2026 Bike Plan Update:

Joint Ward Meeting:

Chris Sous, Assistant City Engineer

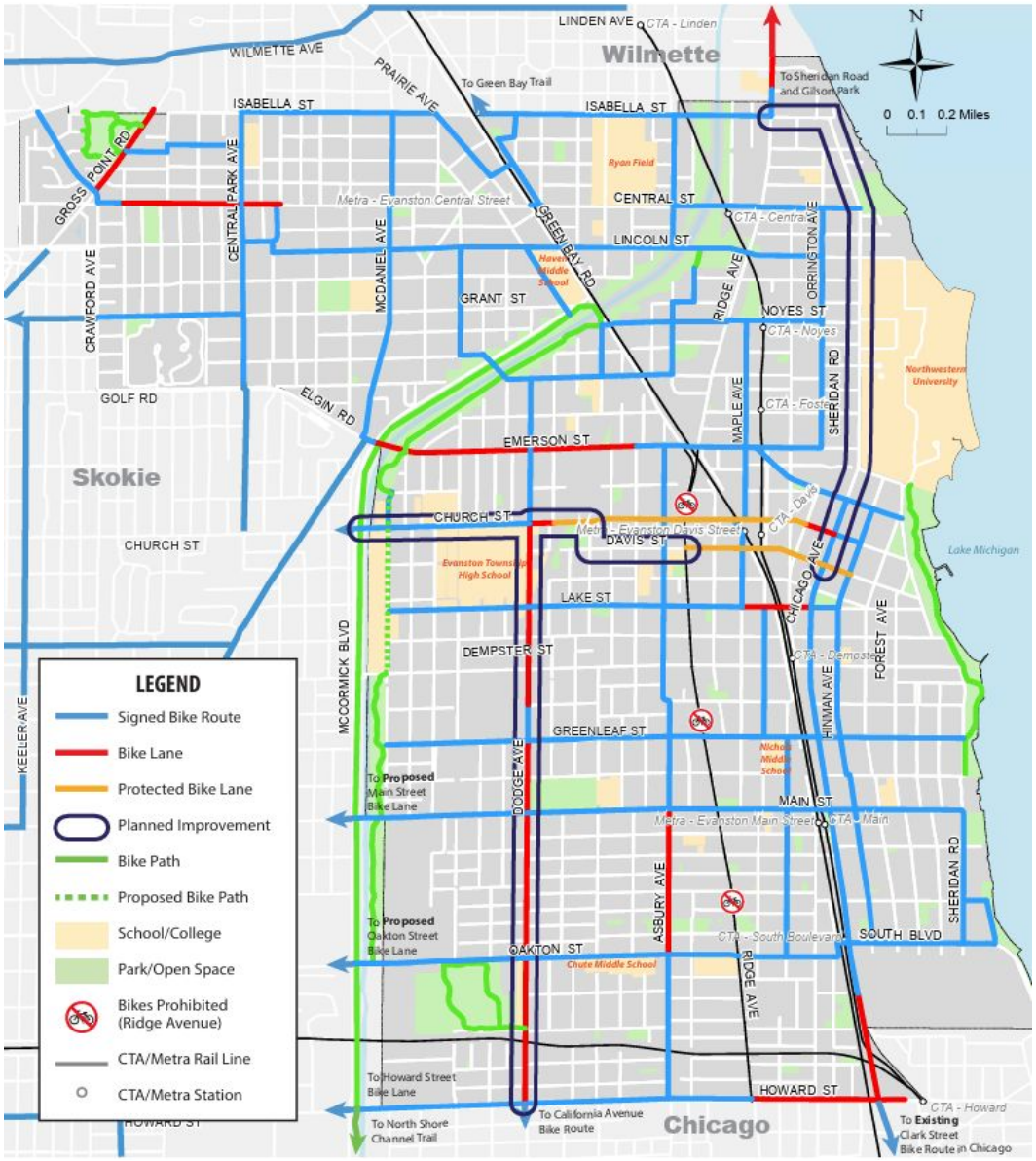
Update on Evanston Bike Plan:

Background: Current 2014 Bike Plan:

- Accepted by City Council and placed on file in 2014.
- Identified priority bike corridors across the City.
- Expanded policies & programs for safety, parking, and education.
- Guided new lanes, signage, and racks – building the foundation for future capital projects.

After more than ten years, an update is needed to set future project priorities and integrate current best practices.

Figure 1. Existing Bicycle Network



Source:
2014 Bike Plan Update

Completed Projects:

Projects Completed Since 2014:

- Davis Street from Chicago to Ridge: Protected/buffered bike lane/racks - 2014
- Bridge Street: Bridge Bike lanes – 2014
- Church Street from Dodge to ETHS: Bike path/bike parking pad - 2015
- Arboretum at Emerson St. to Green Bay Rd: Bike/Ped path improvements - 2015
- Dodge Avenue from Howard to Lake: Protected bike lanes - 2016
- James Park: Select bike path improvements and bike racks - 2017
- Fountain Square at Davis/Orrington/Sherman: Shared street/bike box/racks – 2018
- Sheridan Road from Isabella to Davis Street: Cycle track/lanes/bike signals - 2018
- Howard Street from Clark to Asbury: Bike lanes - 2020
- Harbert Park: Select bike path improvements - 2020
- Central Street Bridge: Bike lanes - 2021
- Main Street from Hinman to Maple: Bike sharrows/racks - 2022

Revised Map
Aug 2025

City of Evanston

Public Works

Upcoming Projects:

Projects Currently in the Planning/Design Phase:

Church Street Pedestrian and Bicycle Improvements*:

- Church Street from Dodge Ave to West City Limits: Two-Way Bike Lane
- Church Street to Harbert Park: Shared Use Trail (Shared Use Path /Underpass)

Outside Funding Received:
$3M in Illinois Transportation Enhancement Program (ITEP)
$1.4M in CMAP Transportation Alternatives Program (TAP-L)

Chicago Avenue Multimodal Corridor Improvements*:

- Chicago Avenue from Howard Street to Davis Street: Two-Way Protected Bike lanes

Outside Funding Received:
$3M in Illinois Transportation Enhancement Program (ITEP)
$10.07M in CMAP Congestion Mitigation & Air Quality (CMAQ)

*** Identified in the 2014 Bike Plan as Corridors for Consideration**

Why Update the Bike Plan Now?

