(I) CALL TO ORDER/DECLARATION OF A QUORUM: ALDERMAN FLEMING

(II) APPROVAL OF MINUTES OF REGULAR MEETING OF NOVEMBER 20, 2019

A. Staff recommends approval of the minutes of the November 20, 2019 meeting.

   For Action
   trans-parking-minutes-11-20-2019 - draft

(III) PUBLIC COMMENT

(IV) ITEMS FOR CONSIDERATION

B. Amending Title 10, Chapter 11, Sections 10 and 12 Allowing 4 Hour Parking near Central Street and Hurd Avenue

   Staff, pursuant to Alderman Suffredin's request, recommends amending Title 10, Chapter 11, Section 10 (Limited Parking) and Section 12 (Parking Zones) of the City Code for portions of Hurd Avenue and Central Street to allow for four (4) hour parking.

   For Action
   Amending Title 10, Chapter 11, Sections 10 and 12 Allowing 4 Hour Parking near Central Street and Hurd Avenue
C. **Amending Title 10, Chapter 4, Section 1 “Stopping, Standing or Parking Prohibited in Specific Places”**

Parking and Community Development staff recommend Transportation & Parking approve amendments to Title 10, Chapter 4, Section 1 “Stopping, Standing or Parking Prohibited in Specific Places.” The Ordinance that will be presented to City Council adds language to address stopping, standing or parking a vehicle that blocks part or all of a bicycle lane. A fee of $75 will be issued and there will be an option for the right to tow the vehicle that blocks the bicycle lane.

**For Action**

**Amending Title 10, Chapter 4, Section 1 “Stopping, Standing or Parking Prohibited in Specific Places”**

(V) **ITEMS FOR DISCUSSION**

D. **Request for Residential Permits for 525 Church Street**

Parking staff recommends the Transportation & Parking Committee discuss Alderman Fiske’s request to include the residents of 525 Church Street in the Residential Parking District B. The address/block would not be included in the district parking area; the residents would park on other streets nearby that are already part of the district. Parking staff does not recommend allowing residents of the building to receive a permit.

**For Discussion**

**Request for Residential Permits for 525 Church Street**

E. **Sunday Bus Service Cost Estimates**

Alderman Fleming referred the topic of Sunday bus service for discussion to the Transportation and Parking Committee at the September 2019 meeting. Members of the committee requested cost estimates for service on Dodge Avenue, the primary corridor lacking public transportation on Sundays. This memorandum serves as an update and a reference for discussions.

**For Discussion**

**Sunday Bus Service Cost Estimates**

F. **Pace North Shore Transit Coordination Plan Proposed Changes**

Update on the status of the North Shore Transit Coordination Plan and changes to the Pace routes that serve Evanston.

**For Discussion**

**Pace North Shore Transit Coordination Plan Proposed Changes**
G. **Complete and Green Streets Policy Report**

Update on the annual Complete and Green Streets (CGS) Policy reporting for review of 2019.

**For Discussion**

[Complete and Green Streets Policy Report](#)

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(Ⅵ) **ITEMS FOR COMMUNICATION**

(Ⅶ) **ADJOURNMENT**
TRANSPORTATION AND PARKING COMMITTEE
Wednesday, November 20, 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. Fleming

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

2. Citizen Comments

   Citizen spoke about item 6 on the docket. She talked about how she was against the adopting expanding the district H restrictions. If would impact students that come to her home and nearby hospital workers. If passed she would want the restrictions revisited in a couple of years.

   Dan Joseph talked about how if the City is looking to get not charge for parking on Sunday, that the city should also look at providing a free bus on Sundays. He also talked about a time lock at the Central Street Metra station that he believes should remain open till the end of rush hour as opposed to 2pm when it is currently locked.

   Citizen spoke about item 5. She stated that 2200 Lincoln is to narrow due to vehicles being able to park on both sides of the street. She liked the previous suggestion that the south side of the street be made a no parking zone.

   Citizen stated that she is a resident of 807 Davis and she has observed that sidewalks in the downtown area are not safe after snowfalls. She stated that the city needs to come up with a comprehensive plan to ensure that sidewalks are safe for pedestrians.

3. Approval of Meeting Minutes of October 23, 2019
Item 1

Motion to approve amended minutes made by Ald. Wynne and seconded by B.J. Miller. A vote was called and taken. Motion passed unanimously (7-0)

4. 2020 Transportation & Parking Meeting Dates – Action

Slight typo in memo had dates listed at 2019, not 2020 dates. Actual dates were correct however, meeting scheduled for 4th Wednesday every month except November (due to Thanksgiving) and December (No meeting)

Item 2

Motion to approve amended minutes made by Ald. Wynne and seconded by T. Dubin. A vote was called and taken. Motion passed unanimously (7-0)

5. Amending Title 10, Chapter 11, Section 18, Schedule XVIII (G) “Residential Exemption Parking District 7 – Action (2200 Lincoln) - Action

Interim Parking Manager Michael Rivera talked about how this issue has been discussed at previous meeting and went over some of the issues including that the street is to narrow, and workers from businesses on Central park on block. He also talked about removing parking from the south side of the street. The main problem with parkers seemed to be people parking in the area and parking all day. So staff recommends including the area in District 7 with only a 7 am to 9 am district

Ald. Revelle stated that the thought was to include in the District instead of limiting parking on the south side to make sure that speeding is controlled by cars being parked on both sides.

