

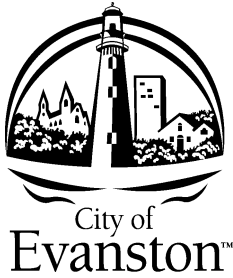


## **TRANSPORTATION & PARKING COMMITTEE**

WEDNESDAY, JULY 25, 2018 6:00 P.M. – 7:30 P.M.  
Lorraine H. Morton Civic Center, 2100 Ridge Avenue, Evanston, IL 60201  
Room 2402

1. **Call to Order / Declaration of Quorum**
2. **Citizen Comments**
3. **Approval of Meeting Minutes of JUNE 27, 2018**
4. **Dodge Ave Bus Stop Pilot Approval**
5. **Dockless Bike / Scooter Share Ordinance Update**
6. **Lot 1 Appraisal**
7. **Parking System Pilot Programs**
8. **Updates:**
  - Transportation and Mobility Updates**
  - Parking Updates**
9. **ADJOURNMENT**

Next Meeting: WEDNESDAY, AUGUST 29, 2017 at 6:00pm



## TRANSPORTATION AND PARKING COMMITTEE

Wednesday, June 27, 2018

6:00 P.M. – 7:30 P.M.

Lorraine H. Morton Civic Center  
Room 2404, Evanston, IL 60201

**MEMBERS PRESENT:** Ald. Wynne, Ald. Revelle, A. Añón, L. Young, & T. Dubin

**MEMBERS ABSENT:** Ald. Fleming & B. J. Miller

**STAFF PRESENT:** Parking Manager Jill Velan, Transportation and Mobility Coordinator Jessica Hyink,

**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

A resident of Girard Ave asked the committee to consider leaving her parking zone as zone 3 and not 1 due to the difficulty residents have parking on their street. Hospital and golf course visitors often parked on their block which limited parking for the residents. Another resident on Garrison Ave agreed and added that Evanston Hospital recently doubled their parking garage rates which has pushed visitors to venture onto residential streets. Rich Katz also of Garrison Ave said that in recent months parking has become more limited due to being in the same zone as the hospital and golf course. They all mentioned that the parking signage is confusing. Dan Joseph asked that a future meeting address the connectivity of the Greenbay bike trail to the Northshore Channel trail. He believes that the signage needs to be improved to guide and protect the cyclists. He asked the committee and staff to reach out to PACE to improve the bus notations for ETHS students. He also feels the bus stops on Dodge need more signage. He brought up his repeat request to push the CTA to expand their Sunday service hours for the Purple line for those that work on the weekends.

### 3. Approval of Meeting Minutes of May 23, 2018

Ald. Revelle asked that the minutes be corrected to read "TIF" (all capital abbreviation) when referring to Tax Increment Financing funds.

#### Item 1

**Motion to approve with corrections made by Ald. Revelle and seconded by L. Young  
A vote was called and taken. Motion passed unanimously.**

### 4. Sherman Ave Bus Stop Relocation

Transportation and Mobility Coordinator J. Hyink presented the next item to the committee in which staff recommends the committee approve the removal of three parking spaces on the Southeast corner of Sherman Ave at Foster Street in order to relocate the Northwestern University

shuttle bus stop. This relocation is due to safety and traffic concerns. The bus currently stops in front of the Sherman Terrance Condo driveway and blocks the residents from entering and exiting their parking area. It is also not an ideal amount of space for bus to pull over and creates partial blockage of traffic patterns (a bus requires 80 to 140ft). It is being proposed that the bus stop be moved from the North to the South side of the street where the removal of three parking spaces will give the bus room to pull over completely without blocking driveways. This ward's alderman, Ald. Fiske, agrees with the proposed change. A representative from NU in attendance added that this will improve safety for student riders, pedestrians and motorist. Staff asked the committee to consider this so they can bring the removal of the parking spaces to the City Council for approval. L. Young voiced her concern that if traffic is held up by the bus stopping before the light that there will be more congestion or that cars will attempt to go around the bus causing safety issues. The representative from NU said that with enough space to fully pull over and a load time of less than one minute, they do not believe this will cause traffic delays. A. Añón asked if they considered moving the bus stop further north up the street. J. Hyink presented the committee a map showing that due to fire hydrants and driveways, the proposed location was the best option.