Looking Ahead :

Align with Evanston's transportation, sustainability, and equity goals.

Address current safety and crash data (Evanston PD & IDOT)

Reflect updated design standards and best practices.

Respond to changing ridership patterns and community expectations.

Evaluate past approaches, understand limitations, and identify new opportunities for implementation.

What the Update will Provide:

What Council and Residents Will Receive:

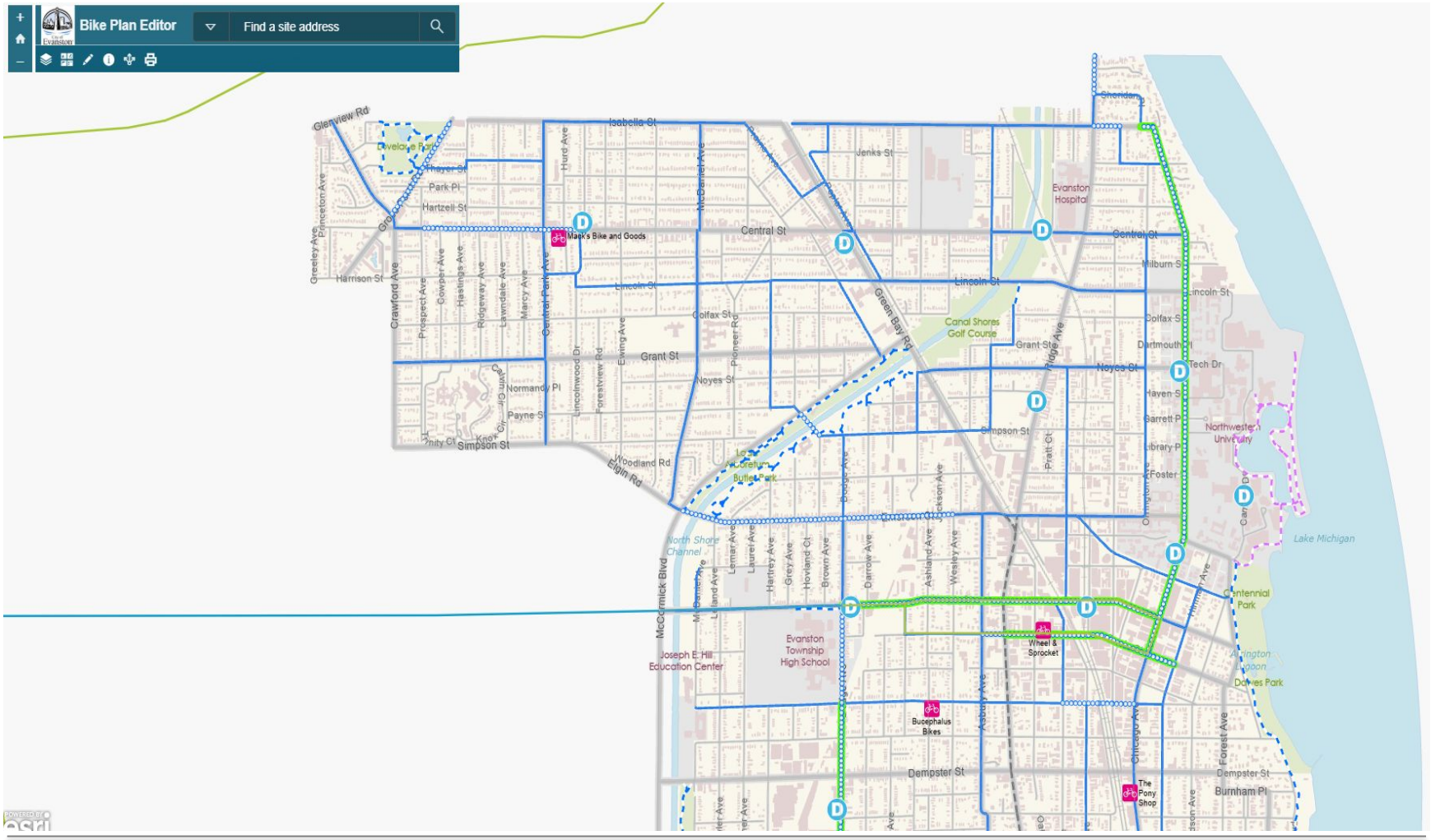
Network & Data:	**Evaluation & Policy:**
Updated maps of the bicycle network & facility types	Level of Traffic Stress (LTS) & Bike Level of Service (LOS) evaluations
Analysis of completed vs. uncompleted 2014 corridors	Updated policy & program recommendations
Crash & safety data (gaps, barriers, high-crash areas, sidewalk riding)	Framework for a safe, connected, low-stress network
Corridor Evaluation Criteria	Parking & business impacts

Together, these deliverables provide the foundation for setting future priorities and guiding implementation.

