TRANSPORTATION & PARKING COMMITTEE

WEDNESDAY, NOVEMBER 20, 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 October 23, 2019
4. 2020 Transportation & Parking Meeting Dates - Action
5. Amending Title 10, Chapter 11, Section 18, Schedule XVIII (G) “Residential Exemption Parking District 7 – Action (2200 Lincoln) - Action
6. Amending Title 10, Chapter 11, Section 18, Schedule XVIII (G) “Residents Parking Only Districts (2600-2700 Bryant) – Action
7. Parking Near Transit – Discussion
8. ETHS Drop Off Area - Discussion
9. Transportation Updates
10. ADJOURNMENT

Next Meeting: January 22, 2020 at 6:00pm
TRANSPORTATION AND PARKING COMMITTEE

Wednesday, October 23, 2019
6:00 P.M. – 7:30 P.M.
Lorraine H. Morton Civic Center
Room 2404, Evanston, IL 60201

MEMBERS PRESENT: Ald. Wynne, A. Añón, B. J. Miller, T. Dubin, B. Kaplan

MEMBERS ABSENT: Ald. Revelle, Ald. Fleming

STAFF PRESENT: Interim Parking Manager Mike Rivera, Chris Venatta, Dave Stoneback

PRESIDING MEMBER: Ald. Wynne

1. Call to Order / Declaration of Quorum
Chairman Ald. Wynne declared a quorum at 6:05 P.M.

2. Citizen Comments
None

3. Approval of Meeting Minutes of August 28, 2019

   Item 1

   Motion to approve amended minutes made by B. J. Miller and seconded by B. Kaplan. A vote was called and taken. Motion passed unanimously (5-0)

4. Amending Title 10, Chapter 11, “Motor Vehicle and Traffic” Pertaining to parking on Simpson St – Action
Interim Parking Manager Michael Rivera talked about how the number of businesses around the 1700 block of Simpson. Due to this the Parking Division has been looking at the parking situation in this area. Staff is suggesting that some short term parking be added to the area to complement the existing 2 hour parking that is already allowed.

   Item 2
   Motion to approve staff recommendations made by B.J. Miller and seconded by T. Dubin
   A vote was called and taken. Motion passed unanimously (5-0)

5. Handicap Parking- Action
Interim Parking Manager Michael Rivera talked the current state regulations where in 2016 the State of Illinois created a new subsection of handicap placard (Gold and Grey Placard). Only those who applied and qualified for this new placard were then exempt from paying for paid parking areas throughout the state. Anyone with a different placard would not be automatically exempt.

While the gold and grey placards are now exempt, municipalities have to ability to determine if they are going to require the other types of placards to pay for parking or not.

This was not initially addressed because when the city had single space meters, designated handicap spaces did not have meters installed at those spaces. When the city started implementing pay stations, these previously unmetered spaces now became "regular" spaces on the block and could be charged for parking. So staff is looking for a recommendation from the committee as to whether the City wants to follow the State regulations or to exempt all disabled placards, or something in between.

A. Añón stated that everyone should be held to the same standards for parking and there are better ways to help disabled citizens like improving/increasing public transportation options.

A couple committee members (B. Kaplan and M. Wynne) raised concerns about how this would be view by residents and wanted staff to gather more information about the quantities of each of the types of placards issued here in Evanston.

**Item 3**

**Held for a future meeting – No motion made**

6. **Amending Title 10, Chapter 11, Section 18, Schedule XVIII (G) “Residential P Exemption Parking District 7 - Action**

Interim Parking Manager Michael Rivera spoke about this being an item requested by Alderman Revelle. The Parking Division was informed about concerns from residents on the 2200 block of Lincoln. Currently, parking is allowed on both sides of the block, often leaving the road too narrow for two lanes of traffic. By eliminating non-resident parking during those two hours, the road should see a decrease in the number of people who park for the duration of the work day, which would clear the road for traffic. Many of the surrounding streets are already part of Residential Parking District 7.

B.J. Miller spoke about how she frequents this area and she doesn’t see how the parking here is an issue. She spoke about how most of the houses in the area have access to their own off street parking already and that if the concern is that the street is too narrow when vehicles are
parked on both sides, then making the south side of the street a no parking zone could fix the problem.

