bus is being eliminated and the 422 bus, which currently runs on Lake Avenue, will provide a detour on Wilmette Avenue during peak hours. It is unclear what that means for the frequency and capacity to serve riders on the already crowded 422 during those times. It is not clear if these are additional 422 buses going up Wilmette Avenue or if service on both Wilmette and Lake Avenue at those peak times is being reduced. As hopefully you are aware, both the 421 and 422 are currently at maximum capacity during school travels times. Pace buses on both routes routinely are unable to allow all riders to board when the buses are full at these times. This is of particular issue for those students attempting to board in the morning west of Ridge Road and after school at the school bus stops. As found in the market...
Message 85 – Objection to Route 205 Elimination
I just moved to 2222 Grey and I was so excited to see the 205 bus drive right past my house! I was concerned about this location because it is far away from the el, but I chose it because I had the option to take that bus to the train. Please do not eliminate this route. I am trying to limit my car usage to reduce my carbon footprint. I am concerned about the impacts to ETHS students. They need this bus.

Message 86 – opposition to North Shore CTA proposed changes
I am a parent of current and future Evanston Township High School students. Our family is dependent on the 205 bus to get to and from the high school every day. My oldest daughter, whose morning bus stop is Chicago and Dempster, tells me that on the 7:30 bus every seat is full with mostly high school students and the 7:40 bus is crushed with kids standing and sitting in every available space. To reduce this route to only one bus in the morning and one after school, while simultaneously eliminating other bus routes would have detrimental impact on our lives. Eliminating service on the current 208 route on Church compounds the tremendous, negative impact on our students and our community. Our students will face longer, more complicated, more crowded, and more stressful commutes to school if the proposed changes proceed. Not ever student in our community has a parent who can drive their kids to school, nor does every student have their own car or know someone with a car who can afford parking at the school. Schedules vary from student to student, and those schedule change throughout the school year with different before and after school programs. We strive to be equitable giving everyone access to a good education. The proposed changes to the CTA schedule stands in opposition to the service our community needs. I plead with you to reconsider and to not proceed with the proposed changes.

Message 87 – PACE #205
I am writing to you as a concerned parent who lived east of Chicago Ave. and will have three kids going to ETHS next year relying solely by PACE #205. I strongly oppose the decision to discontinue CTA bus 205 services for the following reasons: 1. Both me and my husband's jobs requires travel and long hours, without PACE #205, this leaves us no choice, but have to drive our kids to school every morning. This is fine by us, but considering how many SE Evanston parents will do the same. This only leads to congestion and environmental concerns related to air pollution. 2. CTA provides no alternative bus route that will transfer passengers between Howard street and Davis street. I was not clear whether current #208 or #213 bus route will be re-routed to SE Evanston? 3. Safety concerns, especially for teenage girls traveling to ETHS every day. The less stops they make, the easier mind parents have!!! Please consider keep PaCE #205 open.

Message 88 – PACE 213 route changes
Intervals between Pace 213 buses remain every 30 mins during peak and non-peak times. No changes. No Pace 213 extension to Howard CTA station. Pace 213 remains between Davis St station, Northbrook Court and Highland Park only. No change. No every other Northbound Pace 213 only goes as far north as Winnetka during peak times. Every Pace 213 northbound 213 bus during non-peak or peak times goes between Davis St Station and Highland Park or Northbrook Court. Also I propose adding limited Pace 213 Sunday service between Davis St station and Northbrook Court. It's 2018 Pace, the mall is open 7 days a week and people want to go to the mall 7 days a week. The North Shore Coordination Plan is another plan from pompous Pace and CTA managers, who don't even use public transportation, with no concern for public transport riders.

Message 89 – Pace bus 205
Eliminating the service of PACE bus 205 will virtually cut off many students from being able to get to high school safely. This will impact school attendance and success. As a community we need to support equitable transportation services. Hundreds of students rely on this service to get to and from school every day. Please reconsider your plan and work to improve the 205 schedule.

Message 90 – Proposed Cancelation/Replacement of Bus Route 205 in Evanston

It was nice to meet you at the public hearing on the proposed bus schedule changes last night. I wanted to add my observations to the public commentary you are collecting as part of the assessment process. We are extremely concerned about the potential impact on the elimination of the 205 on Evanston Township High School (ETHS) students in general and our two freshmen daughters specifically. Our primary concern is the proposal to replace the 4+ 205 buses providing service during peak student travel times with a single special bus added to the 213 line. Here are our key concerns:

1. Already overcrowded bus service will get worse. Current demand for the route during school hours exceeds capacity - our girls are regular riders of the 205 and are currently unable to get a seat on the bus in the AM and it is worse on the PM route where it is common for children to be turned away at the door due to overcrowding. They routinely ride 3 of the 4 buses that travel before/after school and have never managed to get a seat (their stop is at Chicago & Greenleaf). 2. A single arrival and departure time doesn’t meet the needs of many students ETHS students need to arrive and depart from school during a range of hours - there isn’t a single start and stop time for school activities. For example, our children and their friends take the earlier bus to attend AM support - an activity designed to support student advancement that takes place prior to the first bell of the day. In the PM, they and many other students attend extra curricular event and rely on the later 205 to get home. A single bus doesn’t begin to meet this need. 3. There are no good alternatives to the 205 service Evanston and its high school doesn’t have its own bus service for students - the 205 is the only good option for many students in South Eastern Evanston. There are no other good options for many students. I’ve listed the options I’ve heard discussed below and the reasons they are not good alternatives to the 205. a. There is no other bus line directly connecting South East Evanston to ETHS. Neither the high school no any other provider offers this type of bus service b. Bus transfers are not good options for students It was challenging to teach freshman girls to take the bus when it had a single start and stop point. If the line is removed, one option would be to have them transfer buses. However, this is daunting for a new, young, underage bus rider. It also leads to delays and the risk of being late to school or taking the wrong bus to a distant location. Transfers are simply not a good option for students. c. The 206 running on Ridge is too far away As it is, students East of Chicago Avenue have to walk multiple blocks to catch the 206 - which is also frequently overcrowded during peak hours. Suggesting they carry heavy book bags, awkward musical instruments, etc many more blocks is placing a huge burden on kids as they go to school. Plus, that requires students to cross Chicago Avenue and face the dangers of that busy street. d. Walking/cycling the 2 miles is not an option for most students. Walking 40 to 60 minutes with heavy book bags and crossing busy streets is not feasible. Especially during inclement weather and during the times of the year when it is dark when school starts. e. Driving is not an option for many. Too young. No cars. Shortage of ETHS Parking There are many students who simply can’t drive due to their age and lack of access to a vehicle. For those who do have a car, there is an extreme shortage of parking at the school. 7. Get rides to/from school by parents or Uber/Lyft. Many parents simply can’t drive kids to school. Many parents are working. Others don’t have access to a vehicle. They rely on the bus service to get their kids to and from school safely. Ride sharing services are also not a viable option given that children are not technically allowed to ride without parents and the obvious fact that the cost would be extremely high and beyond the reach of many people. The 205 is heavily used during peak hours and is already overcrowded. The demand for service is obvious to anyone who observes the buses during these travel times. Because of these factors, the CTA proposal to eliminate the 405 service during peak ETHS student travel is a proposal that makes a bad situation worse. Rather than reducing the service of the 405 at these peak times, the CTA should consider increasing service. If you have any doubts, I urge representatives of the CTA to ride (or at least attempt to ride) the 205 immediately after the last bell at ETHS to gain first hand experience of the need this community has for service on this route. Please let me know if you have any questions or if there is anything I can do to help influence the decision makers.

Message 91 – Proposed changes are horrid

Page 25 of 28
A lot of us count on the 208 east/west route to get to work at old orchard...and we need this route. It is always busy and I work with many people that will not be able to compensate for 208 service being rerouted off of church near Crawford. Please for all of us that desperately need this route do not eliminate the church street route to old orchard. This will have dire effects for people who make a living at the mall and ride the bus! We will not be able to get to work! Do not approve this change please.....

Message 92 – Proposed changes to Bus Route #205
I write to express my concerns regarding proposed changes to Bus Route #205 in Evanston. I am unable to attend the hearing today due to work commitments. I hope I am reaching the right person at the CTA with this email. The public notice for the hearing today indicated there is more information on the CTA website ("Details outlining the service that is proposed to be discontinued are available online at www.transitchicago.com") but no information is available other than the public notice of the hearing, at least based on searches using terms from the public notice. It would have been optimal to have included a link directly to details mentioned in the notice. My concern with changing the route is that it is one used by Evanston students in the morning and afternoon hours to go to and from Evanston Township High School. It is not clear that there will be provision to provide alternative means via other routes for students to get to and from school. I will hope that my neighbor, who is planning to attend the hearing, will have more information, but I would like to ask that the information be provided on the CTA website and made clearly visible. And please understanding that I am voicing opposition to any planned changes that would negatively impact the transportation of students to and from school. Thank you for your attention.

