

# Pedestrian and Bicycle Improvements

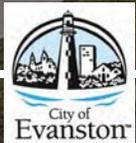
Church Street, Dodge Avenue to North Shore Channel  
North-South Corridor, Harbert Park to Church Street



# Welcome

## Public Information Meeting

### September 9, 2025

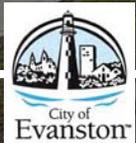
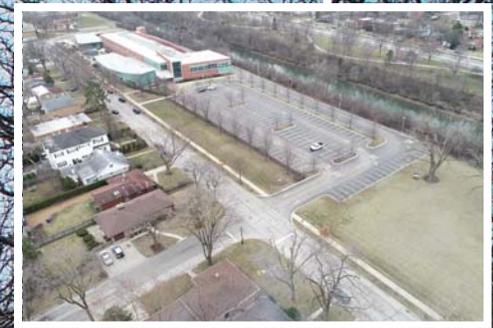


# Mejoras Viales para Peatones y Ciclistas

Church Street, desde Dodge Avenue al North Shore Channel  
Corridor de Norte a Sur, desde Harbert Park a Church Street

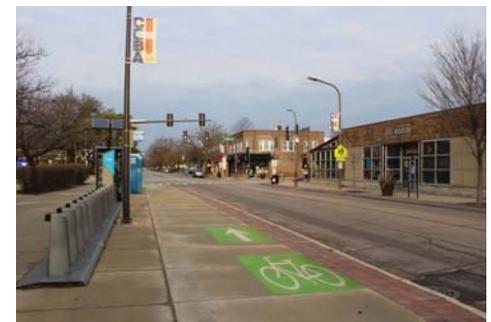
# Bienvenidos

Junta de Información  
9 de septiembre de 2025



# Purpose of Meeting

- Obtain input on Proposed Improvement Plan
  - » Two-way barrier-separated bike lane along south side of Church Street
  - » Traffic signal at Church Street and Pitner Avenue
  - » Curb bump-outs at intersections along Church Street
  - » North-south shared-use trail between Harbert Park and Church Street along the east side of the North Shore Channel, including Dempster Street underpass



**General Exhibits**



**Church St Exhibits**



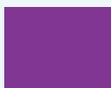
**North-South Corridor Exhibits**

# El Propósito de la Junta

- Obtener información sobre el plan de mejora propuesto
  - » Carril para bicicletas de dos vías a lo largo del lado sur de Church Street
  - » Señal de tráfico en Church Street y Pitner Avenue
  - » Bordes elevados en las intersecciones a lo largo de Church Street
  - » Sendero de uso entre Harbert Park y Church Street a lo largo del lado este del North Shore Channel, incluido el paso subterráneo de Dempster Street



Información  
General



Información sobre  
Church St



Información sobre el  
Corredor de Norte a Sur

# Study Goal and Objectives

## Goal

Improve safety and mobility for people walking and riding bikes on Church from Dodge to west city limits and along the North Shore Channel between Church and Dempster.

## Objectives

- Improve safety for people walking across Church Street between Dodge Avenue and the west city limits.
- Fill a gap in the bicycle network on Church Street between Dodge Avenue and the west city limits.
- Fill a gap in the trail network along the east side of the North Shore Channel between Dempster Street and Church Street.

# Metas y Objetivos del Estudio

## Metas

Mejorar la seguridad y movilidad de la gente caminando y andando en bicicleta a lo largo de Church Street desde Dodge hasta los límites de la ciudad al Oeste y a lo largo del North Shore Channel entre Church y Dempster.

## Objetivos

- Mejorar la seguridad de la gente cruzando Church Street entre Dodge Avenue y los límites de la ciudad.
- Completar la red de carriles de bicicletas en Church Street y entre Dodge Avenue y al oeste hasta los límites de la ciudad.
- Completar la red de senderos a lo largo del lado este del North Shore Channel entre Dempster Street y Church Street.