## **Item 2**

**Motion to approve recommendation to remove three parking spaces on Sherman Ave made by Ald. Revelle and seconded by T. Dubin**

**A vote was called and taken. Motion passed unanimously.**

## **5. Dodge Ave Bus Stop Pilot**

Transportation and Mobility Coordinator J. Hyink explained to the committee that the City received a letter in 2016 from the Federal Highway Administration regarding findings of inaccessibility to the bus shelter at Dodge Ave and Main Street which was remedied. The CTA also received a letter concerning ADA noncompliance of bus stops on Dodge Ave from Main St to Oakton St. This prompted staff and the CTA to work on a plan to transition the current flag stops to permanent bus stops to improve safety and accessibility. CTA submitted site plans for staff and affected Aldermen to review in March of 2018. J. Hyink presented maps of the proposed bus stops for the committee to view. Staff will hold a public hearing on July 17, 2018 to gain feedback from residents and then present results at the next Transportation and Parking meeting for committee recommendations. Ald. Revelle asked if a sidewalk pad is needed to make the stop ADA compliant. J. Hyink explained that yes it is needed and that is one reason why flag stops are considered non accessible.

## **6. Dockless Bike Share Ordinance**

The City of Evanston currently uses Divvy as its city-owned ride share system. Ride share usage has been steadily increasing. While Divvy does require infrastructure, it can be easily regulated. There has been an emergence of dockless ride share programs, most of which are funded by venture capitalists. Chicago has a dockless bike share pilot program on the south side of the City currently. While there are no current plans, it could expand to the north side of the City in the future. It will be difficult to keep them outside of Evanston at that point. Staff recommends that the City prepare for this possibility by having the committee as well as NU staff review the "City of Chicago Permit Requirements for Dockless Bikeshare Vendors Only." This document with staff edits and comments was presented for the committee. Having an ordinance in place that is compatible with the Chicago program will ensure continuity. It will be easier to regulate the programs if this is in place

beforehand. Staff would like to bring a draft ordinance for consideration at the July 27, 2018 meeting. The representative from Northwestern University voiced his concerns about safety if high speed scooters and part of the share program and also where the vehicles will be placed for ADA compliance. Ald. Revelle asked if motorized scooters would use the bike lanes. J. Hyink explained they could be allowed if the speed was regulated. T. Dubin brought up that regulations are already difficult for regular cyclists and that adding motorized scooters will be more difficult, unsafe and costly. L. Young asked what happens when the bikes leave the designated program area. J. Hyink explained the program runs through smart phones so the scooters/bikes would not cease to operate but the rider would receive a notice. Ald. Wynne agreed that it is important that the City be prepared for these programs to appear in Evanston.

## **7. Divvy Update**

Transportation and Parking Coordinator J. Hyink explained that the City's Priority Based Budgeting Survey showed that Divvy was voted to consider eliminating as a City service. However, ridership has steadily increased and Divvy presents an opportunity to become cost neutral or profitable. This can be done with sponsorship opportunities and advertising on the stations/docks. Operating costs stay consistent year round. The City needs more stations to service the demand. Oak Park has offered to sell the City used stations for less than half the usual cost (around 16K vs. 50k.) Currently the City is under its annual budget for Divvy costs and will know more about the future of the program after the budget review. L. Young asked what staff and the committee can do to promote the program. She believes that if more residents are educated about Divvy, more people will see its value. J. Hyink suggested looking at more sponsorship opportunities and informing residents about programs such as Divvy for Every Evanstonian, which offers discounted membership. Ald. Wynne suggested reaching out to local businesses to find advertising opportunities and working with the Economic Development staff. The committee does not want to see Divvy get eliminated.