Message 93 – proposed CTA and Pace bus route changes
I'm sending this message in the hopes of impressing upon you the importance of not going through with the discontinuation of bus 205 and the realignment of buses 208 and 213. I'm a senior at ETHS, and my sister is an eighth grader at Nichols Middle School and the 205 bus has long been a provider of an easily accessible and safe means of getting to school, and we had hoped it would continue to be. There are several consequences to these changes that I'd like to bring your attention to. Primarily, buses (and public transportation as a whole) was brought into existence to serve the citizens around it, with the added bonus of reducing emissions and the number of cars on the street. The assumption that the people that would be primarily affected by these changes have other methods of transportation turns a blind eye to blatant equity disparities. Some people do not have cars or the ability to drive. Some do not have the ability to walk a few blocks to a new and farther bus stop. Some do not have the time to wait while they transfer to a different bus or train. These proposed changes stem for narrow-mindedness and a selfish standpoint, undermining the inherent meaning of the word "service". Going further, it is simply impractical to reduce the route to ETHS to be handled by one bus only. I alternate between taking the ~7:32 am and the ~7:42 am buses. On certainly more than one occasion, the bus has been full to way over its intended capacity, so that riders are literally pressed front to back with one another. Adding large backpacks and potential instrument cases is laughable. Not to mention, there are huge differences in the times that students both arrive to and leave from school, all for various reasons. These route reductions place hugely inconsiderate limitations on the patrons. I sincerely hope you'll take my voice, and the many other's I know you're hearing from, into account before making a decision. Understand who this affects and just how drastically.

Message 94 – Proposed Discontinuation of Bus Route #205
We are incredibly concerned about the proposed discontinuation of bus route #205. It will create a significant barrier for high school students living in South Evanston - especially for families who live East of Chicago Ave. Right now there are 4 morning buses that run up Chicago Ave and over to ETHS with times varying between 7:10 and 8 am. These routes are heavily utilized by ETHS students. The suggested alternatives are not acceptable and only make the morning commute more difficult for students. It will also place an additional burden on families for whom the bus will no longer be an option. As a residents of SE Evanston and parents of three eventual ETHS high schoolers that will need to utilize the bus, we are asking you to reconsider making this disastrous change. As a community, we prioritize education by ensuring reasonable and fair access to all that ETHS has to offer.
Message 95 – Proposed discontinuation of Bus Route #205
I understand that as a consequence of the proposed discontinuation of Bus Route #205, Bus Route #208 will be diverted off Church between Skokie Blvd and McCormick. I live on Lawndale Ave near Church and oppose the elimination of bus service on Church between Crawford Ave and downtown Evanston. We chose our house location so that we could remain a one car-family and rely on public transit. We regularly use Bus Route #208 to get to and from King Arts school, ETHS, and downtown Evanston (for work and to access the el and Metra). We do rely on public transit on a near daily basis and it would be highly disruptive to our family if there was a decrease in bus service on Church at this location. Thanks for your consideration,

Message 96 – Proposed discontinuation of bus route #205
We are very concerned about the proposed discontinuation of bus route #205. This is an issue of equity for students that attend ETHS. Dropping the CTA 205 bus route as proposed impacts South Evanston families who live East of Chicago Ave. most directly. Right now there are about 4 morning buses that run up Chicago Ave. & over to ETHS (times from 7:10 until 8:00 am) that are very heavily used by ETHS students. The suggested alternatives for students all involve some real compromises. As a community, we prioritize education by ensuring reasonable and fair access to all that ETHS has to offer.

Message 97 – Route 205
I’m an Evanston parent with a Nichols and ETHS student and I’m writing to protest the proposed elimination of CTA Route 205. This is a much needed route for Evanston families and students and its elimination would negatively impact so many in the Evanston community who rely on public transportation for work and school. Please do not discontinue this route.

Message 98 – Route 205
Recently I have heard that the CTA is planning on discontinuing service on Route 205. This route is crucial for students from South Evanston who attend Evanston Township High School. For the four buses that run in the morning, it is quite packed with students commuting from our neighborhood to ETHS. As a parent of a child who will soon be going to ETHS, Route 205 was one of the reasons why we chose our neighborhood in the first place. Proposed routes such as PACE 213 running one route per morning that diverts to ETHS do not unfortunately make up for the loss of Route 205. One bus per morning that would arrive at 7:40am does not come close to meeting demand. For those students who do not drive or families that cannot afford either a car for their student or are not able to drop their student off in the morning, this creates a severe access problem. Please reconsider the plan to discontinue service on Route 205. Thank you for your attention to this matter.