Work Completed Since September 2025:

- Volunteers conducted over 100 bike counts at 33 key locations throughout the City.
- Obtained Pedacyclist Accident Data from 2014-2024. (IDOT)
- Analyzed ridership trends and Means of Transportation for Evanston residents
- Compiled data to identify high-crash corridors and high-crash intersections.
- Reviewed engagement responses from the Bike the Ridge event and summarized findings
- Analyzed sidewalk usage using bike count data
- Reviewed 27 corridors identified in the 2014 Bike Plan Update, providing preliminary findings on improvements made, reasons for no improvements, and recommendations for inclusion in future updates.
- Developed a GIS Bike Plan Editor map

GIS Bike Plan Editor - Interactive Portal



City of Evanston

Public Works

GIS Bike Plan Editor - Interactive Portal (Layers)

- [x] Bike Plan Editor Background Layers
- [x] PW Centerlines - Secondary Network
- [x] PW Centerlines - Road Classification
- [x] PW Centerlines - Stress-Service Score = 1-1
- [x] PW Centerlines - Corridors for Further Evaluation
- [x] PW Centerlines - 2010 NWMC Corridor

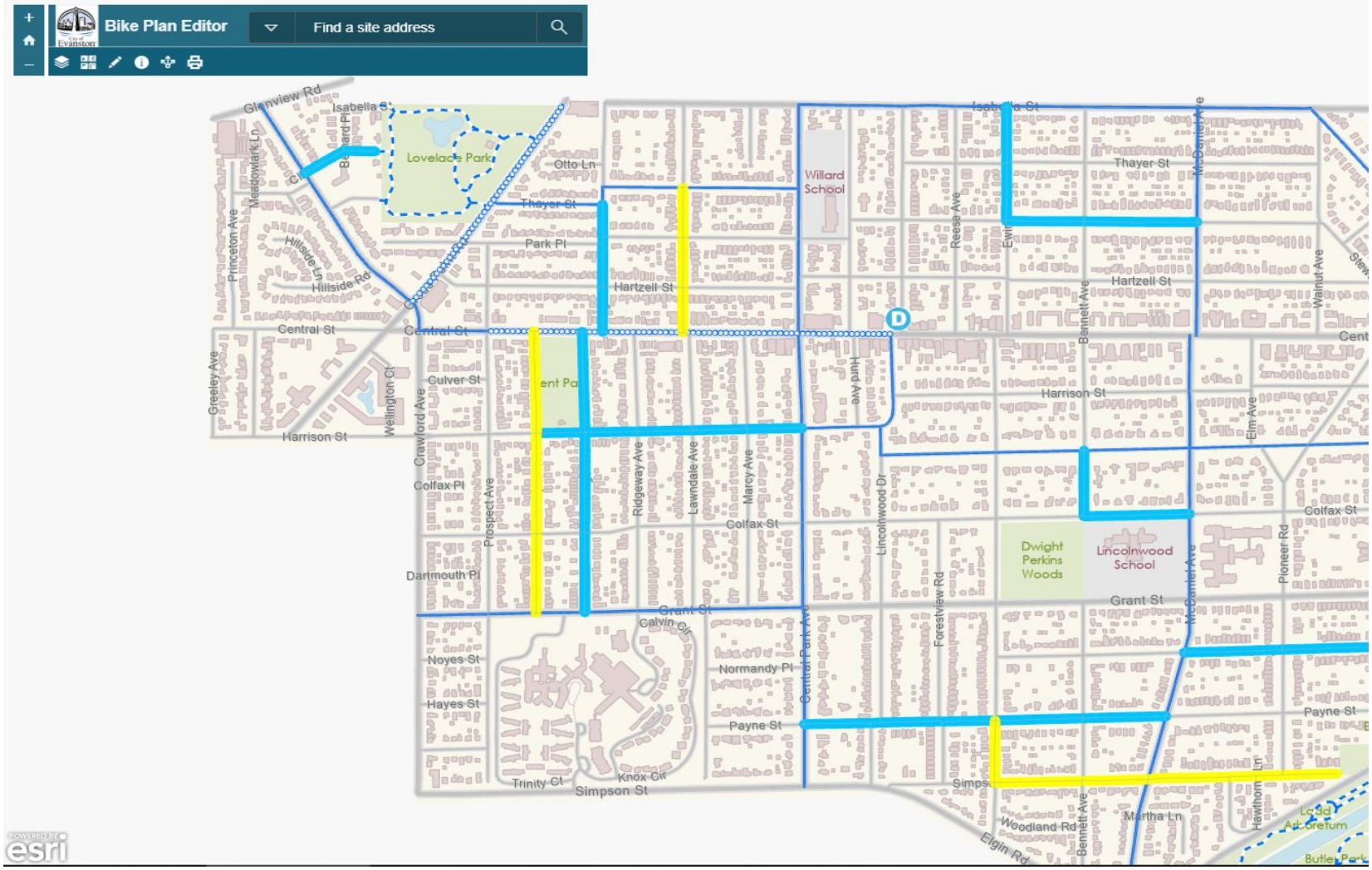
- [x] Destinations
  - [x] School
  - [x] Grocery Store
  - [x] Museum
  - [x] Place of Worship
  - [x] City Buildings
  - [x] Landmarks
  - [x] Beach
  - [x] Park

- [x] Traffic
  - [x] Speed Limit Labels
  - [x] Bridges
  - [x] Signal Intersection
  - [x] Oneway Street
  - [x] Cul-de-sac
  - [x] Speed Hump
  - [x] Traffic Circle
  - [x] IDOT Street
  - [x] Truck Routes