## **8. Parking System Pilot Program**

Parking Manager J. Velan explained that in February of 2018, the City planned to hire a parking consultant to assist with a Comprehensive Parking System Analysis to address a range of parking concerns and understand impact on residents, visitors, employees and businesses in Evanston. Due to the Priority Based Budget Process, the funds for such a consultant have been put on hold so the Parking Division is recommending an alternative approach that can be conducted by staff. This would include identifying a regulation or policy to discuss with the committee, gaining approval from the City Council for implementation, notifying residents/businesses and requesting feedback and evaluation with the Committee's input after a three to six month period. J. Velan presented a list of possible pilot program topics such as the potential combination of Districts 1 & 3 and H & 6 (maps presented.) Ald. Wynne agreed with this alternative approach and asked that the Committee and staff discuss further at the next meeting.

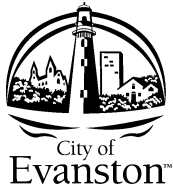
## **9. Updates: Transportation and Mobility/Parking**

These updates were tabled for the July 25, 2018 meeting due to time constraints.

## **10. Adjournment**

**A Motion to adjourn was made by Ald. Revelle seconded by L. Young at 7:33 P.M. A vote was called and then taken. Motion passed unanimously.**

The next Committee Meeting is July 25, 2018.



# Memorandum

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

From: Jessica Hyink, Transportation & Mobility Coordinator

Subject: Dodge Avenue Bus Stop Pilot Program

Date: July 23, 2018

## Recommended Action:

Recommend City Council approve the addition of bus stops on Dodge Avenue from Oakton Street to Main Street in City Ordinance: 10-11-7. - SCHEDULE VII; PASSENGER LOADING ZONES, PUBLIC CARRIER STOPS AND STANDS. SCHEDULE VII (C): BUS STOPS AND ZONES.

SCHEDULE VII (C): BUS STOPS AND ZONES	
Dodge Avenue	East side, north of Oakton Street
Dodge Avenue	West side, north of Oakton Street
Dodge Avenue	West side, north of Cleveland Street
Dodge Avenue	East side, south of Monroe Street
Dodge Avenue	West side, north of Washington Street
Dodge Avenue	East side, south of Washington Street
Dodge Avenue	East side, north of Main Street

## Livability Benefits:

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

## Summary:

The Chicago Transit Authority (CTA) and City partnered to address findings received from the Federal Highway Administration (FHWA) and Federal Transit Administration regarding violations of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act (Section 504). The City has addressed its findings with the FHWA and is assisting the CTA with findings from the FTA to address a lack of ADA compliant bus stops on Dodge Avenue between Oakton Street and Main Street.

CTA and City staff held a public meeting on July 17, 2018 to gain public feedback on the location of proposed ADA bus stops on Dodge Ave between Main St and Oakton St. Flyers were distributed to residents and businesses along the corridor and notices were posted online through a press release and newsletters.

Attachment 1 provides a summary of the comments received at the public hearing. The majority of comments regarded issues unrelated to the placement of the proposed ADA bus stops. There was general approval of the proposed locations, except for the stops at Keeney Street. Alderman Fleming has recommended removal of these stops. The CTA has yet to respond to this request. City staff recommend approval of the other locations in order to comply with FHWA and FTA findings. Further delay of the installation of ADA bus stops may incur fines to the CTA and City or necessitate the removal of all noncompliant bus stops. None of the existing stops are ADA compliant.

### **Background:**

On July 1, 2016, the FHWA submitted a letter to the City regarding findings of inaccessibility to a bus shelter at Dodge Ave and Main St. The City responded to the letter with action steps and addressed the accessibility concerns with the bus shelter at Dodge Ave and Main St. The CTA also received a letter from the FTA concerning ADA noncompliance of bus stops on Dodge Ave from Main St to Oakton St.