Message 99 – The CTA 205 works better than proposed changes!
Our family lives near Main and Chicago and the discontinuation of the CTA 205 bus will have a significant negative impact on our family now and for the next several years as my ETHS sophomore finishes up and my middle schooler gets ready for ETHS. I've looked at the suggested changes to the CTA 205 and they really don’t offer the same flexibility and access to school that are currently being offered. I urge you not to make these cuts to service at the expense of our high school students. I rely on public transportation to get my kids to school; our bus route is a great thing for working parents like myself, and it is also something I'm proud that my student has learned to use. I think that the changes you are proposing will not only make our morning commuting logistics more difficult, but also will discourage my children seeing themselves as users of public transportation. If this happens in many houses across Southeast Evanston it could potentially have a significant negative impact on our transportation systems more broadly! Here are the problems I see with your new alternatives to the CTA 205. The one proposed Pace 213 that would go directly to the high school runs too early for a regular school day and too late for early bird PE. I don't believe my kids would ever make it on a bus that early. I suspect the option to take other 213 buses and transfer to the 208 will mean a longer commute time and it looks like the busses will be fewer and therefore more crowded. My older student may take this option, but I think he'll prefer to ride his bike more often. I would be more hesitant to put my middle schooler on this route and she is heading to the high school for geometry next year. Biking won't work for her because she'll take the school bus back to middle school, but I think we might have to set up a car pool instead of using the bus.
Our first choice for her would have been a direct bus trip past ETHS. I don't have the data you do on ridership, but my high school senior reports that the CTA 205 bus that gets to ETHS around 8:15 is so crowded he sometimes can't find a seat. This is especially true in the winter and on rainy days when students don't ride their bikes. I wonder if your data collection took weather conditions into consideration - it certainly impacts bus usage in our house. His impression is that the school time CTA 206 busses are even more crowded. It seems like these 7 am to 8 am bus routes are exactly the ones that can and should be profitable and I am confused that they are the ones on the chopping block. I strongly urge you to find a way to support direct routes to ETHS that service the Chicago Ave community at least 3-4 times each morning and again on the return in the afternoon. Doing so will support our students, and it will encourage ridership in our young people so the benefits will be long term.

**Message 100 – Urgent-please do not drop CTA 205 in Evanston**
I am a long-time Evanston resident and mother of two children who attend our local public elementary and middle school. My husband and I are extremely concerned about the proposal to reduce the busses that currently serve our public high school students. Our community is extremely diverse, and many children depend solely on the CTA 205 to get to high school. Students go at all times in the morning for athletics, extra academic help, and extracurricular clubs. It would be devastating for our students to make a stop and be required to transfer to a new bus. This would have a severe effect on their ability to get to school on time. This would be just one more barrier in front of students of color and low-income students, who do not have the luxury of owning a car in high school or having a parent who has a flexible job who can drive them to school. Please reconsider the proposal and maintain the bus route 205 as it is today and maintain the service that is helping our students be successful in school and in life. Thank you for your consideration.

**Message 101 – 208**
Moving route 208 from Church St to Golf will impact negatively the current and potential riders as walking from our stop at Church & E. Prairie to the nearest stop at Golf is about 10 minutes, which is quite a distance for older commuters.
Memorandum

To: Alderman Melissa Wynne, Chairman
    Members of the Transportation & Parking Committee

From: Jessica Hyink, Transportation & Mobility Coordinator

Subject: Transportation & Mobility Updates for the May 23, 2018, Transportation & Parking Committee meeting

Date: May 18, 2018

Summary:

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

Transit Updates:

a) Dodge Bus Stop Pilot:
   o Per guidance of the Federal Transit Administration, Evanston staff have been working with Alderman on a bus stop pilot program on Dodge from Main to Oakton. Further details will be presented next month.

b) RTA Wayfinding Signage at Main Street
   o Evanston staff met with RTA staff to confirm the locations of proposed wayfinding signage at Main Street Metra and CTA stations. RTA has also proposed the relocation of a bus stop. Further details on the proposed relocation of the bus stop will be presented at a future meeting.

Bicycle Program Updates:

a) Divvy Program:
   o Staff is working to update the format of how Divvy data is shared. A presentation on the available Divvy data and new format for data sharing will be presented at a future meeting.
   o Oak Park stations are now available for purchase. Staff is projecting to come under budget this year in operating expenses, allowing for the purchase of new Divvy stations. A presentation on potential locations to site new stations is coming soon.

b) Dockless Bike and Scooter Share
The City of Chicago has released a dockless pilot program on the south side of Chicago from 79th Street to Chicago’s southern boundary. With the proliferation of dockless bike and scooter share, staff is utilizing the City of Chicago and other bike share regulations to develop appropriate regulations for Evanston. Staff is seeking input on the City of Chicago permit requirements for dockless bikeshare, included as Attachment 1.

Attachment:

Attachment 1 – City of Chicago Permit Requirements – For Dockless Bikeshare Vendors Only
Attachment 1 - CITY OF CHICAGO PERMIT REQUIREMENTS – FOR DOCKLESS BIKESHARE VENDORS ONLY

Emerging Business Permit - Objective Criteria for May 1st, 2018 Launch

1. Vendor must be and remain a member in good standing for the full duration of the permit term with the North American Bikeshare Association (NABSA), or a comparable bikeshare association that: (i) has a focus to support bikeshare systems in cities with 500,000 or more population; and (ii) has a code of conduct for its members that promote a safe, reliable, and equitable bikeshare system, as determined by the City’s Commissioner of Business Affairs and Consumer Protection, in consultation with the City’s Commissioner of Transportation. The purpose of the requirement imposed in this paragraph 1 is to ensure that vendors adhere to guidelines that help bikeshare systems operating in large cities to be safe, equitable, and reliable as detailed in NABSA’s code of conduct (https://nabsa.net/code-of-conduct/), or the comparable bikeshare association’s code of conduct.