Item 3

Motion to recommend adoption extending district 7 to include the 2200 block of Lincoln 2nd from Wynne

Amendment made by BJ Miller - to have the south side of the 2200 block of Lincoln a no parking area 2nd by Alex.

Discussion resumed and Alderman Revelle talked about how removing parking from the south side of the street was part of the initial rejected postcard survey sent out to residents.

B.J. Miller talked about how most of the homes on the block have available off street parking.

Item 3
Motion to adopt amendment made by B.J. Miller and seconded by A. Añón. A vote was called and taken. Amendment did not pass 2-5 opposed (yea B.J. Miller and A. Añón)

Motion to recommend original motion of extending District 7 to include the 2200 block of Lincoln. A vote was called and taken. Motion passed 6-1 (Nay – B. J. Miller)

6. Amending Title 10, Chapter 11, Section 18, Schedule XVIII (G) “Residents Parking Only Districts (2600-2700 Bryant) - Action

Interim Parking Manager Michael Rivera spoke about the recommendation of extending District H to the 2600 and 700 blocks of Bryant to match the other streets in the area.

Alderman Revelle talked about the potential impact of losing parking on the Central St. bridge after construction in the area is complete.

Mike Rivera stated that no district should ever be considered permanent and all districts should be reevaluated as parking conditions change. He also talked about looking for other long term parking solutions, and that he is looking into converting Lot 64 (Ryan Field) into a 12 hour parking lot.

Item 4

Motion to approve made by Revelle and seconded by Wynne. A vote was called and taken. Motion passed unanimously (7-0)

7. Parking Near Transit – Action

Interim Parking Manager Michael Rivera talked about how staff has been reviewing transit throughout the City and is looking for a recommendation to approve the addition of paid parking near the South Blvd train 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.

Mike also talked about the potential of converting Lot 1 (Hinman Ave and South Blvd) to a commuter lot

Alderman Wynne talked about the lack of restrictions on Hinman, Judson, Forest, and Michigan and these streets are only a block away from suggested area. Wants to research these streets, but likes the idea of changing Lot 1 to a commuter lot
Alderman Fleming expressed concerns about how these specific streets were chosen and wants there to be more information and clear criteria when selecting streets to be converted to paid parking.

**Item 5**

Motion to make Lot 1 a 24 hour commuter lot made by Ald Wynne and seconded by Revelle. A vote was called and taken. Motion passed (6-1).

8. ETHS Drop Off Area – Discussion

The initial discussion revolved around the bike lane in the proposed area. The recommendation to gather more information from Engineering and from ETHS and to bring this item back to the committee at a later time.

9. Transportation Updates

Transportation and Mobility Coordinator Jessica Hyink talked about the 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. There is an RFP for study pending.

Alderman Fleming asked if study would this include sidewalks

Jessica stated that a plan for sidewalks was submitted but not chosen by IDOT

Jessica then spoke about the 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.

Jessica then spoke about the 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.

Evanston has a lot of sidewalks but that doesn't mean that all areas have proper coverage
Alex Añón talked about how the climate action resilience plan is being overlooked.

Jessica talked about working with engineering about bicycles (2014 bike plan) has asked engineering to come and present to the committee.

Ben Kaplan asked that the climate action plan be brought to the next meeting (January)

Ald. Fleming stated that the way the City treats sidewalks is not good enough and that the current 50/50 program doesn’t make sense.

Jessica talked about how she is working with union pacific to extend lock times at the Central Street Metra Station.

10. Adjournment
A Motion to adjourn was made by Ald. Fleming and 2nd by T. Dubin at 7:35 P.M. A vote was called and then taken. Motion passed unanimously (7-0).

The next Committee Meeting is January 22, 2019.
Memorandum

To: Members of The Transportation and Parking Committee
From: Michael Rivera, Interim Parking Division Manager
Subject: Amending Title 10, Chapter 11, Sections 10 and 12 Allowing 4 Hour Parking near Central Street and Hurd Avenue
Date: January 22, 2020

Recommended Action:
Staff, pursuant to Alderman Suffredin’s request, recommends amending Title 10, Chapter 11, Section 10 (Limited Parking) and Section 12 (Parking Zones) of the City Code for portions of Hurd Avenue and Central Street to allow for four (4) hour parking.

