TRANSPORTATION & PARKING COMMITTEE

WEDNESDAY, JULY 24, 2019 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 June 26, 2019
4. Northwestern University Event Buses - Review
5. 1900 Maple Pilot update – Action
6. District G updates – Action
7. Lot 54 – Northwestern Football Game Parking Options - Action
8. 10-11-10 – Schedule X; Limited Parking – 1700 Dodge - Action
9. ADJOURNMENT

  Next Meeting: August 28, 2019 at 6:00pm
TRANSPORTATION AND PARKING COMMITTEE
Wednesday, June 26, 2019
6:00 P.M. – 7:30 P.M.
Lorraine H. Morton Civic Center
Room 2404, Evanston, IL 60201


MEMBERS ABSENT:

STAFF PRESENT:  Interim Parking Manager Mike Rivera, Transportation and Mobility Coordinator Jessica Hyink,

PRESIDING MEMBER:  Ald. Revele

1. Call to Order / Declaration of Quorum
Chairman Ald. Revele declared a quorum at 6:01 P.M.

2. Approval of Meeting Minutes of April 24, 2019

   Item 1
   Motion to approve made by Ald. Wynne and seconded by T. Dubin
   A vote was called and taken. Motion passed unanimously (6-0).

3. Citizen Comments
Dan Stein spoke an Evanston resident spoke about the District R restrictions on Sheridan Square. His concern was about the 22 spaces on Sheridan Square that have a 24 hour restriction. He stated that with the CIP project at Garden Park that the pilot program here should be ended to bring these spaces in line with the other parking spaces along Sheridan Square.

4. Introduction to Shared Micromobility - Intro
Transportation and Mobility Coordinator Jessica Hyink show a presentation that highlighted the different types of micromobility that have started to become more prevalent and how different micromobility options have expanded in the past few years. She talked about the current options in Evanston including the city owned Divvy stations. She talked about how equitable the current city program is since you can pay with cash and aren’t required to use an app or smartphone. She talked about how the market trend appears to be headed toward dockless bike options.

The presentation then went over Electric Micromobility options including electric scooters and electric bicycles. She mentioned the pilot program in Chicago for electric scooters. She also talked about some of the challenges of dockless options including sidewalk clutter, theft, vandalism, finding available vehicles, regulation, safety (helmets are required for personal bikes/scooters so hard to force on shared solutions).
5. **Electric Micromobility in the Public Right of Way - Intro**
Transportation and Mobility Coordinator Jessica Hyink continued from the previous presentation to focus on electronic bicycles (e-bikes) and electric scooters (e-scooters). She went over the different classifications of e-bikes

Class 1 = pedal assist up to 20 mph  
Class 2 = throttle up to 20 mph (no pedaling required)  
Class 3 = pedal assist up to 28 mph

The current Evanston city code that prohibits the use of e-bikes was passed in 2012 before federal guidelines were passed. With the federal guidelines now in place and newer technologies it may be time to update the city ordinance.

Some questions from the committee focused on the current infrastructure and the lack of east/west travel options. The committee talked about even if the city doesn’t want to allow e-bikes the overall ordinance should be looked at and updated.

6. **Parking Time Limit Changes 6/1/2019 – Update**
Interim Parking manager Michael Rivera talked about the expanded time limits in various areas around the city. In most areas outside of downtown, the time limits were either expanded to a 4 hour time limit all day or it would become a 4 hour limit after 5 pm. A list of the areas is included in the packet. Some questions were asked about the current signage in parking lots, using GPS to help parkers determine which zone they are in, and zone sharing. Mike Rivera talked about how staff is already looking into update signage in the lots and will look into having the app use GPS to determine zones. For zone sharing staff has been exploring options with the vendor and will bring updates to a future meeting.

7. **Updates**

**Parking** – Interim Parking Manager Michael Rivera talked about the current pilot program that extended 22 of the 100 plus parking spaces in Sheridan Square to resident only to a 24/7 restriction. This differs from the rest of the district as the area is restricted from 9 pm – 6 am only. Based on what staff could find it appears that the pilot should have ended back in 2017 but the signage for these 22 spaces remains unchanged. Staff was looking for a recommendation as to how to proceed with this area.