Alderman Wynne talked about how this an issue of commuters parking in the area.

B. Kaplan asked if there was a standard as to how far out parking restriction extend from a train station.

Alderman Wynne suggested tabling this item until Alderman Revelle could be present to discuss the issues in the area.

**Item 4**

Motion to table this item made by B.J. Miller and seconded by T. Dubin. A vote was called and taken. Motion passed unanimously (5-0)

**7. 128-O-19, Amending Title 10, Chapter 4, Section 5, Schedule 2 “Parking in Predominantly Residential Areas” – Action**

This item went to council and was sent back to the Transportation and Parking Committee

Alderman Wynne asked that this item be tabled until she had a chance to talk to local businesses.

**Item 5**

Motion to table item made by Ald. Wynne and seconded by B.J. Miler. A vote was called and taken. Motion passed (5-0)


Public Works Agency Director Dave Stoneback made a presentation talking about how public works is defining the goals and approaches for managing the City’s current and future stormwater needs.

Director Stoneback talked about how this issue dates back to 1987 where a large storm caused an unprecedented amount of basement flooding in Evanston. After the City made a large investment over 22 years in infrastructure, basement backups are largely not a current issue anymore.

Today the current climate is changing and we face different types of weather effects (stronger, more intense, shorter rainfalls). With climate change these changes are expected to continue. Public Works is looking at a number of goals including:
a) Develop an acceptable level of protection for stormwater flooding
b) Mitigate stormwater-related safety issues and property damage under current and future conditions
c) Work towards achieving the goals outlined in the City of Evanston's Climate Action and Resilience Plan (CARP)
d) Develop an equitable approach to stormwater management
e) Be a leader in stormwater management best practices
f) Maintain compliance with stormwater regulations
g) Establish a sustainable funding stream for implementation of the plan

The committee asked some questions about the scope of the study and using a green infrastructure plan.

Director Stoneback talked stated that the study would take 2 years. He also talked about the soil in some areas of the city is not capable of absorbing water quickly enough.

The city is looking at different ways of funding this project, including adding a Stormwater Utility Fee.

B. Kaplan suggested a Stormwater Utility Credit for homeowners who adopt some changes themselves.

Director Stoneback said that nothing is off the table and all will be considered as part of the study.

B.J. Miller talked about public engagement and reaching out sooner and getting feedback from residents early and often.

10. Adjournment
A Motion to adjourn was made by B.J. Miller and 2nd by Ald. Wynne at 7:10 P.M. A vote was called and then taken. Motion passed unanimously (5-0).

The next Committee Meeting is November 20, 2019.
To: Alderman Revelle, Chairman
    Members of the Transportation/Parking Committee

From: Michael Rivera, Interim Parking Division Manager

Subject: 2020 Transportation/Parking Committee Meeting Dates

Date: November 15, 2019

Recommended Action:
This item is presented for approval of the 2020 Committee meeting dates

Summary:
All meetings are held at 6:00 p.m.:

January 22, 2019
February 26, 2019
March 25, 2019
April 22, 2019
May 27, 2019
June 24, 2019
July 22, 2019
August 26, 2019
September 23, 2019
October 28, 2019
November 18, 2019 (This is the 3rd Wednesday. The 4th Wednesday is the day before Thanksgiving)
Memorandum

To: Transportation & Parking Committee
From: Michael Rivera, Interim Parking Manager
Subject: Amending Title 10, Chapter 11, Section 10 “Residents Parking Only Districts”
Date: October 10, 2019

Recommended Action:
Staff recommends Transportation & Parking Committee discuss amending Title 10, Chapter 11, Section 10 “Residential Exemption Parking District 7” to add the homes on the 2200 block of Lincoln Avenue. The item was tabled at the October Transportation & Parking Committee meeting. Aldermen Revelle has asked that this item come back on the agenda for its November meeting.