Council Action:
For Action

Summary:
Alderman Suffredin discussed the needs of the businesses along western Central Street with Interim Parking Manager Michael Rivera. By amending the streets to allow for all day 4 hour parking, customers will have a longer time to enjoy the services of the nearby businesses, and still allow turnover. Hurd Avenue is currently a 2 hour limit. Central Street west to Central Park Avenue currently allows for 2 hour paid parking from 8:00 am until 5:00 pm and 4 hour parking from 5:00 pm to 9:00 pm, in the City Code, but in reality Central Street only has parking meters east to Hurd Avenue. Central Street from Hurd Avenue west to Central Park Avenue will now allow for 4 hour free parking from 9:00 a.m. to 6:00 p.m. and be updated in the City Code to reflect the same.
Memorandum

To: Members of The Transportation and Parking Committee
From: Michael Rivera, Interim Parking Division Manager
Subject: Amending Title 10, Chapter 4, Section 1 “Stopping, Standing or Parking Prohibited in Specific Places”
Date: January 22, 2020

Recommended Action:
Parking and Community Development staff recommend Transportation & Parking approve amendments to Title 10, Chapter 4, Section 1 “Stopping, Standing or Parking Prohibited in Specific Places.” The Ordinance that will be presented to City Council adds language to address stopping, standing or parking a vehicle that blocks part or all of a bicycle lane. A fee of $75 will be issued and there will be an option for the right to tow the vehicle that blocks the bicycle lane.

Council Action:
For Action

Summary:
The Parking Enforcement Officers (PEOs) and the Parking Enforcement Supervisor have noticed that there is no official section of the City Code that prohibits parking/standing/blocking a bicycle lane. PEOs currently write a citation using City Code Section 10-4-2, Obstructing Traffic, at a rate of $55. Although this technically allows for the citation, it would be clearer in the City Code for the citation to have a specific number and fee designation.
The City of Chicago currently charges $125 for blocking bike lanes and allows for the option to tow.
Memorandum

To: Members of The Transportation and Parking Committee
From: Michael Rivera, Interim Parking Division Manager
Subject: Request for Residential Permits for 525 Church Street
Date: January 22, 2020

Recommended Action:
Parking staff recommends the Transportation & Parking Committee discuss Alderman Fiske’s request to include the residents of 525 Church Street in the Residential Parking District B. The address/block would not be included in the district parking area; the residents would park on other streets nearby that are already part of the district. Parking staff does not recommend allowing residents of the building to receive a permit.

Council Action:
For Discussion

Summary:
The concern with this particular building being added to Residential District B is that the property is not on a Residential District B block. The building has approximately 24 units, and those residents would then be taking away parking from other residents whose houses are in the district. In addition, residents of 525 Church Street have access to their own private garage below their building, and also have easy access to the Church Street Garage where they can purchase a monthly parking pass, as do the residents of the other nearby buildings that are also not included in the district. In the past, exceptions have been made on a case by case basis allowing some of the residents the residential district permit. Staff requests direction on moving forward.

City Code Section 10-4-5-2 states that in order for an area to be eligible for a residential parking permit, notices must be sent to all residents on the block with over 50% in favor of the permit. Then, a survey of the number of vehicles parked during any 2 hours must be over seventy percent (70%) and the number of commuter vehicles must be over thirty percent (30%). Then, the matter must go before a public committee (Transportation & Parking Committee) for approval before moving on to Administration & Public Works and City Council for final authority.

If a request is made to proceed with allowing all residents a residential permit, staff requests direction on sending a notice to nearby neighbors (whether should be all residents in the
district, residents in a block radius that are a part of the district, or just residents of 525 Church Street. In addition, staff requests direction on how to handle additional requests that may come in from other nearby buildings requesting the same.
Memorandum

To: Members of The Transportation and Parking Committee
From: Jessica Hyink, Transportation & Mobility Coordinator
Subject: Sunday Bus Service Cost Estimates
Date: January 22, 2020

Recommended Action:
Alderman Fleming referred the topic of Sunday bus service for discussion to the Transportation and Parking Committee at the September 2019 meeting. Members of the committee requested cost estimates for service on Dodge Avenue, the primary corridor lacking public transportation on Sundays. This memorandum serves as an update and a reference for discussions.

Council Action:
For Discussion

Summary:
The City does not currently contribute any funding for the operations of public transit in Evanston. The City has public transportation serving most of Evanston on every day of the week except Sunday. West Evanston, namely the Dodge Avenue corridor, is the primary location without any Sunday bus service.

Staff requested cost estimates from Pace, Chicago Transit Authority (CTA), Via, and Lyft for the provision of Sunday public transportation on the Dodge Avenue corridor. Each provider was requested to estimate costs for comparable service to CTA Route 93 operation hours on Saturday in Evanston, as CTA Route 93 already operates on the Dodge Avenue corridor Monday – Saturday.

Pace declined to provide a cost estimate, as Pace does not currently provide service on Dodge Avenue and deferred to CTA as the operator of the corridor. The CTA Service Planning Department estimates a cost of $200,000.00; this cost estimate requires further approval by CTA leadership. Via estimates a cost of $91,800.00 - $105,300.00. Lyft has yet to provide a cost estimate. These cost estimates are subject to change based on a fully developed request for service, if the City should choose to allocate funding for Sunday transportation service on Dodge Avenue. Details of these cost estimates are attached.