Committee comments were varied as some felt that since the pilot did not pass council it should be removed immediately, while others felt that there are extenuating circumstances and that the pilot should remain in place until a more comprehensive review of the area could be done. It is suggested that this item come back to July’s meeting for action.
8. Adjournment
A Motion to adjourn was made by Ald. Fleming and 2nd by B. J. Miller at 7:40 P.M. A vote was called and then taken. Motion passed unanimously (6-0).

The next Committee Meeting is July 24, 2019.
Memorandum

To: Alderman Eleanor Revelle, Chairman
   Members of the Transportation & Parking Committee

From: Jessica Hyink, Transportation & Mobility Coordinator
       John McFarlane, Community Development Intern

Subject: Northwestern University Event Buses

Date: July 19, 2019

Summary:

After the 2018 Northwestern University (NU) Commencement, a resident voiced concerns over the emissions, noise pollution, congestion, and traffic management costs of NU buses during events. Alderman Fiske referred a review of NU event buses to the Transportation and Parking Committee.

On June 21, 2019, two City staff members collected data on 14 observed NU buses used for NU Commencement and graduation ceremony activities. Idling times at staging and pick-up locations, decibel readings near NU event buses, and passenger counts on NU event buses were all recorded to determine if the buses were negatively impacting the environment in terms of noise and emissions pollution.

Congestion was not evaluated, as the City does not have adequate equipment to evaluate this metric. Traffic management costs are not available for City staff to evaluate.

Analysis:

Idling Times

Of the 14 buses observed, 11 were in accordance with the City’s idling policy (see Background). From 6:30 a.m. to 7:00 a.m., no buses were found to be staging or idling, as buses appeared to be transporting volunteers. When buses staged to pick up passengers from 7:00 a.m. to 10:00 a.m., six of seven observed buses idled for four minutes or less, while one bus idled for over 15 minutes at 1001 Emerson Street.

When buses staged on Lincoln Street near the North Shore Channel to wait for Commencement to end, all five of the buses observed idled for less than 15 continuous minutes. Three buses shut off their engines upon parking. Two buses idled for 13 minutes each, powered off their engines for 30 seconds, turned the engine back on, and continued to idle. Staff did not observe buses staging on NU property at Ryan Stadium.
Between 2:00 p.m. and 3:00 p.m., one of two buses idled longer than 15 minutes.

Sound Tests
Staff used a decibel reader to conduct sound tests at 12 observed buses. Two of the fourteen observed buses did not remain long enough to conduct a sound test. The sound tests are summarized in the table below.

There is no standard for taking sound measurements of a bus in an uncontrolled setting, as sound from passing motor vehicles and other observed noises may impact recordings. Thus, before conducting sound tests at bus staging and pick-up locations, a baseline reading was taken of the urban environment, including automobile traffic, conversation, wind, and general background noise. The returned value of the baseline reading was 70.0. Any sound test near a bus that returned a decibel level less than 70.0 ended the sound test for that bus, as the sound of the bus was determined to be insignificant on the surrounding environment. Readings were taken at the bus, 10 feet from the bus, 20 feet from the bus, and 50 feet from the bus. No bus observed a sound reading above 70.0 at 50 feet.

During the measurements, the temperature fluctuated between 54 degrees in the morning to 64 degrees in the afternoon. Relative humidity measured between 86% in the morning and 55% in the afternoon. The sky was clear of cloud coverage in the morning turning to partly cloudy in the afternoon. Wind gusts measured from 3 MPH to 7 MPH from the north to northeast through the morning to the afternoon.

Table 1. Sound Tests of Northwestern University Buses on 06/21/2019

<table>
<thead>
<tr>
<th>Location</th>
<th>At Bus</th>
<th>10 Feet</th>
<th>20 Feet</th>
<th>50 Feet</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1001 Emerson</td>
<td>80.3</td>
<td>76.9</td>
<td>71.5</td>
<td>68.3</td>
<td>Traffic on Emerson increased decibel readings and made noise from the bus indistinguishable. There was also a nearby construction site.</td>
</tr>
<tr>
<td>Weber Arch</td>
<td>68.7</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Orrington/Clark Bus 1</td>
<td>77.9</td>
<td>68.2</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Orrington/Clark Bus 2</td>
<td>70.3</td>
<td>63.5</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Colfax/Sheridan</td>
<td>75.0</td>
<td>70.7</td>
<td>68.2</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Technical Institute</td>
<td>78.2</td>
<td>76.8</td>
<td>75.2</td>
<td>69.4</td>
<td>Traffic on Sheridan Road recorded decibel readings between 72.7-75.1.</td>
</tr>
<tr>
<td>Kellogg/Deering Meadow</td>
<td>75.2</td>
<td>74.3</td>
<td>72.1</td>
<td>68.0</td>
<td></td>
</tr>
<tr>
<td>Sheridan/Library Pl.</td>
<td>78.5</td>
<td>74.5</td>
<td>67.1</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Lincoln at Channel Bus 1</td>
<td>71.5</td>
<td>67.1</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Lincoln at Channel Bus 2</td>
<td>74.8</td>
<td>72.0</td>
<td>68.7</td>
<td>N/A</td>
<td>Traffic increased decibel readings during these recordings.</td>
</tr>
<tr>
<td>Sherman/Milburn</td>
<td>78.6</td>
<td>68.8</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>
Passenger Counts
Passenger counts were taken at the pick-up locations in the morning using a standard tally counter. All of the observed buses were operating at maximum capacity prior to commencement. The lowest number of people boarding a bus was 34, however this bus was partially full when it arrived.