# Project Study Area/Existing Conditions



- Project Study Area
- Ward Boundary
- Shared Use Path
- City of Evanston Boundary
- Traffic Signal
- Other Bike Facility

# Community Engagement to Date



\*community at-large, staff, consultants

# Engagement Feedback



## General Concerns for the Corridor

- Loud, fast-moving traffic on Church Street with little protection for people walking and biking
- High volumes of foot traffic around the school make the existing sidewalk crowded and difficult to navigate



## Desired Improvements for the Corridor

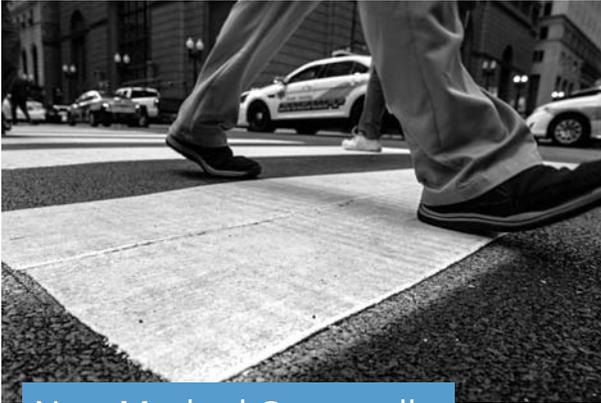
- Improved sidewalks
- Marked crossings
- Bump-outs
- Dedicated bike lanes
- Separation from traffic while biking
- Connection to other bike routes

# Proposed Pedestrian and Bicyclist Improvements

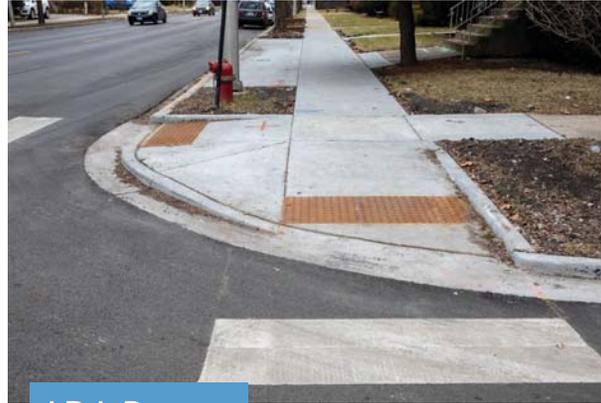


- Project Study Area
- City of Evanston Boundary
- Traffic Signal
- Proposed Traffic Signal
- Shared Use Path
- Other Bike Facility
- Proposed North-South Shared-Use Trail
- Proposed On-Street Two-Way Barrier-Separated Bike Lane