Discussion:
In order to expand public transportation options to west Evanston, the City would have to contribute funding, as the CTA is unable to expand service to this area on Sundays without a financial contribution. There are no grant funds for the City to provide this service, as state and federal transportation grant funding for the region is allocated to the Regional Transportation Authority (RTA), which then approves funding to CTA, Metra, and Pace and Pace Paratransit. The RTA encourages municipalities to coordinate service with these providers.

While transportation network providers (TNP), like Via or Lyft, may have the ability to provide a reduced cost service in comparison to CTA, TNPs also may increase congestion and greenhouse gas emissions. These latent costs may not align with the City’s livability goals or Climate Action and Resilience Plan. Additionally, TNP costs may be subsidized by investors. As TNPs rely less on investor financing, costs may rise, reducing predictability of future costs for the system.

Attachments:
CTA Service Planning Cost Estimate
City of Evanston Staff Cost Estimate
Via Cost Estimate
Hi Jessica—Apologies for the delay. Hopefully you are still able to incorporate this information into the meeting package.

See below for the estimated costs for running the current #93 service on Sundays. We maintain that running the Sunday service as the full #93 route would be the best option for this proposal, especially for a “quick” rollout as we are only able to make major route changes (new routes etc.) once every two years due to our collective bargaining agreement.

I’ve included the total estimated cost as well as a cost estimate for the city of Evanston’s portion of the total cost after factoring in revenue generated along the Evanston portion of the route. I’d like to reemphasize that these are only estimates at this point and also that we have not been able to “shop” this around the organization to get sign off on proceeding. Based on the results of your discussions with Evanston elected officials we will look to formalize this proposal and bring it to our senior leadership, and ultimately the CTA Board. With that said, these figures are a fair representation of what we would expect if we were to move forward with new Sunday service on the #93, perhaps as a pilot service improvement.

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost*</th>
</tr>
</thead>
<tbody>
<tr>
<td>#93 Total Annual (Sunday)</td>
<td>$520,000</td>
</tr>
<tr>
<td>Evanston Portion (45%) of Total Annual Sunday Cost</td>
<td>$230,000</td>
</tr>
<tr>
<td>Evanston Portion of Total Ann. Sunday Cost net Est. Revenue</td>
<td>$200,000</td>
</tr>
</tbody>
</table>

*Costs are estimates and should not be represented as final
**Revenue estimate generated based on current Sunday boardings, a 75% Sunday ridership factor, and a $1.06 avg. CTA bus fare
City of Evanston Staff Calculations:

CTA Route 93 Operations on Sunday in Evanston

Cost Formula

Public transit costs for service are based on three factors: cost per revenue mile, cost per hour, and fixed overhead costs. City of Evanston staff calculated these costs to evaluate the addition of Sunday bus service on CTA Route 93 in the portion serving Evanston.

Staff used the cost formula calculation method:

\[
\text{Cost Formula Calculation} = (\text{unit cost per mile} \times \text{revenue miles}) + (\text{unit cost per hour} \times \text{revenue hours}) \times \text{fixed cost overhead rate}
\]

Overhead Rate

Staff used the overhead rate multiplier method to estimate CTA fixed cost overhead rates:

\[
\text{Overhead rate (multiplier)} = \frac{\text{total costs}}{\text{variable costs}}
\]

The overhead rate was taken from 2018 CTA Financial Statements to estimate CTA total costs and variable costs. This document can be found online here:

https://www.transitchicago.com/assets/1/6/CTA_Financial_Statements_FY_2018_FINAL.pdf

Overhead rate (multiplier) = $1,894,501,000.00 / $1,224,488,000.00 = 1.5472

Unit Costs

The cost per mile and unit cost per hour were taken from a 2018 article comparing these costs nationally, which included these costs for the CTA. This article can be viewed online here:

https://ny.curbed.com/2018/1/30/16946476/mta-new-york-city-bus-operating-costs-analysis

According to this article the CTA cost per mile is $15.20, and the CTA cost per hour is $140.00.

Evanston Route 93 Service Cost Estimate

Staff based the addition of Sunday Route 93 bus service on existing Saturday Route 93 bus service. Route 93 operates for approximately 13 hours each Saturday. The Route enters Evanston on Dodge at Howard, turns right on Emerson, and terminates at the Davis Purple Line/Metra stations before returning back to Emerson and Dodge. This round trip is approximately 7.4 miles. The estimated annual service assumptions are presented in the table below.
<table>
<thead>
<tr>
<th>Annual Estimated Service</th>
<th>Hours</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Additional Service per Day</td>
<td>13</td>
<td>7.4 x 13</td>
</tr>
<tr>
<td>Number of Days per Year</td>
<td>52</td>
<td>52</td>
</tr>
<tr>
<td>Estimated Additional Annual Service</td>
<td>676</td>
<td>5,002.4</td>
</tr>
<tr>
<td>Cost Per</td>
<td>$140.00</td>
<td>$15.20</td>
</tr>
<tr>
<td>Cost for Year</td>
<td>$94,640.00</td>
<td>$76,036.48</td>
</tr>
</tbody>
</table>