In 2017, the City and CTA worked on a plan to transition from flag stops to permanent bus stops. Flag stops allow passengers to signal to the bus to stop at any location. The location of the passenger is not always a safe location for the bus to stop or pick up a passenger. Drivers may have to ask the passenger to move toward a safer location. Due to a lack of timed stops, routes with flag stops often fall behind schedule, increasing the likelihood for reduced ridership, due to the unpredictability of the route.

On March 20, 2018, the CTA submitted site plans for review by City staff. These plans were submitted to Alderman Fleming and Alderman Braithwaite for review. Alderman Fleming recommended the removal of the northbound and southbound Keeney stops. Alderman Braithwaite did not submit any changes.

On July 17, 2018, CTA and City staff held a public hearing on the proposed bus stop locations. Only one comment related to the placement of the bus stops. This stop is located at Keeney and is not included in the recommendations to City Council, as the City has recommended the removal of this stop to the CTA, per the recommendation of Alderman Fleming. Staff recommends moving forward with the project with only the stops approved by both the City and CTA. At a later date, staff will return with a recommendation on the northbound and southbound stops at Keeney, if the CTA believes these two stops should remain. Further delay of the installation of ADA bus stops may incur fines to the CTA and City or necessitate the removal of all noncompliant bus stops.

### **Attachment:**

Attachment 1 – Dodge Avenue Bus Stop Pilot from Oakton to Main: Public Hearing Summary

# Attachment 1 – Dodge Avenue Bus Stop Pilot from Oakton to Main: Public Hearing Summary

## Dodge Avenue Bus Stop Pilot: Oakton to Main

### Public Meeting: July 17, 2018

- Oakton, Northbound- not all stops are indicated properly. 93 northbound bus is not indicated properly. 206 on northwest corner of Dodge and Oakton needs to be adjusted out of turn lane.
  - The map was prepared by CTA. Staff will follow up with CTA to ensure all bus stops are indicated. The focus of this project is only on bus stops on Dodge Ave between Oakton and Main, which are indicated properly.
  - The map shows where CTA proposes to move the 93 northbound bus stop. Staff will ask CTA to make the map clearer to show that the current stop is being moved north of Oakton.
  - The proposal includes moving the bus stop at the northwest corner of Dodge and Oakton outside of the turn lane.
- Keeney, Northbound- in winter there is too much snow piled up to catch the bus.
  - City Engineer, Lara Biggs, confirmed Public Works will be addressing snow removal at all bus stops in the pilot.
- No sidewalk on north side of Keeney at Dodge. Concerned about people cutting through yards.
  - The City has recommended CTA remove this stop. The CTA has yet to respond.
- Hard to make a left turn at Keeney onto Dodge with bicyclists and bus traffic.
  - The City has recommended CTA remove this stop. The CTA has yet to respond.
- Where is the crosswalk on Dodge up north. Need to have police enforcement- only crosswalk is at Dodge and Monroe. Need more crosswalks.
  - The Federal Highway Administration reviewed Dodge Ave between Oakton and Main and found the number of crosswalks to be compliant with the requirements of the Americans with Disabilities Act and Section 504. However, the City could consider placing additional crosswalks on Dodge between Oakton and Main. Because the streets are off-set and do not align, parking will likely have to be removed and the flow of traffic will be affected by the addition of crosswalks, as ADA ramps will have to be installed at mid-block crossings. The addition of crosswalks is beyond the scope of what the FHWA and FTA have required of the CTA and City to become compliant with ADA bus stops. Further delay of the installation of ADA bus stops may incur fines to the CTA and City or necessitate the removal of all noncompliant bus stops.
- Stop sign at Monroe is needed.
  - This project is a response to FHWA and FTA requirements for ADA bus stop placement. The FHWA ruled on existing crosswalks and found them to be



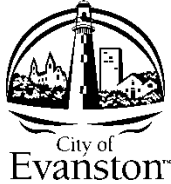
adequate. The City may decide to consider other improvements outside of the requirements of the FHWA and FTA. Further delay of the installation of ADA bus stops may incur fines to the CTA and City or necessitate the removal of all noncompliant bus stops.