In the afternoon, passenger counts were not measured, as the primary purpose of the buses was to drop riders off at their final destination.

Background:

10-4-18-1. - STANDING OR PARKED IDLING MOTOR VEHICLES.

No standing or parked motor vehicle with a gross vehicle weight rating of eight thousand (8,000) pounds or greater shall be allowed to idle on any public street, public place, or private property for more than a total of five (5) minutes within a sixty-minute period except under the following circumstances:

A. The motor vehicle is an official City of Evanston vehicle that is operating in compliance with the City of Evanston Vehicle Idling Management Policy;
B. The motor vehicle idles while forced to remain motionless because of traffic, an official traffic control device or signal, or at the direction of a law enforcement official;
C. The motor vehicle idles when operating defrosters, heaters, air conditioners, or other equipment solely to prevent a safety or health emergency;
D. A police, fire, ambulance, public safety, other emergency or law enforcement motor vehicle, or any motor vehicle used in an emergency capacity, idles while in an emergency or training mode and not for the convenience of the vehicle operator;
E. The motor vehicle is owned by an electric utility and is operated for electricity generation or hydraulic pressure to power equipment necessary in the restoration, repair, modification or installation of electric utility service;
F. When the motor vehicle idles due to mechanical difficulties over which the operator has no control;
G. A bus idles a maximum of fifteen (15) minutes in any sixty-minute period to maintain passenger comfort while nondriver passengers are on board;
H. An armored motor vehicle idles when a person remains inside the vehicle to guard the contents, or while the vehicle is being loaded or unloaded;
I. When idling of the motor vehicle is required to operate auxiliary equipment to accomplish the intended use of the vehicle (such as loading, unloading, mixing, or processing cargo; controlling cargo temperature; construction operations), provided that this exemption does not apply when the vehicle is idling solely for cabin comfort or to operate nonessential equipment such as air conditioning, heating, microwave ovens or televisions;
J. A motor vehicle idles as part of a government inspection to verify that all equipment is in good working order, provided idling is required as part of the inspection; or
K. The primary propulsion engine idles for maintenance, servicing, repairing, or diagnostic purposes if idling is necessary for such activity.
To: Members of Parking and Transportation Committee

From: Erika Storlie, Assistant City of Evanston Manager
      Mike Rivera, Interim Parking Manager

Subject: 1900 Maple Pilot update

Date: July 19, 2019

Recommended Action
Staff recommends updating the parking pilot program at 1900 Maple Avenue to include 2 hour parking restriction to the east side of the Maple from Garnett to Foster. The west side was previously converted to 2 hour parking as part of a pilot program.

Summary
In the late summer of 2018, staff recommended to the Transportation & Parking Committee a pilot to add a 2 hour parking restriction on the west side of Maple from Garnett to Foster. Based on staff’s observations and feedback from the area businesses we are looking to add the east side of the street to the pilot program. This area is currently unrestricted and used by commuters to access the nearby CTA station. There is available parking for commuters at the Maple garage. Staff will continue to monitor the pilot area and come back with a recommendation to update the ordinance for a permanent amendment or end the pilot in early 2020.
To: Members of Parking and Transportation Committee

From: Erika Storlie, Assistant City of Evanston Manager
      Mike Rivera, Interim Parking Manager

Subject: District G updates

Date: July 19, 2019

Recommended Action
Staff recommends the Transportation & Parking Committee approve the addition of signage to two areas within District G.