# Church Street Improvements



New Marked Crosswalks



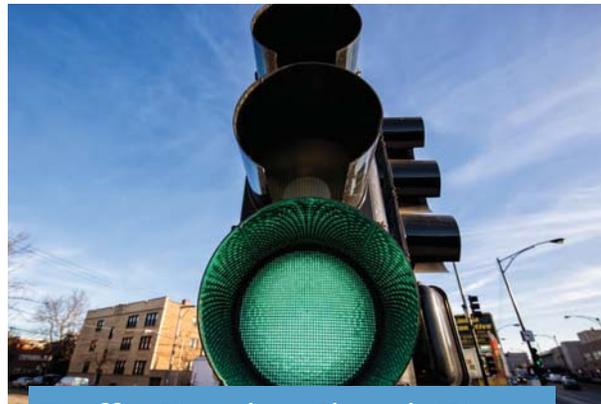
ADA Ramps



Lighting



Curb Extensions



Traffic Signal at Church/Pitner

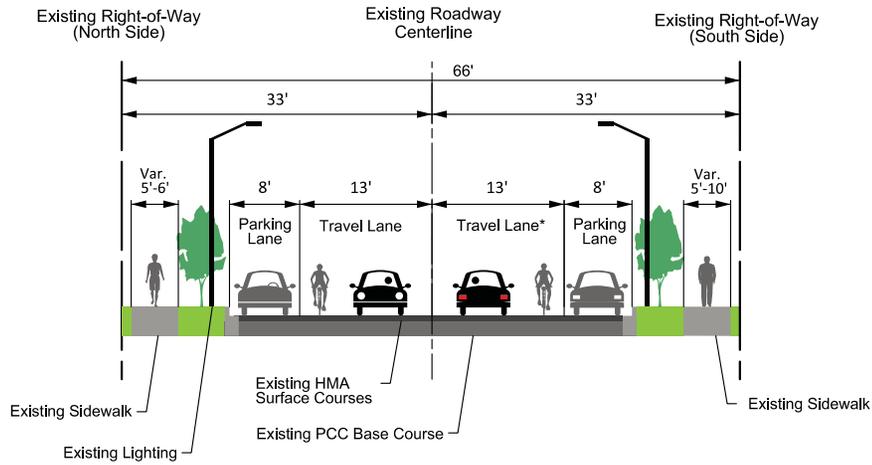


Two-Way Separated Bike Lanes

# Church Street Typical Sections

## EXISTING

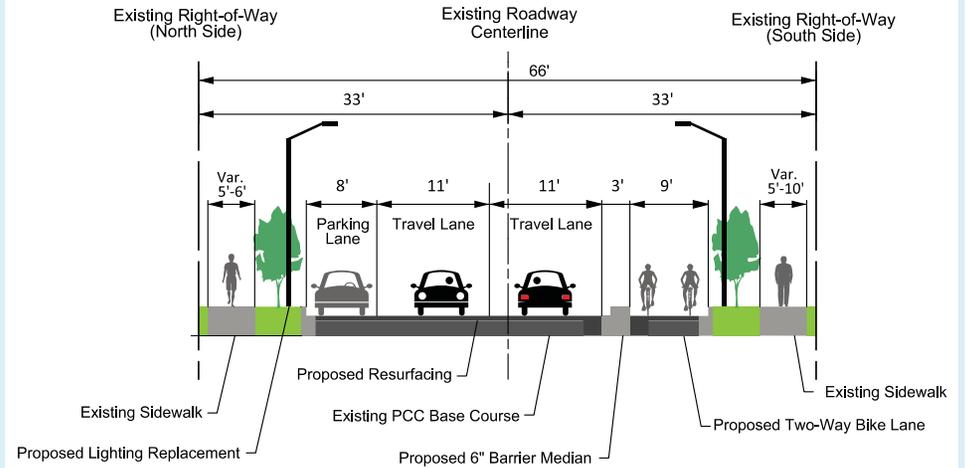
Church Street  
Looking East



\* 8-foot parking lane exists between McDaniel Avenue and Pitner Avenue, and between Hovland Court and Brown Avenue

## PROPOSED

Church Street  
Looking East



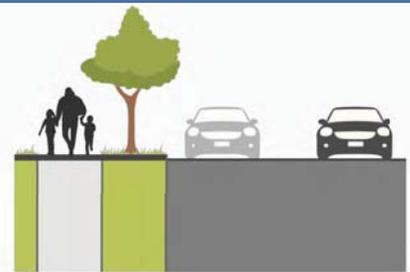
\* 8-foot parking lane exists between McDaniel Avenue and Pitner Avenue, and between Hovland Court and Brown Avenue