Using these assumptions and the cost formula calculation method, staff estimates a cost of $264,070.65 to operate Sunday bus service on Dodge Route 93 in Evanston:

Proposed New Service Estimated Cost = \[\left(\frac{15.20 \times 5,002.4 \text{ revenue miles}}{1.5472} \right) + \left(\frac{140.00 \times 676 \text{ revenue hours}}{1.5472} \right) \times 1.5472 = \left(\frac{76,036.48 + 94,640.00}{1.5472} \right) \times 1.5472 = 264,070.65 \]

This cost does not factor in revenue generated from fares. CTA staff has estimated $30,000 - $50,000 in fare revenue for a Sunday bus route in Evanston, reducing the estimated costs to $214,070.65 - $224,070.65. Therefore CTA’s estimate of $200,000.00 appears reasonable to City staff, even though it comes under City staff estimates.
Via background.

- Via’s technology enables multiple passengers headed in the same direction to **seamlessly share their ride**, rerouting vehicles in real time in response to demand and traffic. Operating in cities of all sizes, as well as in suburban and rural contexts.

- **More than 70 million microtransit rides provided.**

- In New York, Chicago, Washington DC, London, Milton Keynes, and Amsterdam, Via operates its own platform to directly connect drivers and passengers at the tap of a smartphone.

- Elsewhere in the U.S. and the world, cities and towns are **paying Via to provide public transportation.** We are connecting people to metro stations, improving paratransit, creating equitable public transit in areas that didn’t have it, and upgrading poorly performing buses.

  - We have **partnerships** in Los Angeles, Seattle, London, Berlin, Tel Aviv, Helsinki, Arlington (TX), West Sacramento, Marin County, Jakarta — with many more coming soon.

  - KPMG’s recent Accelerating Mobility report concluded that “Shared microtransit can offer a **viable alternative to a single-occupancy vehicle** in terms of convenience for the consumer. In partnership with public transit agencies and cities, it also offers a **cost-effective solution** for the provider.”

- **Good for the environment & congestion.** Through our efficient routing and aggregation, we increase occupancy in vehicles and provide a convenient alternative to driving a car. **3x more efficient than competitors,** with tremendous investment in matching supply & demand so that we never have more vehicles on the road than needed.

- Strategic partnership with **Mercedes-Benz** and joint venture in Europe.

- Via’s technology will manage the routing and sharing of **autonomous vehicle fleets** in the future, as we are demonstrating through partnerships.

- New York City recently awarded Via a multi-year contract to put its technology into all of the city’s nearly 10,000 school buses, which will allow parents and students to track the location of their bus while increasing operational efficiencies. West Sacramento is also partnering with Via on school buses.
Examples of Via as public transit.

Northwestern University
- Via is partnering with Northwestern University to provide a safe late night on-demand shuttle service for students near campus.
- Service is free for students, with dedicated drivers and vehicles carefully selected from Via’s consumer-facing service in Chicago.
- Average of over 2,000 rides per week in the first several months.

Los Angeles and Seattle
- Via is partnering with LA Metro and King County Metro/Sound Transit/Seattle to deliver first and last-mile rides to and from major train and bus stations. Customers can book by smartphone or calling and can request wheelchair accessible vehicles.
- Funded in part by the largest federal grant of its kind as part of FTA’s Mobility-on-Demand Sandbox competitive program.

Berlin, Germany
- Via partnered with Berlin’s transit authority (BVG) to launch the largest public sector microtransit deployment of on-demand vehicles in the world.
- A mainly electric fleet of 150 vehicles that will grow to 300.
- More than 500,000 rides in first few months.

Use cases.
- Transit deserts
- First/Last mile connections
- Paratransit
- Upgrading bus service
- University & corporate shuttles
- School buses

Via’s global presence.

*Launching soon
Via, ViaVan, Via Japan, and partner services.
Service Goals
- Develop partnership to provide West Evanston residents with improved transportation options when public transit is unavailable
- Provide transportation of comparable cost and convenience to regular CTA service to West Evanston residents on Sundays
- Include transportation into downtown Evanston as part of full service offering

Service Description
- **Anticipated hours:** 7:30am-8:30pm Sundays - potential additional hours to be considered
- **Fares:** TBC - free or comparable to CTA bus fares
- **Service zone:** West Evanston - south border of Howard St. west border at the channel, north border at Green Bay Rd., and east border at Asbury Ave. Service zone in downtown Evanston included as well.
- **Vehicle fleet:** fleet to be comprised of vehicles from Via's consumer-facing service in Chicago - additional details on following page.
Via Operating Model & Proposal