2. Vendor must have demonstrated experience in offering a dockless bikeshare program in a major city with 500,000 or more population without license or permit revocation.

3. Vendors may deploy up to 250 bikes in the pilot program. From May 1st to June 30th, any vendor participating in the pilot program may utilize up to 50 wheel-lock technology bikes, with the requirement that further participation in the pilot program from July 1st to November 1st must guarantee lock-to technology only. Starting on July 1st, vendor must provide a fleet of dockless bikes that have lock-to technology only, which requires that the bikes be locked to a fixed object to end a rental trip.

4. Vendors must be certified by the International Standard ISO. Additionally, all bicycles shall meet the safety standards outlined in ISO 43.150 – “Cycles, as well as the standards outlined in Code of Federal Regulations Title 16, Chapter II, Subchapter C, Part 1512 – Requirements for Bicycles.”

5. To participate in the intended Tuesday, May 1st, 2018, launch date of the pilot program, vendor must have sent a complete permit application packet to participate in the pilot program by Tuesday, April 24th, 2018. Late permit application packets will be accepted, however in these cases, processing of the application packet materials cannot be guaranteed by May 1st, 2018. Each permit application packet must meet eligibility requirements for permitting.

6. The permit application packet must contain a completed business information sheet with accurate information available at www.cityofchicago.org/bacp. John Castaneda, Department of Business Affairs and Consumer Protection, can be contacted at 312-744-5359 or john.castaneda@cityofchicago.org with any questions regarding the permit application process.

7. Vendors must provide the below information as part of their permit application packet:
   a. Illinois Secretary of State – Legal entities must complete an Application for Authority to Transact Business in Illinois and obtain a file number.
   b. Illinois Department of Revenue – All businesses must file with the Illinois Department of Revenue.
   c. Internal Revenue Service – Vendors must provide Federal Employer Identification Number (FEIN).
d. Controlling persons of the applicant must provide: (i) full name, residence address, business address, business, home and cellular telephone numbers, and e-mail address; (ii) the name and telephone number of an emergency contact person; (iii) date of birth and social security number.

8. Vendor is required to pay a permit application fee of $250.00 plus a $50.00 per bike administrative fee to address costs incurred by the City of Chicago during the pilot program. These may include costs related to administration, monitoring, use of the public way, and the installation of bike racks in the pilot area. Vendor must declare the total number of bikes it intends to deploy in its permit application, not to exceed 250 bikes total per vendor, and only 50 of which can be wheel-lock bikes that must be phased out by July 1st, 2018.

9. A vendor shall produce proof with its application package that such vendor has obtained commercial general liability insurance, with limits of not less than $5,000,000 per occurrence, for bodily injury, personal injury and property damage. The insurance policy shall: (1) be issued by an insurer authorized to insure in Illinois; (2) name the City of Chicago as additional insured on a primary, noncontributory basis for any liability arising directly or indirectly from the vendor’s operations; and (3) include a provision requiring 30 days’ advanced notice to the City’s Commissioner of Business Affairs and Consumer Protection prior to cancellation or lapse of the policy. The vendor shall maintain the insurance required under this paragraph in full force and effect for the duration of the pilot period. In addition, vendor shall (i) indemnify the city against any additional or uncovered third party claims arising out of or caused by the vendor’s dockless bikeshare operations; and (ii) cover the cost for any damage to the public way or other city property arising out of or caused by the vendor’s dockless bikeshare operations.

10. Vendors must conduct operations 24 hours a day, 7 days a week during the pilot period.

**Pilot Program Terms**

**Duration of Pilot**

The pilot program lasts from May 1st, 2018 to November 1st, 2018. The City of Chicago has no obligation to extend nor to make permanent a selected vendor’s business operations beyond the terms of the pilot program.

Failure to comply with the conditions of the pilot program may result in the suspension or revocation of vendor’s license as provided in the Municipal Code of Chicago. If a vendor’s license is suspended or revoked, the City of Chicago may direct the vendor to remove its fleet from the City’s public right-of-way with a 24-hour notice.

Vendors must organize for all bikes to be launched from a supporting private property on the first day of launch. In order to operate from a private property, vendors must be in compliance with all applicable requirements of the Chicago Zoning Ordinance and must have prior written permission from the owner or lessee of any private property to be used and provide such permission at time of permit application.
Operations and Maintenance

The permit authorizes vendors to operate only within the City of Chicago in the service area defined by the pilot area map ('Pilot Area'). Any bikes that are parked outside the pilot area within the City of Chicago must be locked down and retrieved by the vendor within 2 hours and may not be rented by a customer until returned to the pilot area.