- Need a crosswalk at Monroe.
  - There is already a crosswalk at Monroe.
- Need a plan for sidewalk gaps. Need staff to not just look at aerial photos but to walk the streets and see actual conditions.
  - Both CTA and City of Evanston staff have walked the project location. There are no sidewalk gaps along Dodge Ave between Oakton and Main. Some side streets may have sidewalk gaps, such as the north side of Keeney, east of Dodge. The improvement of sidewalk gaps is beyond the scope of what the FHWA and FTA have required of the CTA and City to become compliant with ADA bus stops. Further delay of the installation of ADA bus stops may incur fines to the CTA and City or necessitate the removal of all noncompliant bus stops.
- Move Keeney southbound to far side of intersection.
  - The City has recommended CTA remove this stop. The CTA has yet to respond. However, moving the southbound bus stop at Keeney to the far side of the intersection will require the removal of four parking spaces instead of just two at the near side stop, which the City found to be a hardship to the neighborhood.
- Concern about Oakton southbound at the Shell station entrance to deal with the slopes to make sure ADA compliant.
  - The proposed southbound bus stop is located north of the gas station entrance, so that the bus can stop at the curb to pick up passengers and will no longer stop in the entrance to the gas station.
- Need to coordinate with CTA to eliminate all flag stops at the same time.
  - As the FHWA and FTA have a finding against the stops on Dodge between Oakton and Main, the CTA and City must make these stops compliant as soon as possible. After this pilot, the City and CTA plan to continue to transition from flag stops to signed stops after collecting data and about the success of the pilot program.
- The Age Friendly Task Force supports the 1/8 mile proposed stops.
- Have bus shelters been considered? Warmed concrete should be considered.
  - Public Works staff have considered warmed concrete for other projects and have found the cost to be prohibitive. Dedicating staff to clear the snow has been a more cost effective option.
  - The ridership at most of these stops is too low to warrant the placement of a bus shelter. Additionally, residential areas generally see shorter wait times for buses, as riders have greater flexibility to wait to leave from their home, thus reducing

the time spent waiting for the bus. A bus shelter would be most effective at the Robert Crown Center to accommodate unpredictable wait times from trips to retail and the center. The southbound stop already has a shelter, but the northbound shelter does not currently have a shelter. The City may decide to consider other improvements outside of the requirements of the FHWA and FTA. Further delay of the installation of ADA bus stops may incur fines to the CTA and City or necessitate the removal of all noncompliant bus stops.

## E-mailed Comments

- It is VERY hard to get across Dodge except at the lights. I know the layout of streets makes it a challenge to make crosswalks. However, some of the parkways are pretty small and home owners might be willing to give up a little grass at the sites of the new bus stops. I don't think bumpouts are necessary - and they would complicate an already over-complicated street.
  - The Federal Highway Administration reviewed Dodge Ave between Oakton and Main and found the number of crosswalks to be compliant with the requirements of the Americans with Disabilities Act and Section 504. However, the City could consider placing additional crosswalks on Dodge between Oakton and Main. Because the streets are off-set and do not align, parking will likely have to be removed and the flow of traffic will be affected by the addition of crosswalks, as ADA ramps will have to be installed at mid-block crossings. The addition of crosswalks is beyond the scope of what the FHWA and FTA have required of the CTA and City to become compliant with ADA bus stops. Further delay of the installation of ADA bus stops may incur fines to the CTA and City or necessitate the removal of all noncompliant bus stops.
  