# Church Street Existing Conditions

## HARTREY INTERSECTION



EXISTING CONDITIONS

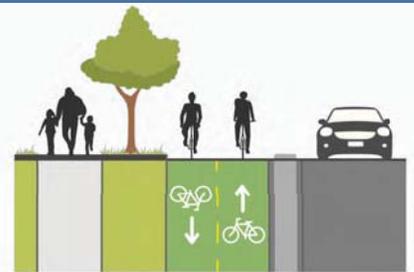


# Church Street Proposed Improvements

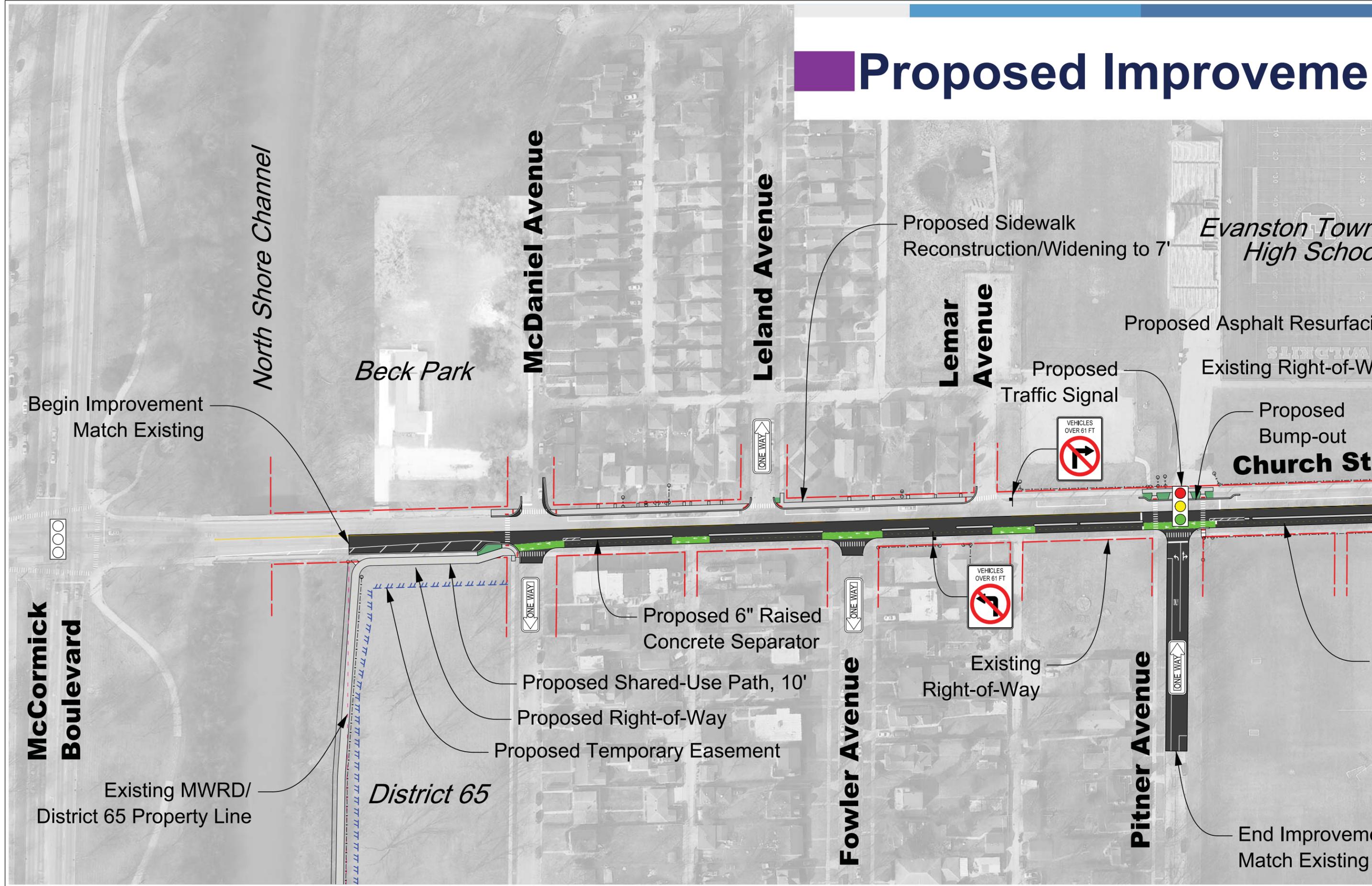
## HARTREY INTERSECTION



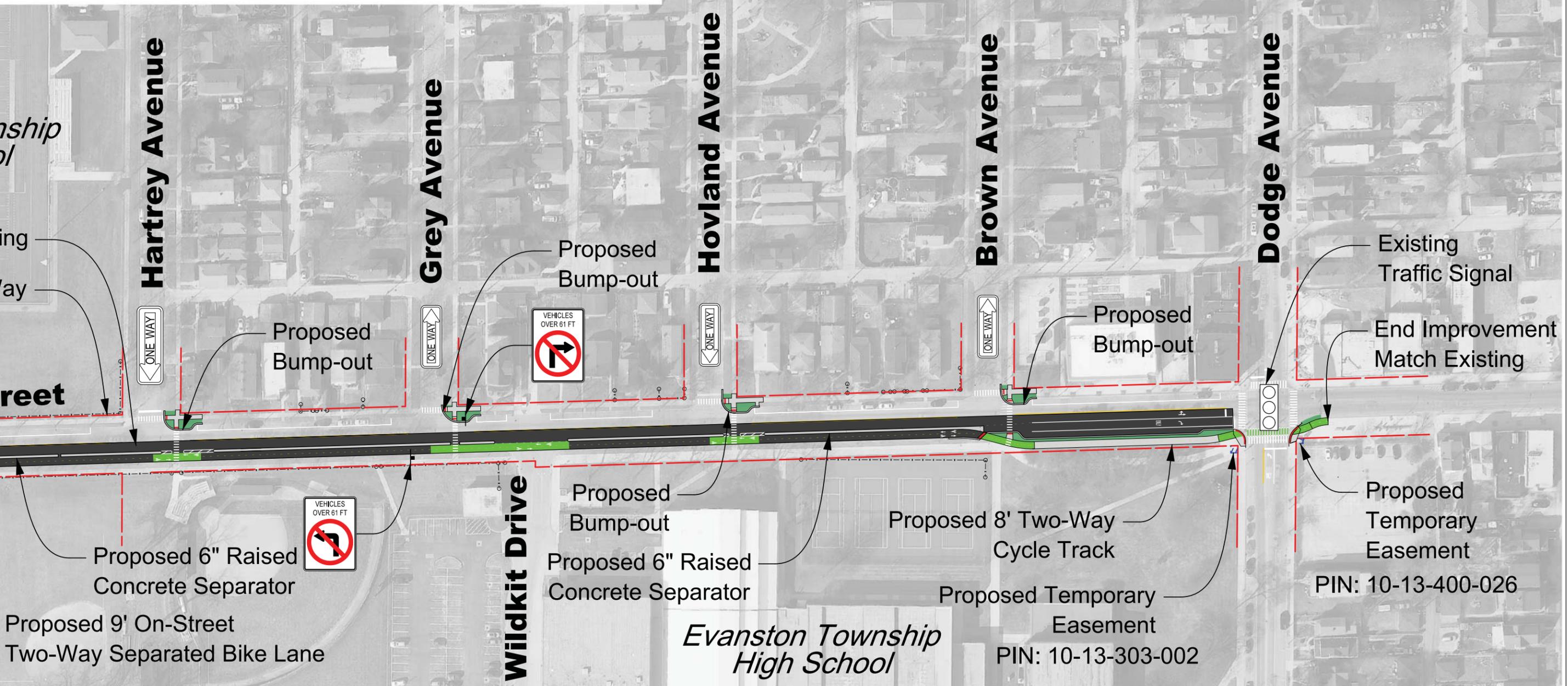
TWO-WAY BARRIER-SEPARATED BIKE LANE