Vendors are required to remedy any bikes that are not parked lawfully or in accordance with the conditions attached to the issuance of the emerging business permit within 2 hours of the report, 24 hours a day, 7 days a week. The City has the right to remove any and all such bikes that are not remedied in accordance with the provisions outlined in this permit. Vendors must incur all costs to the City for improper parking, bike removal, public safety or property damage.

Vendor shall comply with all applicable laws and regulations. Specifically, vendors shall comply with all applicable tax laws, including the Chicago Personal Property Lease Transaction Tax Ordinance, codified at Chapter 3-32 of the Municipal Code of Chicago (“Code”), and the Chicago Use Tax For Nontitled Personal Property, codified at Chapter 3-27 of the Code. Vendors are also encouraged to consult with their own tax attorneys or accountants to determine tax obligations applicable to the business they are conducting under the emerging business permit.

All bicycles must provide easily visible contact information, including toll-free phone number with 24/7 customer support hotline in English, with translation services available for the following languages: Spanish, Polish, Korean, Arabic, Hindi and Mandarin. Additionally, an e-mail address and website must be clearly displayed on every bike to receive direct notice of any issues or incidents. Contact information must also be displayed on the vendor’s website and smartphone apps.

All bicycles shall meet the safety standards outlined in ISO 43.150 – “Cycles, as well as the standards outlined in Code of Federal Regulations Title 16, Chapter II, Subchapter C, Part 1512 – Requirements for Bicycles.” All bicycles shall be operated in compliance with applicable laws and must meet equipment standards under applicable laws.

All vendors shall conduct bicycle maintenance on each bicycle in their fleet at least once per a calendar month. During bicycle maintenance, the vendor shall, at a minimum, conduct the following checks, and repair or replace all necessary elements:

- Check tire pressure (if applicable), and add air as may be needed, to recommended Pounds per Square Inch measurement;
- Check tightness of handlebars, headset bearings, and full handlebar range of motion (left to right);
- Check tightness of seat, seat post quick-release, and see that seat post moves freely in full range of motion (up and down);
- Check brake function (front and rear), and check grips for wear and brake levers for tightness and damage;
- Check bell for tightness and correct function;

- Check brake function (front and rear), and check grips for wear and brake levers for tightness and damage;
• Check handlebar covers for damage and instruction stickers;
• Check front basket for tightness and damage, and check bungee cord for wear;
• Check for correct gears and shifter function through all 3 gears;
• Check fenders (front and rear) for damage, and clean outside of fenders;
• Check tires (front and rear) for damage or wear;
• Check wheels (front and rear) for trueness, broken or bent spokes and hub or axle tightness;
• Check lights (front and rear) for function;
• Check reflectors on wheels, seat and basket, to see if they are present, clean and undamaged;
• Check pedals and cranks for tightness;
• Lubricate and clean chain and check chain tensioner for correct function;
• Check kickstand for correct function;
• Brief test ride to ensure overall correct function of Bicycle; and
• Clean bicycle

**Fleet Size, Rebalancing and Parking**

Vendors are permitted to include a maximum of 250 bikes in their fleet at any given time during the pilot period -- and only 50 bikes of the total can be wheel-lock bikes that must be phased out by July 1st, 2018. In addition to other applicable penalties, violating the bike fleet limit imposed by the pilot program may result in the suspension or revocation of the vendor’s permit. Vendors must include the proposed maximum fleet size in their permit application.

The City may increase the fleet size cap at the end of every month of the pilot period as deemed necessary by the City, and will communicate opportunities to increase fleet sizes with vendors. Vendors must communicate any request for additional bikes within the cap provided in the permit terms for City’s approval by contacting the City of Chicago. In addition, increasing vendor’s bike within the cap provided in permit terms is subject to payment of additional per bike administrative fees.

Vendors are required to rebalance bikes every day during hours designated by the vendor and communicated with the City. Vendors must, at minimum, rebalance bikes from 6 AM to 12 midnight every day. The effect of rebalancing bikes shall ensure that residents throughout the service area retain reasonable and consistent access to the vendor’s service offerings. Therefore, rebalancing must ensure that at least 15% of a vendor’s fleet is available in each quarter of the pilot service area, according to the attached Equitable Distribution Map. The map shows the pilot area delineated into four quarters drawn by State Street from 79th Street to 127th Street and Indiana Avenue from 127th Street to 138th Street crossed by 101st Street from Pulaski Avenue to Torrence Avenue, and Torrence Avenue to 100th Street, and 100th Street to the Skyway.

