



City of Evanston
909 Davis Street
Evanston, Illinois 60201
T 847.448.4311
TTY 847.448.8064
www.cityofevanston.org

July 31, 2026

RE: City of Evanston Comments – Ryan Field Plans (July 20 Submission)

Northwestern Team,

Below are the City of Evanston's compiled comments based on the second versions of the operational plans submitted on July 20, 2026.

Please review the comments outlined in this document and revise the plans to incorporate this feedback. Once updated, we ask that the revised plans be resubmitted to the City for a final review to ensure that all items detailed below have been fully addressed.

We understand and anticipate that these plans will be adaptively managed and refined over time as active events begin occurring at Ryan Field. However, it is essential that the initial baseline versions are as complete and thorough as possible prior to opening.

If the Northwestern team or your consultants require clarification as you prepare the next version for review, please reach out. We are happy to schedule a meeting to discuss these items and work collaboratively toward final approval.

City of Evanston Ryan Field Sustainability Plan

The following questions remain unanswered:

- What elements of the old structure were reused?
- Please provide a post event clean up plan.

The following are follow-up and clarifying questions:

- We would like to understand why bathroom hand dryers were not feasible? Will restroom paper towels be composted?
- Are all kitchen appliances electric? Will there be no gas cooking?
- What is the goal percentage or quantity of electric and/or hybrid stadium operations vehicles, golf carts, forklifts, and landscaping tools?

- What is the goal percentage of electricity procured from renewable sources from Day 1?
- Please acknowledge intended compliance with the Anti-Idling Ordinance 12-O-10.
- When will the annual reports be provided to the City? What is the planned reporting process?

City of Evanston Ryan Field Security Plan

The plan largely indicates that many of the details will be figured out later or within other plans and policies; this needs to be addressed before the facility opens. Even though it may not be a public document, EPD and EFD should have access to and provide feedback on the Emergency Operations Plan. What are the differences between this safety plan and the Emergency Operations Plan? Additionally, who is involved in the "Pre-event risk assessment?" The Evanston Police Department would like to have a seat at the table but we need the plan to clarify whether the assessment will be limited to the Ryan Field Security team.

- Clarify the Unified Command structure, including who has final operational authority during critical incidents and what criteria trigger activation of the Unified Command Center.
- Provide additional information on event-specific law enforcement planning, including how decisions regarding EPD resources (SRT, drone team, tactical overwatch, etc.) will be made. Attendance alone should not be the determining factor; threat assessments and intelligence should drive these decisions.
- While the plan notes that unauthorized drone activity will be defined in a separate Drone Policy, specific protocols regarding FAA coordination, airspace monitoring, the activation of EPD's drone team, and preemptive flight restrictions during emergency responses are marked as "as determined during pre-event assessment" rather than fully detailed. The Security Plan should clarify drone/UAS response procedures, including FAA coordination, unauthorized drone detection, reporting, and incident response protocols. The separate Drone Policy needs to be submitted and reviewed by the City of Evanston.
- In the interest of public safety, provide an answer to why EPD can't have access to CCTV's during events
- Clarify whether Northwestern will reimburse the City of Evanston for SRT staffing.
- Clarify whether or not EPD personnel will be present whenever the EOC is activated or only for certain events or operational conditions
- Alcohol Cutoff Times & Drunk Driving Mitigation: The plan indicates that alcohol cutoff times and drunk driver mitigation strategies for concerts and football games will be determined based on pre-event assessments. The City would like this detailed in the security plan.
- Identification of specific casualty collection points and evacuation routes for mass casualty incidents are deferred to the separate Emergency Operations Plan

rather than being included in the security plan. Please incorporate or provide access to the Emergency Operations Plan so the City can review and comment.

- The video retention policy and evidence-sharing process have not yet been established. Please provide a timeline for when this information will be available and it should be detailed in the plan.
- Specific details regarding incident management system frameworks (such as ICS form development), annual joint training exercises tailored to specific hazards, coordination using the City's Everbridge/EvanstonAlert system, and scoreboard/ribbon emergency messaging are largely deferred to the Emergency Operations Plan. Please provide access to this plan for City review and comment.
 - The City's special events operations team would like to be part of their planning.
 - The City has offered trained marksmen to be stationed at the event. Every other big ten team does this. Why would you not like them?
- Specify in this plan whether it is just for football games and concerts or if it will be used for all events at the site.

City of Evanston Ryan Field Transportation Plan

- Rideshare: Provide more detail on final locations (preferred and alternatives), geofencing, and coordination with rideshare providers. It was agreed that alternatives to Poplar Ave will be provided for the west ride share location. This remains an outstanding item. Lincoln is not ideal for rideshare staging given it is a bike and shuttle route. Please include other viable options within the plan.
- Signage: Provide additional details on signage locations, installation/removal responsibilities, and coordination with City staff. Additionally, give an update on the conversation with IDOT.
- Off-Site Parking/Shuttles: Clarify shuttle volume and staging locations
 - Reiterate that bus staging cannot occur on Lincoln or Ashland, as it would increase congestion, noise, and neighborhood impact on residential streets
 - While Lincoln to Ashland is not an ideal shuttle route due to the potential for resident complaints, multiple alternatives have been evaluated, and it appears to be the most practical route for effective shuttle operations.
 - Rather than staging large numbers of buses on neighborhood streets, limit pre-event staging and keep buses operating in continuous shuttle loops between campus parking, downtown garages, and Ryan Field
 - If pre-event staging is necessary, staging buses on campus or another non-residential location is required to minimize neighborhood impacts while maintaining efficient shuttle operations

- What are the specific bus drop-off zones near Downtown Evanston? Will a bus pick up near the Davis train / bus hub?
- Will Northwestern cover staff hours for City parking enforcement assigned by EPD for all events?
- Northwestern should state the parking rates for the events on their websites, or POS system. Allowing patrons to reserve, pre-purchase and patronize lesser-rate parking assets will help with traffic management, as people won't drive towards the stadium areas
- Provide more detail on collaboration with CTA and Metra on ride schedule and incentives to encourage transit.
- Elaborate on event outreach methods and how you will encourage alternative modes of transportation to the site.
- Please add that lighting will be installed at all site entrances and remain operational until traffic/pedestrians leave the area.
- Include bike route information and more detail regarding the bike parking location.
- ADA drop off locations need to be identified.
- Wayfinding signs along Central need to be approved by IDOT, this needs to be addressed immediately.
- Best practice has been to unload shuttles north of Central and north of Wildcat Alley
- The COE and Wilmette have an agreement designating both the north and south sides of Isabella Street as restricted parking/tow zones during game day operations. This provides sufficient roadway width for shuttle buses to safely make the eastbound turn onto Isabella. Additionally, past game day operations have included parking/tow restrictions on Ashland between Lincoln and Central, providing adequate space for shuttle bus operations and traffic flow.
- It should be noted that this plan is only applicable for the large events such as football games or concerts with attendance over 15,000. Can a modified TMP be developed for the smaller events?
- This plan is based on not using the golf course for parking. If the golf course were to be used for parking, it will create more congestion in the area that was not anticipated. This plan may need to be revised if golf course parking is utilized.