● Operating Model
  ○ Via proposes a virtual Transportation as a Service (vTaaS) solution, a turnkey, comprehensive on-demand transit system
  ○ Via would dedicate vehicles from our consumer service to solely provide rides to eligible residents in the designated service zone
  ○ Residents would use the existing Via app and would see a City of Evanston offer-type. This offer would be branded for Evanston and would only be visible the during hours the service is operational and only in the designated service zone
  ○ WAV vehicles can be made available through two options: (1) WAVs dispatched from Via’s regular consumer service as requested by riders, or (2) dedicated WAVs for the service zone
  ○ Exact implementation details (resident eligibility, concessions, etc.) to be discussed later

● Price Proposal
  ○ Because Via directly operates the service, we price on a per vehicle, per hour basis. Hourly costs are inclusive of all service operations, including vehicles, labor, and Via’s full technology suite
  ○ Under our vTaaS model, annual costs to the City of Evanston are fixed regardless of number of rides allowing for simpler budgeting

<table>
<thead>
<tr>
<th></th>
<th>WAVs Dispatched on Request</th>
<th>Dedicated WAVs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Annual Service Hours</td>
<td>~2,700</td>
<td>~2,700</td>
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<tr>
<td>Avg. Dedicated Vehicles</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Fully Loaded Cost / Vehicle Hour</td>
<td>~$34.00</td>
<td>~$39.00</td>
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<tr>
<td>Total Annual Cost</td>
<td>$91,800</td>
<td>$105,300</td>
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</table>
Memorandum

To: Members of The Transportation and Parking Committee
From: Jessica Hyink, Transportation & Mobility Coordinator
Subject: Pace North Shore Transit Coordination Plan Proposed Changes
Date: January 22, 2020

Recommended Action:
Update on the status of the North Shore Transit Coordination Plan and changes to the Pace routes that serve Evanston.

Council Action:
For Discussion

Summary:
Pace has announced proposed route changes throughout the North Shore area, including changes affecting Howard Street in Evanston. Route 215, which runs from Howard CTA station to Old Orchard, will no longer operate in Evanston and will now terminate at Jefferson Park CTA. Route 226, which runs from Arlington Heights and terminates at Jefferson Park CTA, will now terminate at Howard CTA station and operate via Howard in Evanston. Residents who need to access Route 215 will then have to transfer via Route 226.

Pace is holding a series of public outreach meetings to elicit feedback about these changes. One of these meetings will take place in Evanston at the Levy Senior Center on February 11, from 6:00 - 8:00 pm. More information is available on Pace’s website: http://www.pacebus.com/sub/news_events/public_hearings_upcoming.asp.

Background:
Pace and CTA partnered to complete the North Shore Transit Coordination Plan. In April 2018, Pace and CTA released the Final Report and Route-by-Route Summary of Changes on the project website. Pace and CTA completed a series of changes resulting from the plan in 2018. Additional changes may result from the plan in future years with continued coordination with City officials.

Attachments:
Pace Route Change Notice
January 9, 2020

Honorable Stephen Hagerty  
Mayor  
City of Evanston  
2100 Ridge Ave.  
Evanston, IL 60201

Re: Public Hearing Notice

Dear Mayor Hagerty:

Pace is seeking public input on the next phase of proposed service improvements resulting from the North Shore Transit Service Coordination Plan and Market Analysis, a joint study completed in 2017 by Pace and CTA. The goal of the Plan is to improve coordination of transit services in North Cook County and to update the public transportation network to better serve high demand travel markets in this area. The restructured network, proposed to be implemented in August 2020, includes proposed changes to five routes: 215, 225, 226, 422, and 423; the addition of one new route: 424; and the discontinuation of two routes: 210 and 421.

Pace is holding six public hearings throughout North Cook County to get input from our stakeholders on the proposed service changes. For details regarding the proposed service changes and the upcoming public hearings, please see the enclosed notice. Information is also available on our website at PaceBus.com in the Projects & Studies section, along with the Final Report from the study. Please be advised that the network and phasing plan currently proposed has been updated since the Final Report was published in 2017.

If you have any questions, please contact Steven Andrews, Community Relations Representative, at 847-228-2344 or Stever.Andrews@PaceBus.com.

Sincerely,

Richard Kwanseski  
Pace Chairman

Enclosure: Public Hearing Notice with Summary of Proposed Changes  
cc: Jessica Hyink

Richard A. Kwanseski, Chairman  
Christopher S. Canning  
Terrance M. Carr  
Roger C. Claar  
David B. Guerin  
Kyle R. Hastings  
Al Larson  
Thomas D. Marcucci  
Jeffrey D. Schieleke  
Aaron T. Shepley  
Linda Soto  
Karen Tamley  
Terry R. Wells  
Board of Directors  
Rocky Donohue, Executive Director
ATTENTION: PUBLIC HEARING NOTICE

Make your voice heard on proposed route changes!

Pace is seeking public input on proposed service changes resulting from the North Shore Transit Service Coordination Plan and Market Analysis, a joint study completed in 2017 by Pace and CTA. The goal of the Plan is to improve coordination of transit services in North Cook County and to update the public transportation network to better serve high demand travel markets in this area. The restructured network, proposed to be implemented in August 2020, includes changes to five routes: 215, 225, 226, 422, and 423; the addition of one new route: 424; and the discontinuation of two routes: 210 and 421. Please see the enclosed summary of proposed changes for more details.