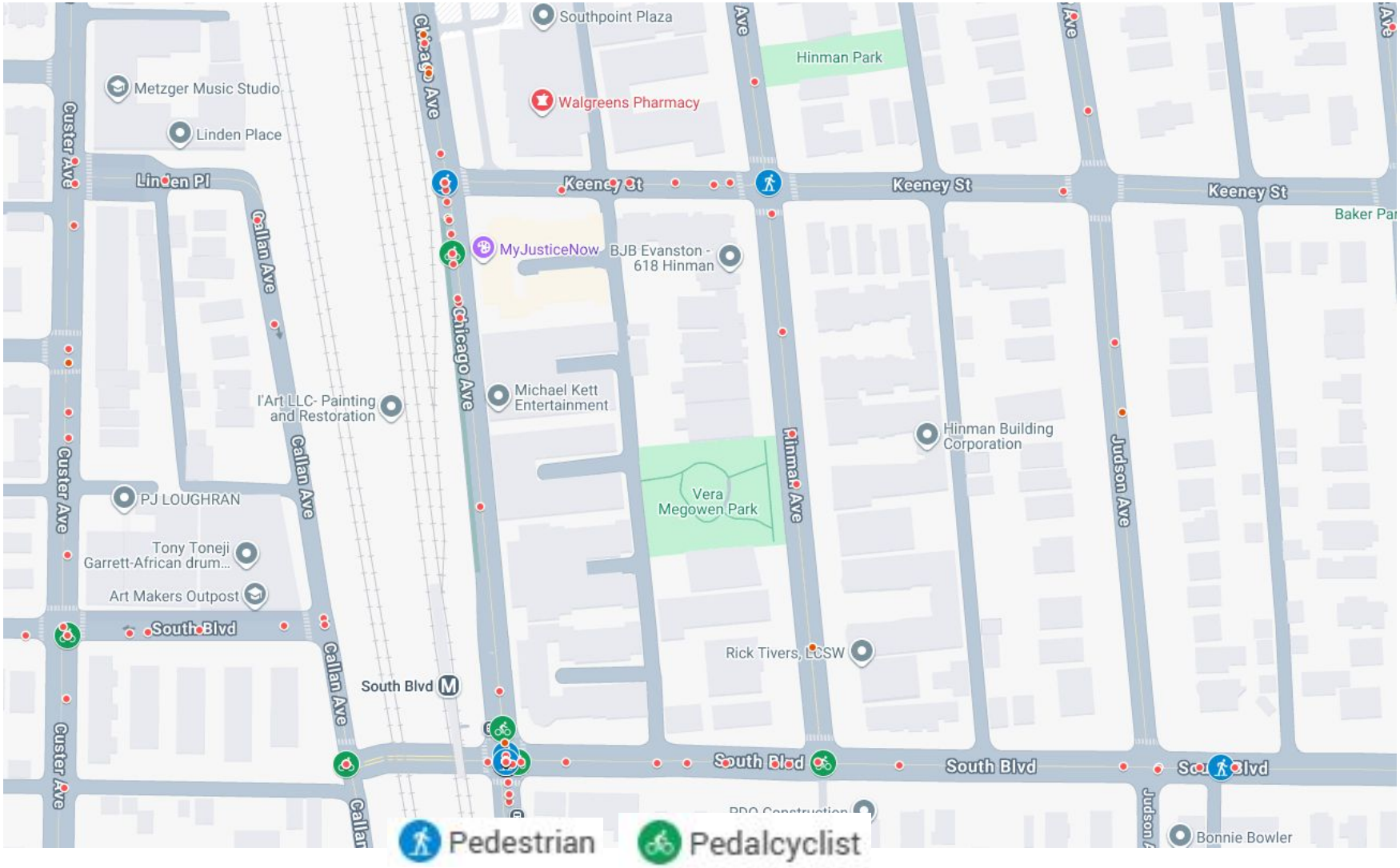
- [x] Bicycling
  - [x] Bike Shop
  - [x] Bike Racks
  - [x] Divvy Bike Location
  - [x] Bike Routes
  - [x] NU Paths
  - [x] No Bikes (Ridge Ave S of Emerson)

- [x] Transit
  - [x] Metra Station
  - [x] CTA Station
  - [x] PACE Bus Route
  - [x] CTA Bus Route
  - [x] Chicago Transit Authority Train Lines
  - [x] Metra Train

Secondary Network Snapshot:



Accident History Snapshot:



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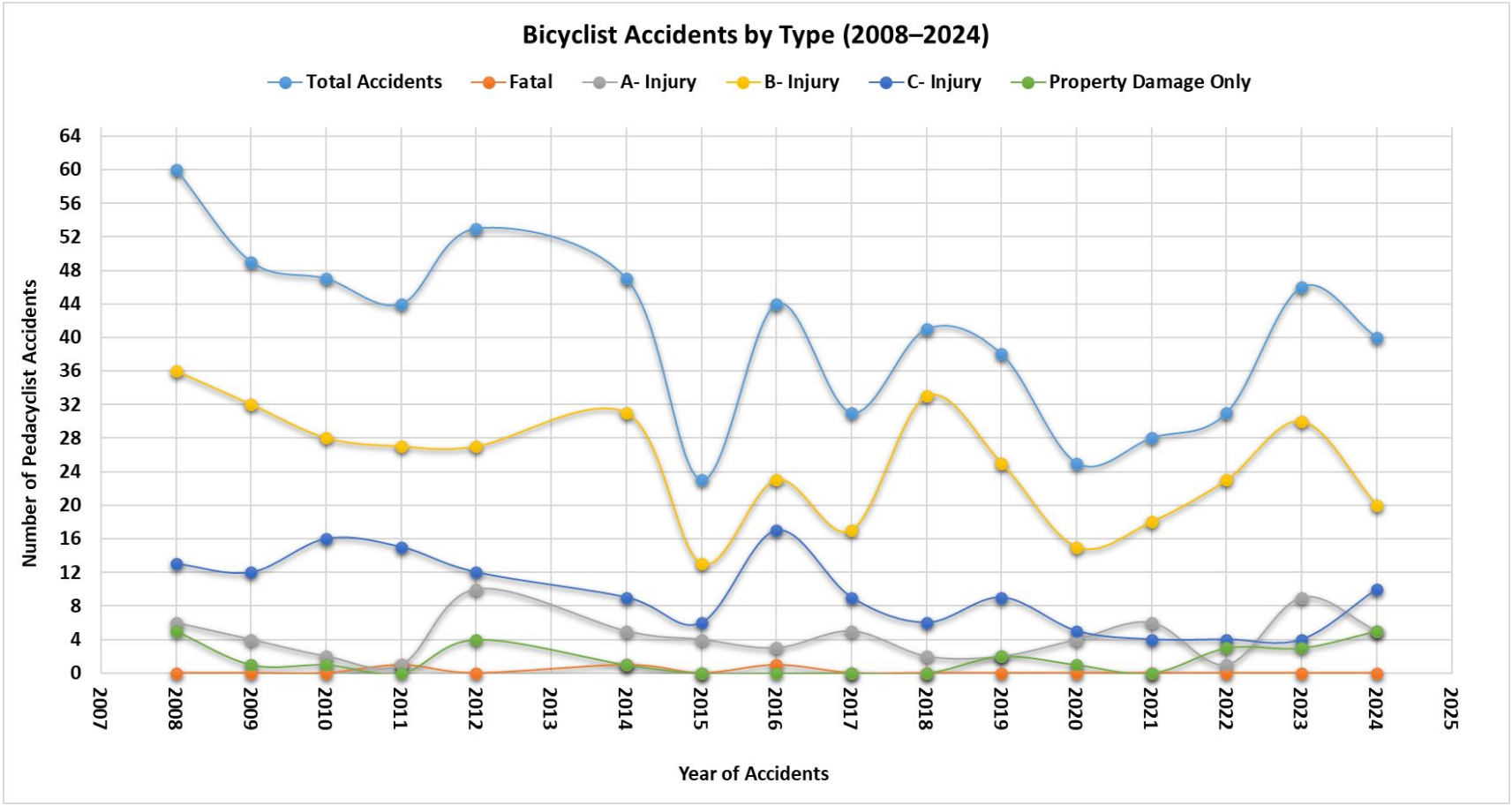