Summary:
Alderman Revelle informed the Parking Division of concerns from residents about the limited parking on the 2200 block of Lincoln after a recent neighborhood meeting. District 7 restricts parking to residents only from 7:00 am – 9:00 am Monday through Saturday (City Code 10-11-18, Section XVIII (G) - Residents Parking Only Districts). Currently, parking is allowed on both sides of the block, often leaving the road too narrow for two lanes of traffic. By eliminating non-resident parking during those two hours, the road should see a decrease in the number of people who park for the duration of the work day, which would clear the road for traffic. Many of the surrounding streets are already part of Residential Parking District 7.

Residential Parking Permits allow for residents living on the designated blocks within a district to purchase a parking permit that exempts them from posted parking restrictions in that area. Parking Permits, for residents that have paid for their wheel tax, cost $30.00 a year (as of 2020). Additional guest passes may be purchased by residents at the cost of 10 passes for $2.00.

A postcard survey was sent out in September and the response was greater than 50% in favor of adding the block to the Residential Parking District. In addition, a survey of vehicles that park on the block during the day (7:00 am - 4:00 pm) was performed by the Parking Enforcement Officers. The Parking Division is no longer able to determine registered addresses of the vehicles parked, as that service is no longer available.
through the Police Department’s records. However, staff measured occupancy levels for both sides of the street. For the survey it was determined that there are 13 parking spaces on each side of the street. On the North side of the street the average occupancy was 37.44% (an average of about 5 vehicles). On the South side of the street the average occupancy was 52.82% (an average of about 7 vehicles). The average occupancy for both sides of the 2200 block of Lincoln was 45.13%. During the time where the proposed residential permit would be in effect, the North side average occupancy was 37.18% and the South side average was 50.00%.

It should be noted that although the numbers are not greater than the percentage required by City Code, but that traffic on Lincoln Street has increased in recent years as people use it as an alternative to Central Street. Parking Staff is reviewing the procedures required to add a street to a residential district, and hopes to come up with more up-to-date requirements in the near future.

The City Code requires that the number of vehicles parked on the street must be equal or greater than 70% of the legal capacity. The number of commuter vehicles parked must be greater than 30%. Again, the number of commuters can not be determined anymore, but staff can figure out the number of vehicles with a paid Wheel Tax. The percentages found by staff did not meet these criteria found in the Code.
Memorandum

To: Transportation & Parking Committee

From: Michael Rivera, Interim Parking Manager

Subject: Amending Title 10, Chapter 11, Section 18, Schedule XVIII (G) “Residents Parking Only Districts”

Date: October 10, 2019

Recommended Action:
Staff recommends Transportation & Parking Committee approve amendments to Title 10, Chapter 11, Section 10, Schedule X(C) “Two-Hour Limited Parking” to add the 2600-2700 blocks of Bryant Avenue to Residential Parking District H.

Summary:
Alderman Revelle informed the Parking Division of concerns from residents about parking congestion on the 2600-2700 blocks of Bryant Avenue. In the City Code Section 10-11-10, Schedule X(C), H District parking states that “no person shall park a motor vehicle for a period of time longer than two (2) hours between the hours of nine o’clock (9:00) A.M. and six o’clock (6:00) P.M. on any day except Sunday and national holidays” except those displaying a guest permit or guest pass. The H District parking currently includes the parking on the east side of Bryant from Central to Chancellor. The request is to extend the area two blocks further north on Bryant.

Establishing Residential Parking Districts and Permits allow for residents living within a district to purchase a parking permit that exempts them from posted parking restrictions in that area. Parking Permits, for residents that have paid for their wheel tax, cost $30.00 a year (as of 2020). Additional guest passes may be purchased by residents at the cost of 10 passes for $2.00.

A postcard survey was sent out to residents on the 2600 and 2700 block of Bryant in June of 2019. Unfortunately, of the 14 postcards that went out, the City only received 8 responses back (6 in favor and 2 against). In order to proceed, the City must receive over 50% in favor. Pursuant to the Alderman’s request, a second postcard survey was sent out the beginning of October with clarification to the residents on the number of postcards that must be returned. 11 postcards were returned in favor and 2 against.
In addition, Parking Services Enforcement Officers surveyed parked vehicles within the block during the day (8:00 am - 8:00 pm). The Parking Division is no longer able to determine registered addresses of the vehicles parked, as that service is no longer available through the Police Department’s records. However, staff measured occupancy levels for both sides of the street. For the survey it was determined that there are 14 parking spaces between the two blocks. The average occupancy was 50%; The highest percentage was 64% at 10:00 a.m.