Vendors are required to make bikes available for rental 24 hours a day, 7 days a week.

Starting July 1st, vendor must provide a fleet of dockless bikes that have lock-to technology only, which requires that the bikes be locked to a fixed object to end a rental trip. From May 1st to June 30th, any vendor participating in the pilot program may utilize up to 50 wheel-lock technology bikes, with the
requirement that further participation in the pilot program from July 1st to November 1st must guarantee lock-to technology only. Wheel-lock bikes must be parked in compliance with the Municipal Code of Chicago. All bikes must have lock-to technology by July 1st, 2018 and must be locked to a fixed object to end a rental trip. Approved lock-to bikes parking locations include: designated public bike racks and corrals, covered bike parking shelters, retired Chicago parking meters, and street signs. If bikes are locked to a street sign, it must be positioned parallel to the sidewalk so as to prevent blockages on roadways and sidewalks. Non-approved lock-to bikes parking locations include: any parking areas that block the pedestrian clear-zone area of the sidewalk; any fire hydrant, call box, or other emergency facility; bus bench; or utility pole or box.

A bike shall not be parked in a way that does not leave at least six feet of public way unobstructed for pedestrian passage.

Vendors are required to meet with the Mayor’s Office for People with Disabilities and other City of Chicago staff during the first month of the pilot program, and monthly thereafter, and provide monthly reports and data on issues affecting members of the community with disabilities, including but not limited to: number of complaints of public right of way obstruction that affected an individual with a disability, details about the complaint, and timeliness to resolve issues. Reports will be received and reviewed by the Mayor’s Office for People with Disabilities and other City of Chicago staff.

**Equity Requirements**

Vendors must be committed to addressing equity issues and utilizing their dockless service to expand mobility to people facing financial and technological barriers. These barriers must be addressed in vendors’ operations and communications programming.

Vendors must detail their anticipated pricing model in their application materials.

Vendors must provide cash payment options for the unbanked community, and provide locating and locking capabilities without the use of smartphones for customers with limited technology access. To support public knowledge of these options, vendors must create and distribute print publications and a webpage explaining their cash payment options, phone access, program qualifications (if any), and how residents can access bikes via these methods. Please see more instruction under “Safety, Education & Outreach” section below.

Vendors must detail their hiring plan in their application materials. Vendors are encouraged to include in their hiring plan steps they will take to identify, train, and employ local residents that have been historically disadvantaged in participating in the local economy. Vendors are also encouraged to have specific contracting goals for minority and women-owned businesses (M/WBE). The hiring plan may also include, but is not limited to, the creation of local workforce development and training programs, and the establishment of partnerships with local workforce development and training programs or
organizations. Vendors must, to the extent practically possible, implement their hiring approaches immediately and uphold their commitments over the duration of the pilot program.

**Geography of Pilot**

Vendors shall operate in the pilot area. The pilot area is the geographic area in which vendor’s dockless bicycles may be rented from or end a trip, subject to all generally applicable bicycle parking rules and restrictions. For this pilot program, the dockless bikeshare pilot area shall be all that portion of the City of Chicago bounded as follows, and as shown on the attached map: beginning at the intersection of West 79th Street and South Western Avenue; thence south on South Western Avenue to West 99th Street; thence west on West 99th Street to South California Avenue; thence south on South California Avenue to West 103rd Street; thence west on West 103rd Street to South Central Park Avenue; thence north on South Central Park Avenue to West 99th Street; thence west of West 99th Street to South Pulaski Road; thence south on South Pulaski Road to West 111th Street; thence west on West 111th Street to South Cicero Avenue; thence south on South Cicero Avenue to West 115th Street; thence east on West 115th Street to Central Park Avenue; thence south on Central Park Avenue to West 117th Street; thence east on 117th Street to South Homan Avenue; thence north on South Homan Avenue to West 115th Street; thence east on West 115th Street to South Kedzie Avenue; thence north on South Kedzie Avenue to West 113th Street; thence east on 113th Street to Whipple Street; thence south on Whipple Street to West 115th Street; thence east on West 115th Street to South Maplewood Avenue; thence south on South Maplewood Avenue to West 119th Street; thence east on West 119th Street to Maple Avenue; thence south on Maple Avenue to 123rd Street; thence east on 123rd Street to South Halsted Street; thence south on South Halsted Street to West 127th Street; thence west on West 127th Street to South Aberdeen Street; thence south on South Aberdeen Street to 129th Place extended to the Little Calumet River; thence easterly along the Little Calumet River to East 130th Street; thence easterly on East 130th Street to South Indiana Avenue; thence south on South Indiana Avenue to West 138th Street; thence east on the city limit line to South State Line Road and the Illinois and Indiana state line; thence north on South State Line Road and the Illinois and Indiana state line to the Chicago Skyway; hence westerly on the Chicago Skyway to West 79th Street; hence west on West 79th Street to the place of beginning.