Goals & Objectives:

Existing conditions, network evaluation, and low-stress analysis

Ridership, usage trends, and access to key destinations

Bicycle safety, crash trends, and high-risk locations

Policy, education, and implementation guidance

Community engagement and regional connectivity

Project Deliverables:

- Existing Bicycle Network Map
- Secondary Bicycle Network Map-(Sign and Marking Treatment)
- Bicycle Safety and Comfort Analysis (Accident Corridors/Intersections)
- Gap and Barrier Map
- Community Feedback Map
- Updated Map of Existing Traffic Calming Infrastructure
- Prioritized Project List
- Policy and Program Recommendations

Bicycle Plan Evaluation Criteria:

Safety:

- Analyze bicycle crash frequency and severity, identify high-crash corridors, evaluate complex intersections that pose risks.

Comfort:

- Assess levels of traffic stress, examine the presence of buffered or separated bike lanes, consider environmental factors that enhance the riding experience.

Connectivity:

- Evaluate how well corridors link key destinations, identify gaps in the bicycle network, ensure seamless access to important locations.

Equity:

- Consider how different communities benefit from the bike network, ensure corridors serve populations with greater transportation needs.

Implementation & Impacts:

- Assess feasibility, including right-of-way availability and utility impacts, align corridors with existing plans to ensure practical and impactful implementation.

Safety and Comfort:

Safety:

- Bicycle crash frequency and severity along each corridor
- Identification of high-crash corridors using local and state data.
- Intersection conditions that increase conflict, including complex turning movements and limited visibility

(*Normalized to a 0–1 scale.)*

Comfort:

- Level of traffic stress based on roadway characteristics and operating speeds
- Presence or absence of separation between bicyclists and motor vehicles
- Corridor conditions that influence whether riders feel comfortable traveling in the roadway rather than on sidewalks

(*Normalized to a 0–1 scale.)*

Connectivity and Equity:

Connectivity:

- Connection to major destinations (schools, transit, parks, employment centers)
- Continuity of the bicycle network and elimination of gaps
- Alignment with regional bikeway connections and adjacent municipality routes

(*Normalized to a 0–1 scale.)*

Equity:

- Access to the bike network for communities with higher transportation needs.(Community Engagement & Ridership)
- Proximity to essential services and opportunities, ensuring that all communities benefit equitably
- Fair distribution of resources and infrastructure improvements to underserved areas

(*Normalized to a 0–1 scale.)*

Implementation & Impacts:

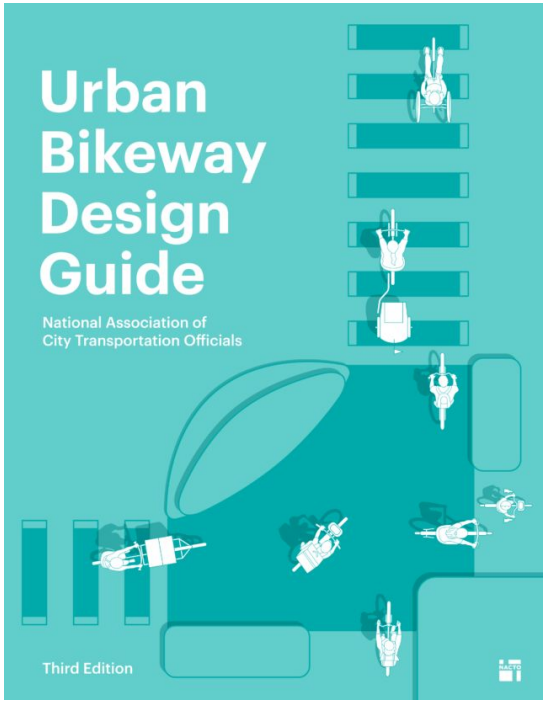
Implementation & Impacts:

- Right-of-Way Availability
- Parking Impacts
- Utility and Tree Impacts
- Alignment with existing plans
- Funding Strategies and Grant Opportunities
- Impact on local businesses and community mobility

(*Normalized to a 0–1 scale.*)

Design Standards for Bike Plan Implementation

- **AASHTO Guide for Bicycle Facilities**
- **NACTO Urban Bikeway Design Guide**
- **MUTCD (Manual on Uniform Traffic Control Devices)**
- **IDOT(State) and Federal Highway Administration (FHWA)**
- **Evanston's Complete Streets Policy**



- **Adaptability within the All Ages & Abilities Mindset** *(Incorporating flexibility where applicable)*

Jurisdictions should not use an inability to meet the All Ages & Abilities criteria as reason to avoid implementing a bikeway, and should not prohibit the construction of facilities that do not meet the criteria. NACTO -Designing for All Ages & Abilities (Dec 2017)