Public Hearing Schedule

<table>
<thead>
<tr>
<th>Thursday, January 30, 2020</th>
<th>Friday, January 31, 2020</th>
<th>Monday, February 3, 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:00 PM – 7:00 PM</td>
<td>4:30 PM – 6:30 PM</td>
<td>4:00 PM – 6:00 PM</td>
</tr>
<tr>
<td>Chicago Public Library</td>
<td>Glenview Public Library</td>
<td>Niles-Maine District Library</td>
</tr>
<tr>
<td>Albany Park Branch</td>
<td>Community Room</td>
<td>Commons Meeting Room</td>
</tr>
<tr>
<td>3401 W. Foster Ave.</td>
<td>1930 Glenview Rd.</td>
<td>6960 W. Oakton St.</td>
</tr>
<tr>
<td>Chicago, IL 60625</td>
<td>Glenview, IL 60025</td>
<td>Niles, IL 60714</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Wednesday, February 5, 2020</th>
<th>Tuesday, February 11, 2020</th>
<th>Tuesday, February 18, 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>3:30 PM – 5:30 PM</td>
<td>6:00 PM – 8:00 PM</td>
<td>5:00 PM – 7:00 PM</td>
</tr>
<tr>
<td>Northbrook Public Library</td>
<td>Levy Senior Center</td>
<td>Wilmette Public Library</td>
</tr>
<tr>
<td>Pollak Room</td>
<td>Linden Room</td>
<td>Auditorium</td>
</tr>
<tr>
<td>1201 Cedar Ln.</td>
<td>300 Dodge Ave.</td>
<td>1242 Wilmette Ave.</td>
</tr>
<tr>
<td>Northbrook, IL 60062</td>
<td>Evanston, IL 60202</td>
<td>Wilmette, IL 60091</td>
</tr>
</tbody>
</table>

For more information about the project, visit the Projects & Studies section at PaceBus.com. Individuals with disabilities who plan to attend these hearings and who require accommodations other than transportation, and individuals who require translation into a language other than English to allow them to observe and/or participate are requested to contact Pace at (847) 884-7229 option 3, five (5) business days prior to the scheduled hearing.
For more information regarding school trips serving Loyola Academy, Regina Dominican High School and New Trier (Northfield), see the school handout titled “Proposed service changes Loyola - Regina - New Trier (Northfield): August 2020”. Please note, route variants to schools are not displayed on the above maps. At this time, there are no changes proposed to school trips serving Evanston Township High School.
### Summary of Proposed Changes

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>SUMMARY OF PROPOSED CHANGES</th>
<th>PROPOSED FREQUENCY (Minutes)</th>
<th>PROPOSED SPAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>210</td>
<td>Discontinue, as certain portions are served by existing segments of Routes 82, 96, 97 and 250, and certain portions would be served by proposed restructured segments of Routes 215, 226 and 423.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>215</td>
<td>Realigned to Jefferson Park Transit Center via Crawford (Pulaski)-Foster-Milwaukee. Maintain existing frequency on new route segments.</td>
<td>20</td>
<td>30, 60 late night (weekday, Saturday &amp; Sunday) 6:45am-12:00am (Saturday/Sunday)</td>
</tr>
<tr>
<td>225</td>
<td>Add bidirectional service and extend weekday service span.</td>
<td>40</td>
<td>60 (weekday only; no weekend service) 5:48am-7:15pm (weekday)</td>
</tr>
<tr>
<td>226</td>
<td>Realigned to Howard CTA via Oakton-Skokie-Howard. Remove service on Niles Center Road (Route 225 segment). Add Saturday and Sunday service east of Milwaukee. In Des Plaines, stay on Oakton instead of serving downtown Des Plaines via Busse-Miner and Lee-Mannheim.</td>
<td>40 west of Milwaukee 20 east of Milwaukee</td>
<td>60 west of Milwaukee/ 30 east of Milwaukee (weekdays) 30 east of Milwaukee (Saturday/Sunday)</td>
</tr>
<tr>
<td>421</td>
<td>Discontinue and reassign productive school trips to Route 422.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>422</td>
<td>Restructure to terminate in downtown Glenview; pick up school trips from Route 421.</td>
<td>30</td>
<td>60 (weekday only; no weekend service) 6:15am-9:49pm (weekdays)</td>
</tr>
<tr>
<td>423</td>
<td>Restructure to serve Harlem to Glen of North Glenview only; North of Dempster; shift alignment from Harlem to WAukegan Road (Route 210 segment).</td>
<td>30</td>
<td>60 (weekday only; no weekend service) 5:50am-8:37pm (weekdays)</td>
</tr>
<tr>
<td>424</td>
<td>NEW ROUTE - Linden CTA Station to Glen of North Glenview via Sheridan-Elm-Hibbard-Willow-Old Willow (Route 423 segment).</td>
<td>60</td>
<td>60 (weekday only; no weekend service) 6:05am-8:12pm (weekdays)</td>
</tr>
</tbody>
</table>

