

2025 Bike Plan Update:

City Council



Chris Sous, Assistant City Engineer

September 8, 2025

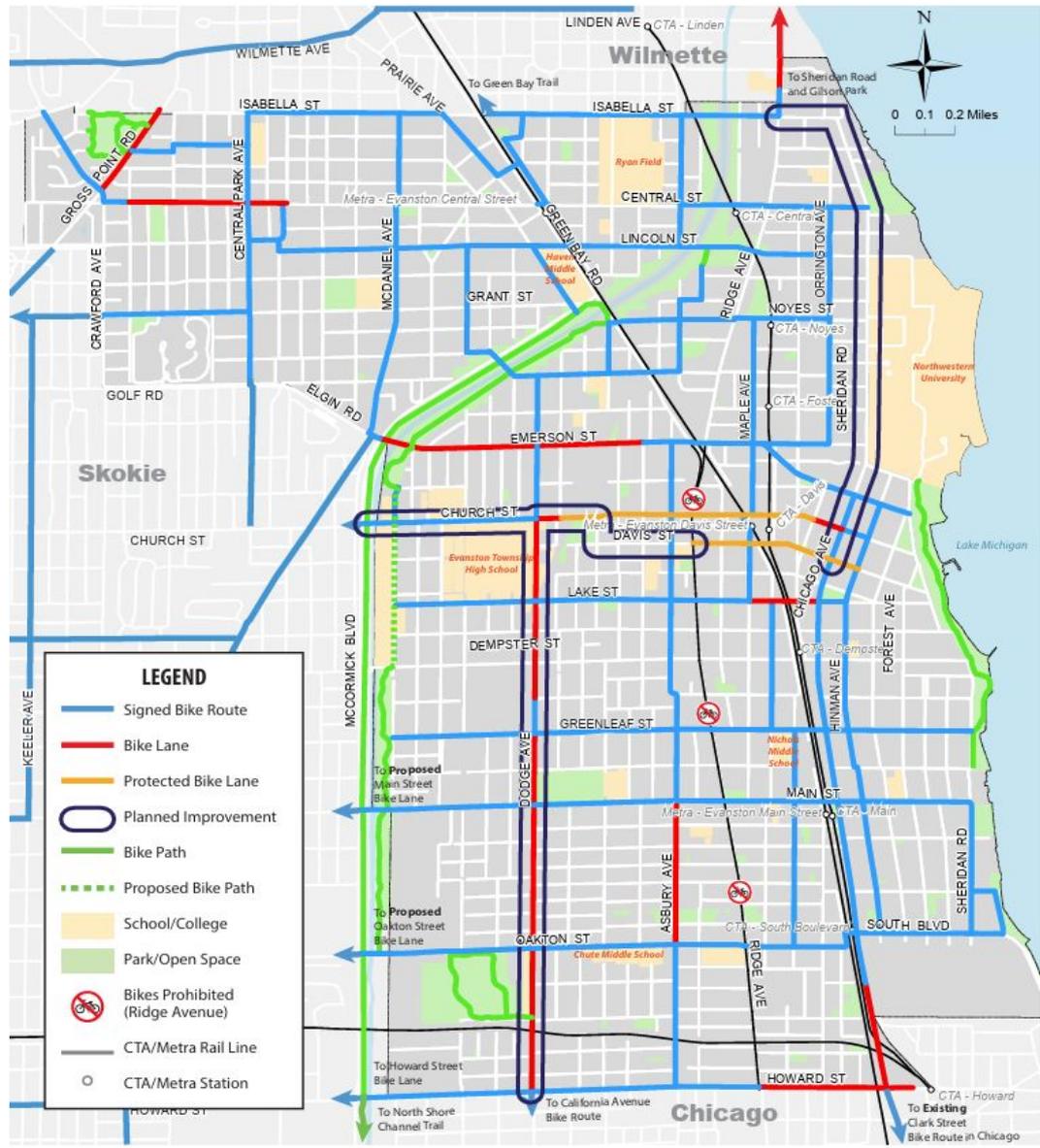
Update on Evanston Bike Plan:

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

City of Evanston Bike Map



**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

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

Next Steps:

Process Moving Forward



Data collection – maps, traffic, and crash data.