Vendors must geofence boundaries of the pilot area to limit their fleet operations to the pilot area. Provided however, if a vendor is permitted to operate outside of City limits in a jurisdiction adjacent to the Pilot Area, the vendor is not required to establish a geofence boundary along the border of the adjacent jurisdiction and the pilot area.

Vendors must ensure that no bikes within their fleet are parked outside of the pilot area or any other areas in which the vendor is not legally permitted to operate. Any bikes that are parked outside of permitted areas of operation must be locked down and retrieved by the vendor within 2 hours and may not be rented by a customer until returned to the pilot area.

**Data Sharing Requirements**
Vendors are required to submit data to the City’s Department of Transportation in the following categories on the 1st of every month, starting on June 1, for the duration of the pilot. All data must be stored within the United States. Data must be submitted in proper format through the City’s secured file transfer site. Detailed data reporting requirements are provided by the City.

A vendor is not required to provide personally identifiable customer information to the City. Each data submission to the City by the vendor shall be accompanied by an attestation, made under penalty of perjury, that the data submitted is accurate and complete.

**Bike Availability.** Bicycle availability should be publicly published using v1.1 of the General Bikeshare Feed specification ([https://bit.ly/2HMt0Xq](https://bit.ly/2HMt0Xq)). Vendors must inform the City of the URL of this data.

**Rider Demographics.** If vendors collect de-identified demographic data from their users, including age cohort, gender and general trip purpose, such data shall be shared with the City upon request.

**Trip Data.** Vendors must provide monthly data reports of anonymized trip information. Data must include bike ID number, trip date, trip start time, trip end time, trip duration in seconds, GPS coordinates of trip origin location, GPS coordinates of trip destination location. Vendors must also provide anonymized GPS data of the route taken (GPS crumb data) for each trip on monthly basis.

**Violation Data.** Data reports must also include a list of all reported violations including: bikes parked outside of pilot area, bikes blocking the public right of way, bikes parked on private property, bikes locked to private property, bike-related parking irregularities (e.g., bikes deposited in waterways, suspended from trees or other fixtures), bikes missing from the vendor’s fleet, damaged bikes and maintenance needs reported.

**Bike Maintenance Data.** Data reports must include a list of maintenance procedures performed on each bike with a bike ID number and date of tune-up.

**Gyroscope Data.** Vendors who collect real-time data by gyroscope must include gyroscope data in monthly reports.

Real-time data shall be provided for the City only for purposes of law enforcement or emergency response.

**Safety, Education & Outreach**

Vendors must educate dockless bike users to be courteous of public way and encourage proper parking behavior. Vendor shall implement a marketing and targeted community outreach plan at its own cost by distributing education and outreach materials to communities in the Pilot Area. Materials must be distributed to alderman, police commanders, local chambers and community organizations. Vendors must host one community event in the Pilot Area for education and outreach, and/or present at local alderman’s Ward Night.
Vendors must have visible language on vendor’s website and smartphone app that informs riders about applicable laws and regulations requiring riders to agree to follow rules before allowing them to unlock a dockless bike. Vendors must also have visible language on vendor’s website and smartphone app that informs riders about proper bike parking and locking practices. Each bike must have a unique identifier, the vendor’s name, 24/7 phone number, website and email address.

Vendors shall work with local businesses or other organizations to promote the use of bicycle helmets by system users through partnerships, promotional credits, and other incentives.

**Consumer Agreements & Privacy**

Vendors must include a copy of their user agreements and privacy policies with their permits for review and approval by the City. Vendors must provide notice to the City of Chicago regarding any changes to these terms of service, user agreements, or privacy policies for the duration of the pilot.
To: Alderman Melissa Wynne, Chairman
    Members of the Transportation/Parking Committee

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

Subject: Parking Updates – June agenda item

Date: May 21, 2018

Summary:
At the February 28, 2018 meeting the Committee discussed a comprehensive City wide parking system analysis. Since then the City has started a priority based budgeting process and the funds for the analysis have been put on hold.

At the June 27, 2018 meeting Staff will be presenting an alternative approach to the parking system analysis. The Committee will hear a recommendation that the City start a pilot program type process to start testing alternate parking restrictions in designated areas, while seeking public input.

Staff is continuing to refine its recommendation however in general the process would include:

- Notifying Residents/businesses that restrictions in their area are being changed for a six month period.
- Conduct online surveys to gather resident/business feedback during the pilot period.
- Staff would work with the Alderman to attend community ward meetings to discuss the pilot program with citizens.
- Transportation/Parking Committee will evaluate the pilot program at approximately three and six month increments.

A more detailed presentation and discussion will be on the Committee’s June agenda.