- I live on Warren and use the busses on Dodge quite frequently. Because I am legally blind it is very difficult for me to find signs that are posted on poles showing where the bus stops are. So if By “adding accessible bus stops” you mean you are going to be putting up shelters, that would actually make it much easier for me to find the official bus stops. Right now I just always go to the corner of Oakton and Dodge for the northbound and southbound bus. Also, when you are on the southbound bus it announces Warren Street as if it's a stop but the drivers usually won't let me off there. They either have me get off at Seward which is also announced or Oakton which is also announced. If Warren is not a stop maybe it should be removed from the verbal announcements on the bus.
  - The CTA has been contacted about the announcement of a stop at Warren but has yet to respond.
  - Most stops on Dodge between Oakton and Main do not have signed stops, thus there are no signs to find.
  - The only requirements for an accessible bus stop are a landing pad with an accessible route from the sidewalk with a 5 feet by 8 feet wheelchair loading pad.
  - The addition of bus shelters is beyond the scope of what the FHWA and FTA have required of the CTA and City to become compliant with ADA bus stops. Further delay of the installation of ADA bus stops may incur fines to the CTA and City or necessitate the removal of all noncompliant bus stops.



# Memorandum

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

From: Paul Zalmezak, Economic Development Manager  
Jill Velan, Parking Division Manager  
Sarah Flax, Housing and Grants Administrator

Subject: Appraisal for Lot 1 - City Owned Parking Lot Located at South Blvd and Hinman

Date: July 23, 2018

## **Summary:**

Upon positive referral from the Transportation & Parking Committee, staff will seek an appraisal for the city-owned property located at 506 South Blvd and the Housing Authority of Cook County-owned property at 508-514 South Boulevard. Together, the properties measure a total of 38,000 square feet. As illustrated in the attached map, the properties are adjacent to the Cavalry Cemetery, located to the south, residential to the east, and south, and the Cavalry Cemetery maintenance garage adjacent to the west of the Housing Authority parcel.

Staff has received a number of inquiries from developers who have expressed interest in redeveloping the properties due to its proximity to the CTA's South Boulevard station, just one block to the west. Staff is intrigued with the possibility of developing a mixed income residential development on the two properties, taking advantage of the area's relative dense development, the proximity to the purple line station, and its location near St. Francis Hospital, with its workforce as a source of potential tenants/owners.

The city-owned parking lot with sixty-nine spaces, known as Lot 1, is located at the intersection of Hinman Avenue and South Boulevard. It is consistently underutilized with approximately thirty-two parking spaces currently rented. On average, thirty parking spaces are rented. Occasionally, the lot is used for snow emergency parking and off street parking for vacationing residents. Both of these periodic uses can be managed within the city's downtown parking garages. The property is approximately 23,000 square feet.

The Housing Authority of Cook County (HACC) property adjacent to the west of Lot 1 features four public housing units with two and three bedroom family units. The property is approximately 15,500 square feet. Staff has been in communication with

HACC and has verbal agreement to proceed with an appraisal of the HACC property. At a later date, a formal Memorandum of Understanding will be drafted outlining HACC's desires for the property. HACC has already indicated its willingness to redevelop the property as long as the existing units are replaced and an undetermined number of additional units are included in the new development.