# Proposed Improvement



# nt - Church Street

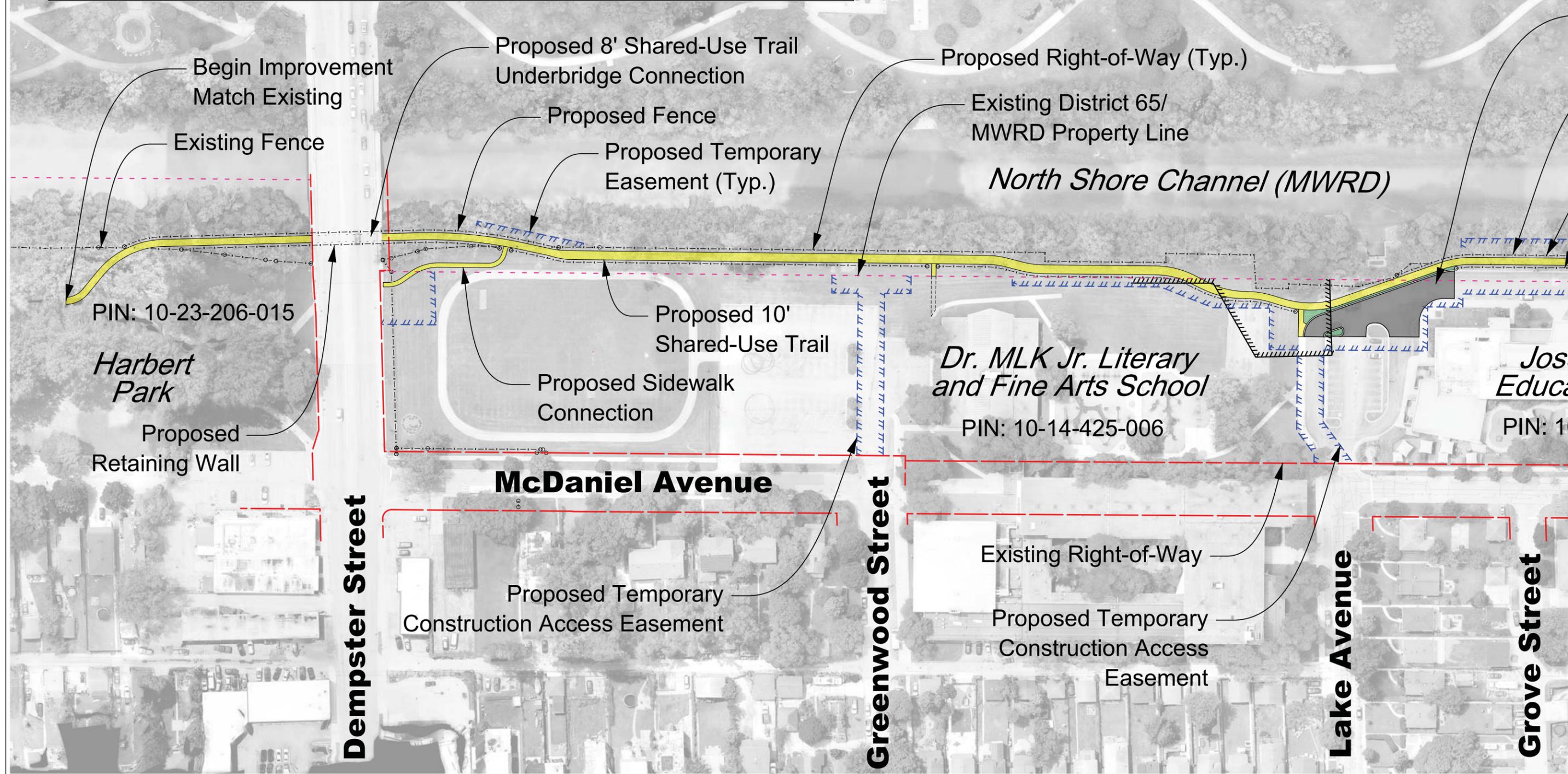


LEGEND			
	Existing Right-of-Way		Existing Traffic Signal
	Existing Permanent Easement		Proposed Traffic Signal
	Proposed Temporary Easement		
	Proposed Right-of-Way		
	Existing District 65/MWRD Property Line		



# Proposed Improvement

LEGEND	
	Existing Right-of-Way
	Existing Permanent Easement
	Proposed Temporary Easement
	Proposed Right-of-Way
	Existing District 65/MWRD Property Line
	Existing Traffic Signal
	Proposed Traffic Signal



# nt - North-South Corridor



## McCormick Boulevard

Proposed Driveway Modifications

Proposed Retaining Wall

Proposed Fence

Existing District 65/  
MWRD Property Line

Proposed Temporary Easement (Typ.)