It should be noted that although the numbers are not greater than the percentage required by City Code, the neighboring streets are already part of District H and the street is near the Central Street el and Metra stops. Parking Staff is reviewing the procedures required to add a street to a residential district, and hopes to come up with more up-to-date requirements in the near future.

A final set of postcards were sent to residents of the blocks to inform them of this November Transportation and Parking Committee meeting to ensure they were aware of the discussion and provide an opportunity for public comment.
To: Transportation & Parking Committee

From: Michael Rivera, Interim Parking Manager

Subject: Parking Near Transit

Date: October 28, 2019

Recommendation:
Staff recommends the Transportation & Parking Committee review the parking near transit throughout the City of Evanston and approve the addition of paid parking near the South Blvd el stop. Specifically, staff recommends adding approximately 20 paid parking spaces along the 500 block of Chicago Avenue, 16 paid parking spaces along the 500 block of South Boulevard, and approximately 12 spaces on the 900 block of Custer. The spaces at Chicago and South will allow for 2-4 hour parking between 8:00 am - 9:00 pm Mon-Sat and 8 hours on Sunday. On Custer, the spaces would be 12 hour limit from 8:00 am - 9:00 pm Mon-Sat and 8 hours on Sunday. The reduced commuter rate of $0.50 cents per hour would apply, instead of the standard rate of $1.50 per hour.

The City parking lot #1, located at Hinman St. and South Blvd, is also nearby to the South Blvd train station, and allows for monthly permits for commuters and residents. The lot has been marketed solely as a permitted parking lot. In the last few years the permits have been declining with talk of redevelopment; parkers are unwilling to commit to a monthly permit with fears of losing their parking privileges. In an effort to promote the lot in the interim, Staff also recommends that spaces can be offered as “Pay as you go” through the ParkEvanston App. The blocks of time can be offered in 12 and 24 hour increments with the rate of $0.50 cent per hour for up to 7 days maximum. Anyone with the App would be eligible to pay for parking. The permit credential would be the vehicle’s license plate number, vehicle’s with paid blocks of time would be able to come and go as often as they wanted within the paid session. All spaces would be offered, first come first served regardless of the paid sessions.

Summary:
Most of the areas in the City of Evanston near transit are regulated. The method used is Metered Parking spaces On street or in Surface Parking Lots, Long-term/Monthly Permit In Surface lots, Residential Parking Districts or with Signage with timed restrictions. Three unrestricted prime areas near transportation are the 500 block of South Blvd., 500 Chicago Ave, and 900 Custer.
Break down by stops:

Central St:
Central CTA and Metra stops have numerous Residential Districts and metered/pay stations on-street that offer 2 or 4 hour parking limits for nearby business/customer use. In addition, commuter parking lots allow vehicles to park for up to 13 hours a day.

Noyes St:
Areas near the Noyes St. CTA stop offer 2 hour metered parking. The Noyes Cultural Arts Center offers 4 hour metered spaces and monthly permits. Lastly Lot #16 offers 12 hour metered parking spaces. Residential streets are regulated by a Residential Parking District.

Foster St:
Areas near the Foster CTA stop have Residential Parking Districts on-street with limited hours and surface lots that offer monthly permits.

Davis St:
The downtown CTA and Metra stops at Davis Street offer monthly permit or hourly parking in the Sherman or Maple Garages (prices vary) and numerous short term (2 or 4 hour) parking on-street.

Dempster Ave:
The Dempster CTA stop has Residential Parking Districts and 2 or 4 hour metered spaces.

Main St:
Areas near the Main St. CTA and Metra train stops offer metered 2, 4 or 12 hour metered parking spaces. In addition surface lots # 8 and 31 offer monthly parking permits.