Corridors Identified During Prior Engagement:

E-W:

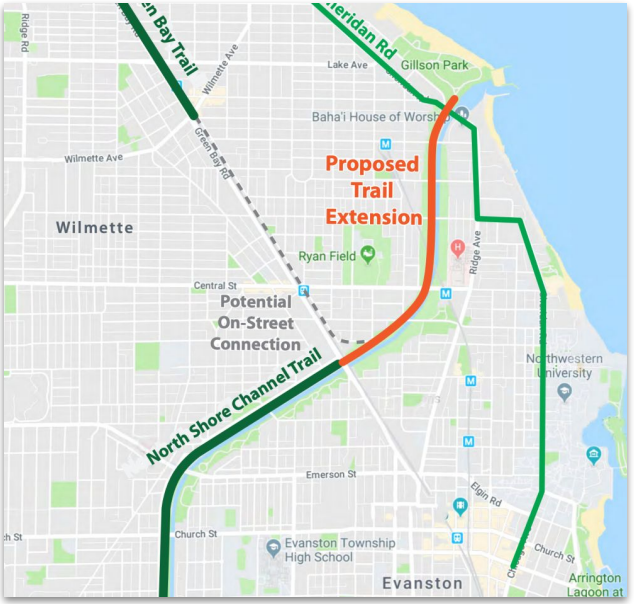
- Lincoln St (Improvement of Bike Infrastructure- ideal E-W corridor)
- Oakton St (Improvement of Bike Infrastructure)
- Isabella St (Bike Boulevard-Wilmette)
- South Blvd (Improvement of Bike Infrastructure Connecting Chicago-Evanston)
- Howard St (Bicycle Improvements-Marked or Protected Bike Lanes)
- Church St (Enhancement of Existing Bike Lanes East of Dodge)
- Main St from Hartrey to Asbury (Ped-Bike Improvements)
- Central St (Ped and Bicycle Improvements -IDOT)
- Lee Street Pedestrian and Bicycle Improvements
- Greenleaf St

N-S:

- Asbury Ave (Connection from Oakton-Howard, Enhancement of existing lanes)*IDOT
- Northshore Channel Pathway (Enhancement of Connectivity and Wayfinding)
- Lakefront Pathway (Enhancement of Connectivity and Wayfinding)
- McDaniel Ave (Elgin Rd to Isabella St)
- Sheridan Square

Potential Gaps/Connections:

- Church St @ McCormick(IDOT/MWRD/Skokie)
- Main St @ McCormick - Skokie
- South Blvd/Sheridan Rd-(Chicago) - IDOT
- Sheridan@Isabella/Ridge(Wilmette)- Wilmette
- Asbury Ave (Oakton St to Howard St)
- Channelside and Lakefront Pathways
- Green Bay Trail - North Shore Feasibility Study



Engagement Strategies:

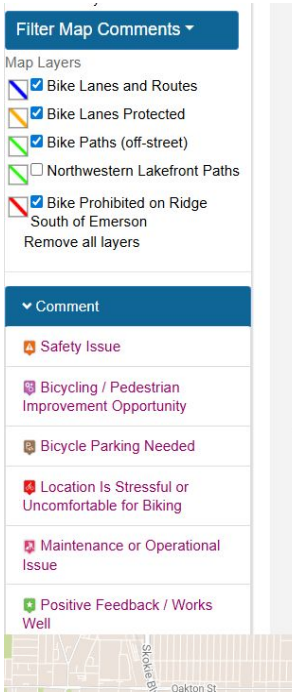
To Date:

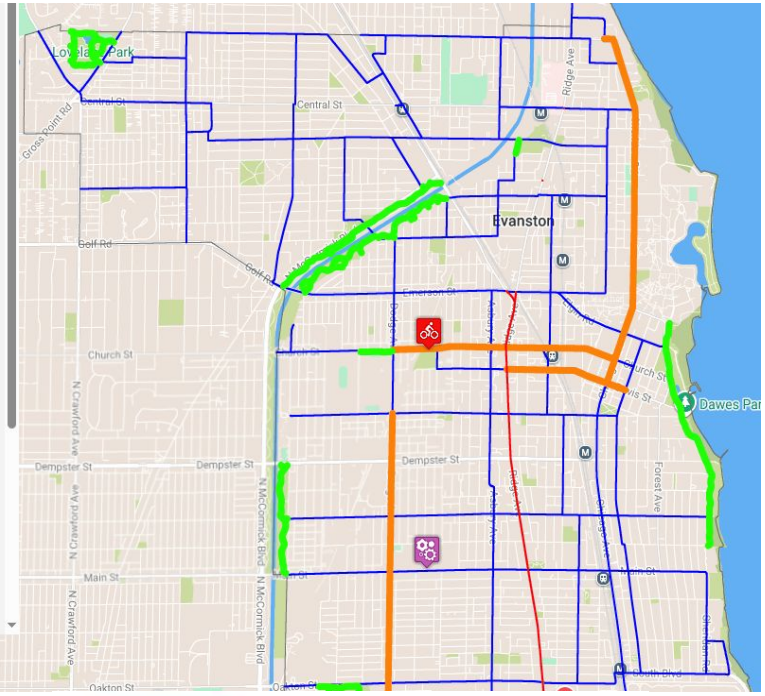
- Bike the Ridge- September 2025
- October 2025 Voluntary Bike Counts
- Community Remarks Survey- LIVE

Now and Upcoming:

- Joint Ward Meetings - Tonight
- Tablet Survey -Community Remarks
- Targeted Meeting for Child/Student Input-ETHS (February 27th)

Ward Meeting Poster and Community Remarks:





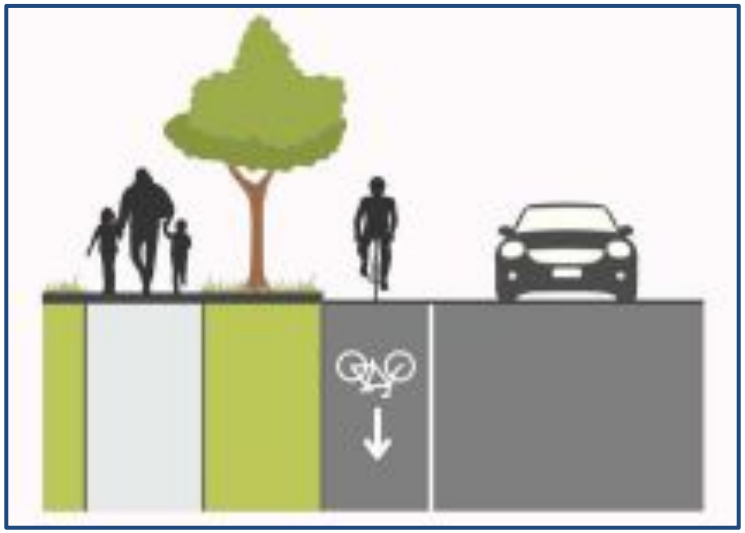
COMMUNITY REMARKS®
Put your idea on the map

https://communityremarks.com/evanston

Questions?

Appendix:

Bike Lane Design Basics



1. Carve out space from existing road width (road diet)
2. Widen road to accommodate bike lanes (impact trees)
3. Convert parking to bike lane (impact parking)

Emotional Challenges:

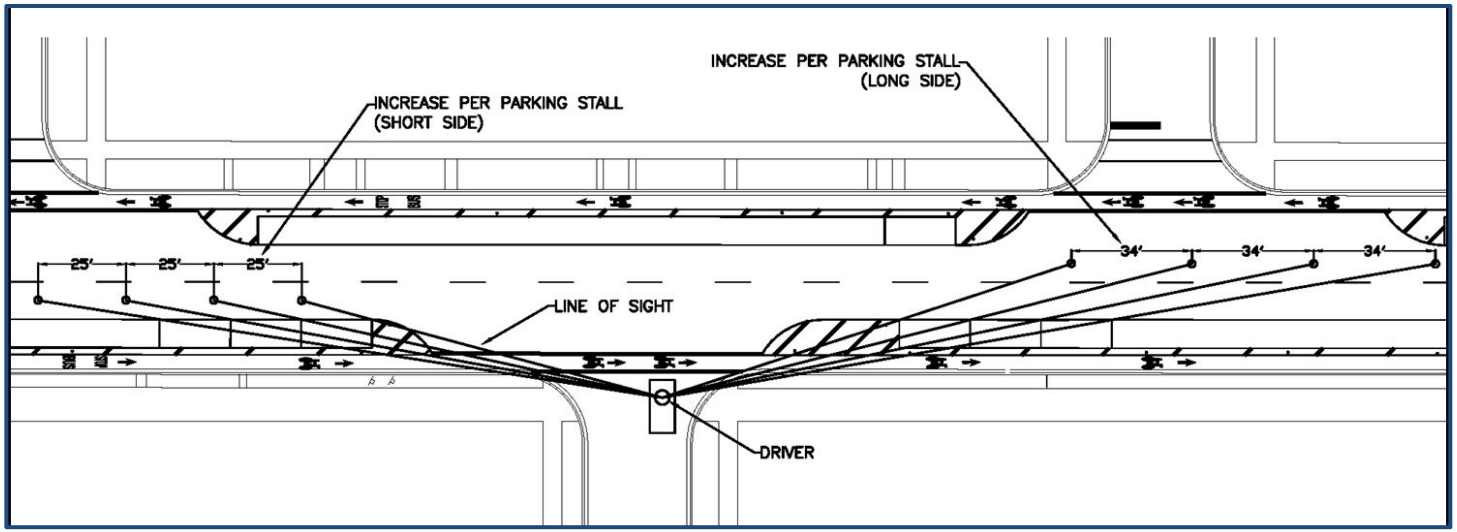
- People like wide lanes and driving fast.
- People like to park where they want to park.
- People love trees.
- Bicyclists want to feel safe.
- Parents want their children to be safe.
- Bicyclists do not obey the same rules of the road.
- No one likes change.

Technical Challenges:

- There are four main users of the road - vehicles, buses, bicycles, peds.
- All of the users need to be safe.
- All of the users need to be able to see each other.
- There is limited real estate to widen the roadway.
- Mature trees have lots of needs and are not easily relocated.
- Everything needs to be maintained after it is built.
- Streets, bike lanes, and sidewalks all need a network to be useful.