Summary
While reviewing District G, staff discovered two areas where signage is needed. On the 1000 block of Foster, the south side of the street is part of District G per the City Code. On the north side of the street from Maple to Ridge there is no parking allowed except for approximately three parking spaces just east of Maple. Currently these three spaces are unrestricted, although entire area around is part of the district. Adding signage would bring these three spaces into line with the rest of the district.
The block of 1900 Maple from Emerson to Garnett on the west side of the street is currently a part of District G. The east side of the street is a Northwestern University dorm. The parking in front of the dorm is unregulated. The City Code does not find this address as a part of the district, as Northwestern properties are not eligible to park in residential districts. Parking is provided by Northwestern in a lot just north of the dorm. Adding signage for District G on this block would increase available parking for residents in the area adding about 10-12 spaces.
To: Members of Parking and Transportation Committee

From: Erika Storlie, Assistant City Manager
      Michael Rivera, Interim Parking Manager

Subject: Lot 54 – Northwestern Football Game Parking Options

Date: July 8, 2019

Recommended Action
Staff requests Parking and Transportation Committee consideration of waiving parking fees in Lot 54 on dates of Northwestern University football games for Evanston registered vehicles that have a paid Wheel Tax. Vehicles not registered in Evanston will be considered Non-Evanston resident and will be charged $40 for a special event/football game parking space on a first come first served basis.

Summary
There are a total of 217 spaces in Lot 54 which runs along Poplar Ave adjacent to the Central St. Metra tracks. In 2017, the City charged $0.25 cents an hour per space, with a 12 hour maximum. The 2017 revenue for Lot 54 was $2,514 for the 7 total Northwestern home football games. This figure does not include costs for Parking Enforcement Officers (PEO) or Police Department staff.

In the summer of 2018 the City Council approved a pilot program to enter into an agreement with SP Plus to manage the lot during football games and charge all parkers at the rate of $40 per spot. SP Plus invoiced the City $1,400 per game for up to 25 hours of active management and $30 for each additional hour they spent managing the lot. SP Plus managed 6 game days in 2018, totaling approximately $8,400 charged to the City.

For the 7 Northwestern home football games, the City brought in $12,184.08 in revenue from Lot 54 ($40 per space). SP Plus invoiced the City a total of $8,400 for their time blocking the streets and managing spaces. The net revenue received by the City in 2018 was $3,784.08.

For 2019 staff is proposing a new option of eliminating the parking fees for Evanston registered vehicles with a paid wheel tax and charging those customers without a paid wheel tax a daily rate of $40. The advantage to this option is that the City will not need to pay a vendor to actively manage the lot. Instead, City PEOs enforce a paid wheel tax or payment was by Park Evanston App/Pay Stations. The amount of staff time will be
cut dramatically, and the loss of revenue will be minimal. In addition, the City will be able to handle the parking lot management without contracting with SP Plus for additional costs. Existing contracted vendors for Park Evanston App or Pay Station equipment will continue to provide programming for event dates. This waived fee will be beneficial for Evanston residents attending the event with a registered vehicle.

The alternative option is to leave the lot as-is for football game days, which is currently enforced from 8am to 9pm and the rate is $0.50/hour.
Memorandum

To: Members of Parking and Transportation Committee

From: Erika Storlie, Assistant City of Evanston Manager
       Mike Rivera, Interim Parking Manager

Subject: 10-11-10 – Schedule X; Limited Parking – 1700 Dodge

Date: July 19, 2019

Recommended Action
Staff recommends updating the ordinance to include a 2 hour limit between 9 am and 6 pm on the west side of Dodge Ave., from Church St. to the first alley north thereof.

Summary
Back in April 2019 staff, brought the issues that were raised by business owners around Church and Dodge. Currently there are no restrictions north of Church on Dodge until the first alley. North of the alley there is a residential district (12) in place. Since then staff has attended the 5th ward meeting to speak with residents and business owners and now we are ready to introduce the first of a number of potential solutions to the area. To increase available parking for the area businesses staff is recommending a 2 hour limit between 9 am and 6 pm on the west side of Dodge Ave., from Church St. to the first alley north thereof. This would put the parking in line with the current restrictions on Church St. west of Dodge. For long term parking staff is recommending parking in the lot at the southeast corner of Church and Dodge. The northern row of this lot will have signage installed designating it as parking for area businesses. Staff is also looking into introducing some other long term parking solutions at future meetings.