**Livability Benefits:**

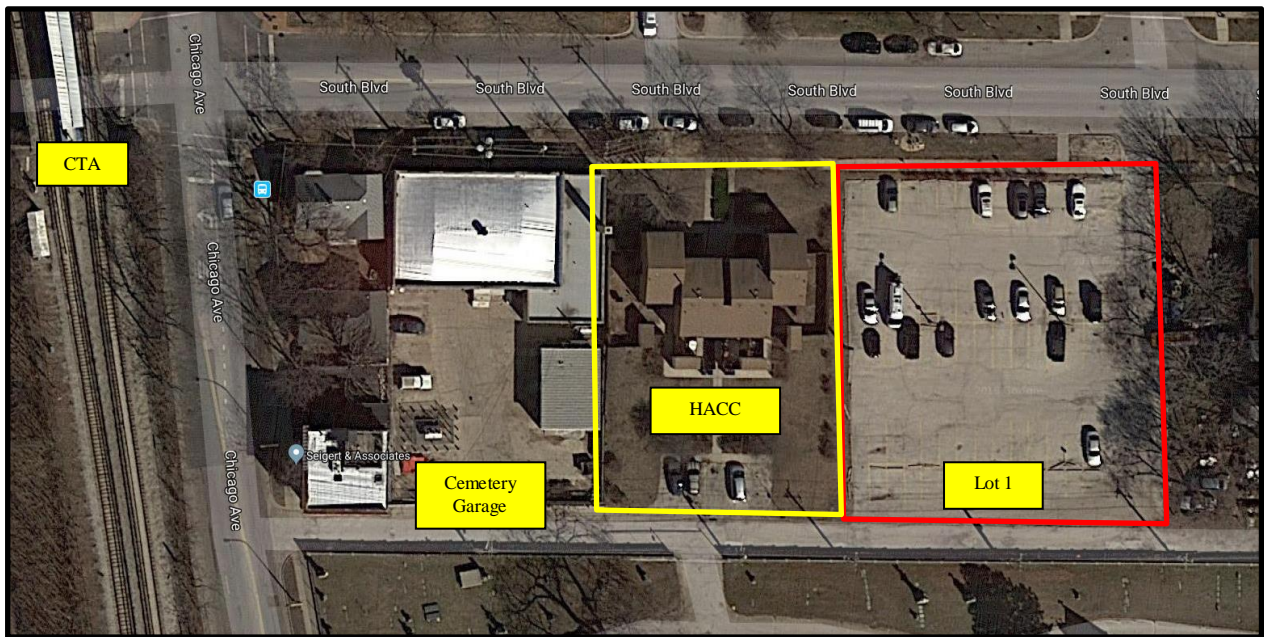
Affordable housing

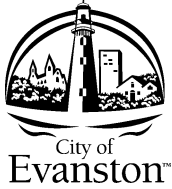
**Next Steps:**

Staff will order the appraisal and will report to the Administration and Public Works Committee of the City Council about potential disposition process, including RFP, and further memorandum of agreement/understanding with the Housing Authority of Cook County.

**Attachments:**

-Maps of Properties





# Memorandum

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

From: Erika Storlie, Assistant City Manager/Administrative Services Director  
Jill Velan, Parking Division Manager

Subject: Parking System Pilot Programs

Date: July 23, 2018

## Recommended Action:

This item is presented for preliminary discussions on the City's current practices related to City wide parking and transportation.

## Summary:

In February 2018 the Committee discussed that the City would be seeking the services of parking consultant to assist with a Comprehensive Parking System Analysis within Evanston. This review was to be conducted in a holistic manner, with consideration for both neighborhoods and business districts in order to understand the impact on residents, visitors, employees, and businesses in the community. Since then the City has started a Priority Based Budget Process and the funds for a consultant have been put on hold.

In light of this, Staff is recommending a different approach to start addressing parking related topics. Staff is suggesting implementing several Pilot Programs.

## Outline for Pilot Program:

1. Identify Topic (regulation or policy) to discuss with Transportation/Parking Committee.
2. Seek approval from City Council and implement.
3. Send letter to residents/businesses in area notifying of Pilot Program and offering an online survey for feedback. In some cases a Community meeting could be held.
4. Evaluate with the Committee after three to six months.

As previously discussed with the Committee, there are many areas throughout the City where residents or business owners have asked for their parking regulations to be reviewed. Staff will be bringing forward several areas each month for discussion of a possible Pilot Program.

July Parking Topics:

- Residential Parking Permits
  - Combine Districts H and 6
  - Allow businesses to purchase residential parking permits for employees in areas with no City Parking Structures
- Metered Parking Areas
  - Change commuter parking meters on 1800 Oak Avenue back to customer parking
    - Test a 3 hour limit
  - Change commuter parking meters on Washington west of Chicago Avenue back to customer parking
- Time Restricted Parking
  - Implement 2-hour parking on the east side of 1900 Maple Avenue
- Other
  - Implement on-street special event parking rates for the Northwestern home football games

At Wednesday's meeting Staff will present a map and specific information related to each topic.