Proposed Right-of-Way (Typ.)

Proposed 10' Shared-Use Trail

*Joseph E. Hill  
Recreation Center*

10-14-425-006

Proposed 8'  
Shared-Use Trail

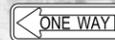
PIN: 10-14-425-004

*Beck Park*

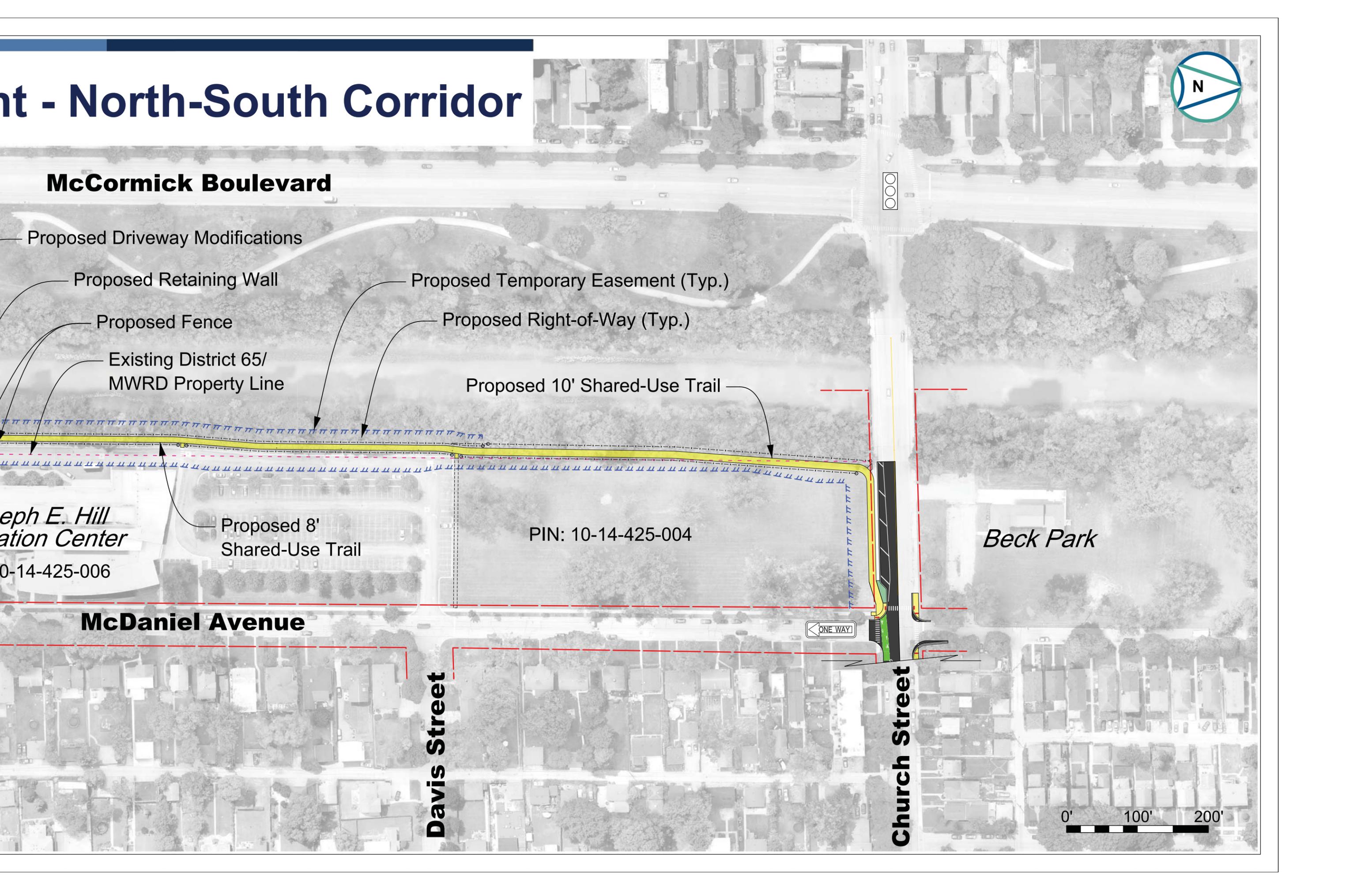
## McDaniel Avenue

**Davis Street**

**Church Street**



0' 100' 200'