### System Redesign Guiding Principles

As part of the original study, the project Steering Committee and team developed five guiding principles for service recommendations. These principles are based on the findings from the market analysis, which include:

- **Focus on demand**
- **Create a stronger grid**
- **Grow ridership**
- **Shift resources to more passengers**
- **Serve new connections and new markets**
Memorandum

To: Members of The Transportation and Parking Committee
From: Jessica Hyink, Transportation & Mobility Coordinator
Subject: Complete and Green Streets Policy Report
Date: January 22, 2020

Recommended Action:
Update on the annual Complete and Green Streets (CGS) Policy reporting for review of 2019.

Council Action:
For Discussion

Summary:

The Complete and Green Streets (CGS) Policy requires measuring and reporting on the following five metrics on an annual basis.

1. Mode-share for healthy, active modes of transportation: Measured by U.S. Census American Community Survey Commute to Work for mode shares including Public Transit, Walking, Carpooling, Bicycling, and Taxi; and annual Divvy Evanston membership and trips.
   - The U.S. Census has not released any new data on Commute to Work for mode shares since 2017. There is no new data to report on this metric.
   - Annual Divvy Evanston membership and trips is not currently available. In 2019, Lyft took over data reporting. City staff has discovered data errors in the Divvy reporting with this transition. Lyft is working to correct this data and anticipates the 2019 data will be available in late winter. Staff will present this data when it is cleaned and available.

2. Air quality: Measured by the City’s Livability Goal for Greenhouse Gas Emissions reduction, including the percentage of metric tons of carbon dioxide reduced from the City’s 2005 baseline as reported annually in the City’s Sustainability Annual Report.
   - The City's Sustainability Annual Report was replaced by the Climate Action Resilience Plan in 2018. The update on transportation greenhouse gas emissions data since the last report is not yet available.

3. Public Way User Safety: Measured by rates of Citywide injuries and fatalities within the Public Way by mode on an annual basis.
<table>
<thead>
<tr>
<th>Mode</th>
<th>Number</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>Total</td>
<td>43</td>
<td>46</td>
<td>45</td>
<td>41</td>
<td>46</td>
</tr>
<tr>
<td></td>
<td>Injury</td>
<td>40</td>
<td>44</td>
<td>45</td>
<td>41</td>
<td>45</td>
</tr>
<tr>
<td></td>
<td>Fatality</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>Total</td>
<td>47</td>
<td>55</td>
<td>50</td>
<td>31</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td>Injury</td>
<td>45</td>
<td>55</td>
<td>49</td>
<td>31</td>
<td>41</td>
</tr>
<tr>
<td></td>
<td>Fatality</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Vehicle</td>
<td>Total</td>
<td>1181</td>
<td>1299</td>
<td>1194</td>
<td>946</td>
<td>884</td>
</tr>
<tr>
<td></td>
<td>Injury</td>
<td>160</td>
<td>183</td>
<td>159</td>
<td>151</td>
<td>168</td>
</tr>
<tr>
<td></td>
<td>Fatality</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>All Modes</td>
<td>Total</td>
<td>1271</td>
<td>1400</td>
<td>1289</td>
<td>1018</td>
<td>972</td>
</tr>
<tr>
<td></td>
<td>Injury</td>
<td>245</td>
<td>282</td>
<td>253</td>
<td>223</td>
<td>254</td>
</tr>
<tr>
<td></td>
<td>Fatality</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

4. **Equitable access to healthy, active modes of transportation**: Measured by: 1. Total households within ¼ mile of a bus stop, ¼ mile of a bicycle route/bicycle lane/shared-use path, ¼ mile of a Divvy station, or ½ mile to a rail stop and 2. Percentage of total households that are of low to moderate income and minority status within defined transportation access areas.
   - The report from last year demonstrated that all households are within a quarter mile of a bus stop and bicycle route/lane/shared-use path. There have been no changes to the number of Divvy stations or rail stops since the last report.

5. **Approved exceptions from the Complete and Green Streets policy**: Measured by: the number of projects that received approved exceptions from this policy.
   - There have been no approved exceptions to the Complete and Green Streets policy.

Based on the increasingly limited data available for reporting, staff is continuing efforts to update the reporting metrics of the Complete and Green Streets Report.

**Background:**
The City Council passed the first Complete Streets policy on January 27, 2014. In order to measure the successes of Complete Street improvements in Evanston, the policy was revised to include metrics. These metrics are intended to be applied to private planned developments and the City’s Capital Improvement Projects. As part of the revision, green streets measures were also incorporated. The revised Complete and Green Streets Policy was adopted on June 5, 2017, and can be found online here: [https://www.cityofevanston.org/home/showdocument?id=25057](https://www.cityofevanston.org/home/showdocument?id=25057).