Bike counts & ridership trends.



Corridor & safety analysis.



Review of standards & policies.



Targeted Community Engagement (Ward Meetings, Surveys, etc.)

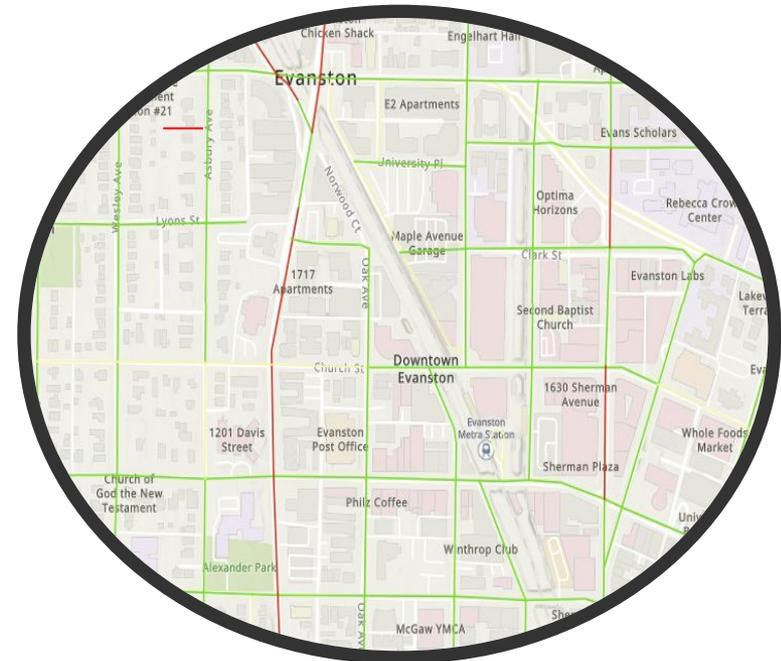
Vision for the 2025 Bike Plan:

Update Map • Identify Potential Corridors • Low-Stress Network • Policy Recommendations

- ❖ Updated facility maps showing progress since 2014.
- ❖ Proposed new corridor improvements with a prioritized project list.
- ❖ A secondary low-stress network to complement the existing system.
- ❖ Final maps and tables: crash/safety, gaps, barriers, and traffic calming.
- ❖ Community feedback and refined policy/program recommendations.

Snapshot of 2025 Bike Plan: Bike Level of Service (BLOS)

- ❖ Average daily Traffic Volume
- ❖ Peak traffic volumes
- ❖ Directional traffic
- ❖ Speed of traffic
- ❖ Percentage of truck traffic
- ❖ Pavement condition
- ❖ On-street parking
- ❖ Lane/shoulder widths and number of lanes.



Data Source: Illinois Department of Transportation (IDOT)

***The data is for planning-level purposes only, and it is updated annually.**

Snapshot of 2025 Bike Plan:

Level of Traffic Stress (LTS)

Roadways are rated 1–4, reflecting cyclists' comfort and safety.

- ❖ Facility type (shared street, bike lane, etc)
- ❖ Posted or operating speed (mph)
- ❖ Number of through lanes
- ❖ Bike lane (presence/absence of buffer)
- ❖ On-street parking
- ❖ Intersection and crossing control
- ❖ Traffic volume
- ❖ Grade/slope (roadway/path)



Data Source: Cook County Department of Transportation and Highways (DOTH)

***The data is for planning-level purposes only, and it is updated annually.**

Engagement/Assistance from the Community:

Supporting the 2025 Bike Plan:

- ❖ Volunteers invited to assist with bicycle counts at key intersections (October 2025)
- ❖ Shifts available on weekdays and weekends at high-use locations.
- ❖ Community engagement staff to assist with newsletters, flyers, and outreach.
- ❖ Online RSVP form available for Community Bicycle Count Volunteer Sign-Up.

Questions?



City of Evanston Community Bicycle Count – October 2025



Sign Up Today!