Intersections - Consider Visibility

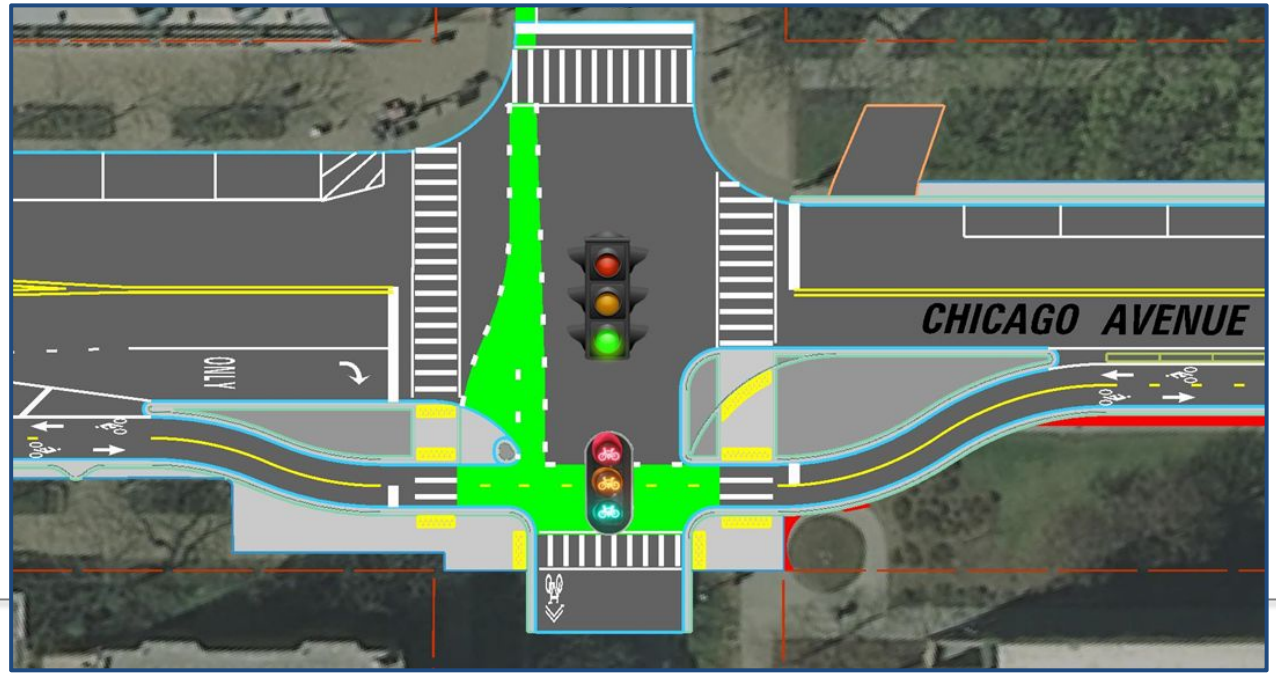
- Improve Line of Sight
  - Remove parking 40 - 80 ft from intersection
  - Restrict plantings



- Choose far side bus stops vs. near side. Provide 80 - 90 ft pull-off.
- Consider bicyclists and right-turning motorists in addition to side street visibility

Intersections - Designate Spaces

- Every user should know their place
  - Consider separate bicycle crosswalks and signals
  - Use green paint to designate bike lanes at conflict points, such as intersections and driveways
  - Consider signage directed at motorists to raise awareness of bicyclists



Protected Bike Lane Barrier Types

Precast Concrete

Pros:

- Upfront cost is moderate
- Consistent barrier
- If section is damaged, easy to replace
- Profile has gaps that allow drainage

Cons:

- Damaged easily, especially during construction
- Snow removal challenging

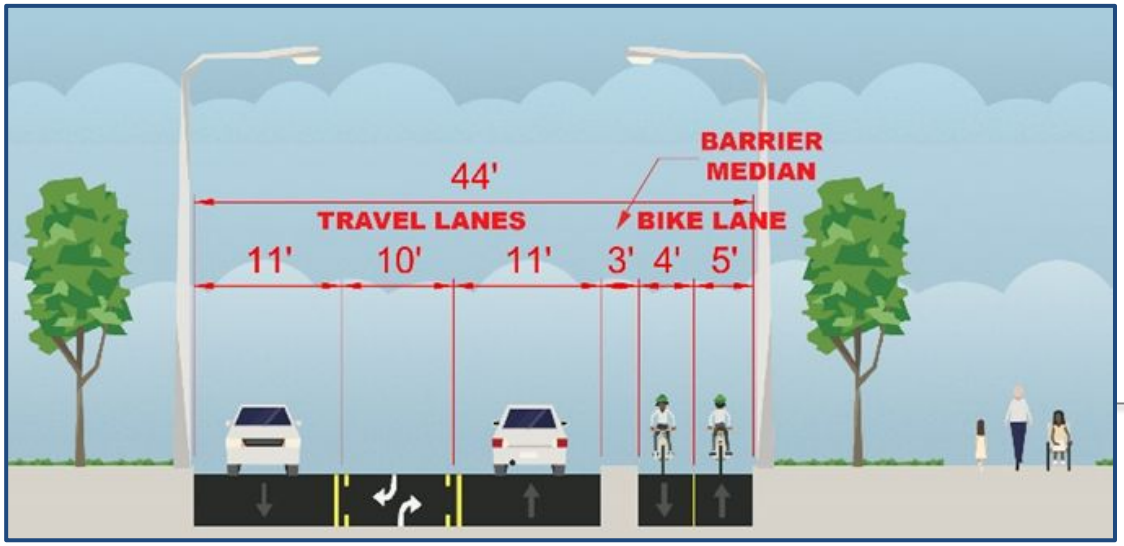
Poured-In-Place Concrete

Pros:

- High upfront cost
- Consistent barrier
- Sturdy
- Low maintenance

Cons:

- Most street width required
- Most Impact street drainage - need thoughtful design
- Snow removal challenging
- Inflexible location, once placed



Off-Road Paths

Multi-Use Paths

Pros:

- Safe option for bicyclists
- Does not impact street width or parking

Cons:

- Creates a conflict point with pedestrians
- May impact trees

Parks

Pros:

- Safe option for bicyclists
- True barrier protection when cars are present

Cons:

- Does not always align with destinations
- Usually shared with pedestrians - creates a conflict point
- May require additional infrastructure investment such as pathway lighting

Don’t Forget Maintenance

Challenge: Construction takes 1 year, but maintenance is forever.

Concerns:

- Green paint / markings last 3-5 years. Use only at intersections to simplify.
- Elements such as bollards, need replacement. Do not get custom items, provide some extra stock.
- Bike lanes need street sweeping and snow removal.

STEP 1 - TALK TO THE MAINTENANCE STAFF!

- Work to get their buy-in
- Get them the right equipment
- Have a plan for snow and street sweeping

Don’t Forget Maintenance

If not protected bike lanes:

- Plan to strip parking to move snow or clean
- When parked cars are the barrier, they will not stay where they are supposed to
  - Plan to ticket cars or to not clean the lanes

If protected bike lanes:

- Standard equipment may not fit - include purchase of maintenance equipment as part of the contract.
- Minimum width: Toolcat with attachments or pick-up truck with plow.
- Install 2-way bike lanes on one side of the street to get greater width.
- Check bike lane turning radii - do they meet the needs of street cleaners and snow vehicles?