South Blvd:
South Boulevard CTA stop only has one Residential Parking District on various streets to the west of Chicago Ave. All other parking areas near the stop are free and without time restrictions (ex. no parking 7-9 am). An Ordinance to add 5 paid parking spaces on South Boulevard, east of Chicago, was recently adopted by Council.

Providing affordable parking options will reduce parking congestion in the neighboring residential areas. In addition to commuters utilizing the long term meters, employees and business owners can opt to park at the discounted spaces while relinquishing parking spaces near businesses to patrons that will turn them over often.
To: Transportation & Parking Committee

From: Michael Rivera, Interim Parking Manager

Subject: Passenger Load Zone Near ETHS

Date: November 15, 2019

Recommendation:
Staff recommends the Transportation & Parking Committee approve the addition of a Passenger Load Zone near the main entrance of ETHS to address complaints from nearby residents.

Summary:
The main entrance into ETHS is at 1600 Dodge Ave. As a result, many parents use the 1500 and 1600 blocks of Dodge as pick-up and drop-off areas for their kids. There are also approximately 12 homes on the 1500 and 1600 blocks of Dodge, across the street from the main entrance. During the pick-up and drop-off hours, it is difficult for the residents of these homes to find on-street parking in the area. A residential parking district has already been created for both blocks (District 4-enforced 8AM-5PM Mon-Fri). However, parents routinely violate the restrictions and consume the parking reserved for residents.

Parking staff has evaluated this area and recommends creating a passenger load zone to address these issues. The passenger load zone would be on the East side of Dodge, and run from Lake St to the pedestrian crosswalk directly in front of the main entrance of ETHS. Currently, this area is signed as “No Stopping, Standing, or Parking School Hours 7AM-4:30PM”. The new signage would read “Passenger Load Zone-1 Hour Before School and 1 Hour After School”. Per city ordinance, the passenger load zone would allow 3 minutes for drivers to pick up or drop off their passengers. The hours of enforcement would also align with the time when the crossing guards are at their posts outside of the school.

The passenger load zone would provide a designated area where parents can pick up and drop off their students, and it would alleviate the congestion in front of the homes further up the block.
To: Members of the Transportation & Parking Committee
From: Jessica Hyink, Transportation & Mobility Coordinator
Subject: Transportation Updates
Date: November 20, 2019

Safe Routes to School Grant

The Illinois Department of Transportation (IDOT) awarded the City a Safe Routes to School grant to quantify pedestrian, bicycle, and vehicular usage to grade and middle schools in Evanston. This data will be used to make recommendations to improve safe routes to schools in Evanston. This project has been prioritized for staff.

Walk Friendly Community Renewal

The City’s Walk Friendly Community designation expires next year. The renewal application is due this coming January. This project has been prioritized for staff.

NWMC Multimodal Transportation Plan

The Northwest Municipal Conference (NWMC) is holding a series of workshops to gain input on the plan’s priority bicycle corridors and project findings for improving multimodal connections. Staff attended an open house targeting NWMC member community staff.

NWMC originally recommended Main Street in Evanston as a priority bicycle corridor for the region, connecting to a proposed trail along ComEd property from the Channel Trail to Des Plaines. This project was deprioritized due to the City’s interest in neighborhood greenways on side streets rather than a bicycle lane on the Main Street corridor. Regional trail connections to Evanston remain on Howard Street and Church Street/Davis Street.

More details on the workshops and the progress of the plan can be found online at http://nwmcmultimodalplan.org.

Central Street Metra Station Agent

On September 4, 2019, the City of Evanston received notice from Union Pacific that a ticket agent would no longer be stationed at the Central Street Metra station due to
declining ticket sales at the station. This notice was shared by the City Manager to the City Council on the same day. Metra and Union Pacific submitted press releases regarding the change. Flyers were posted at the station to alert customers of the change.

According to Metra, 47% of Metra customers have switched to purchasing tickets via the Ventra app. Central Street Metra customers are now able to purchase one-way tickets on board from the conductor at no extra cost and may continue to purchase tickets through several apps at no extra. Tickets may also be purchased at nearby stations that continue to sell paper tickets.