# Shared-Use Path Underbridge Examples

North Shore Channel Trail,  
Looking North beneath Bryn Mawr Avenue



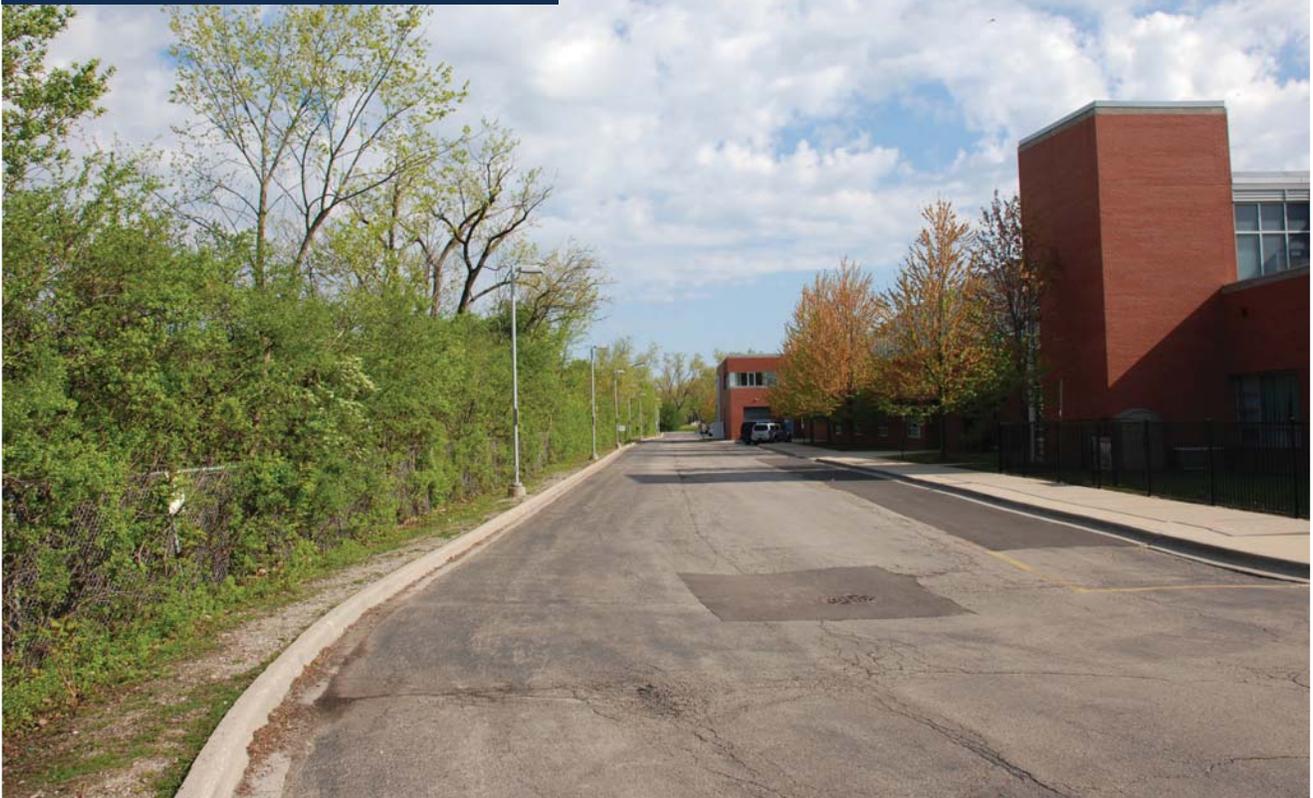
North Shore Channel Trail,  
Looking North beneath Foster Avenue



# North-South Trail Connection



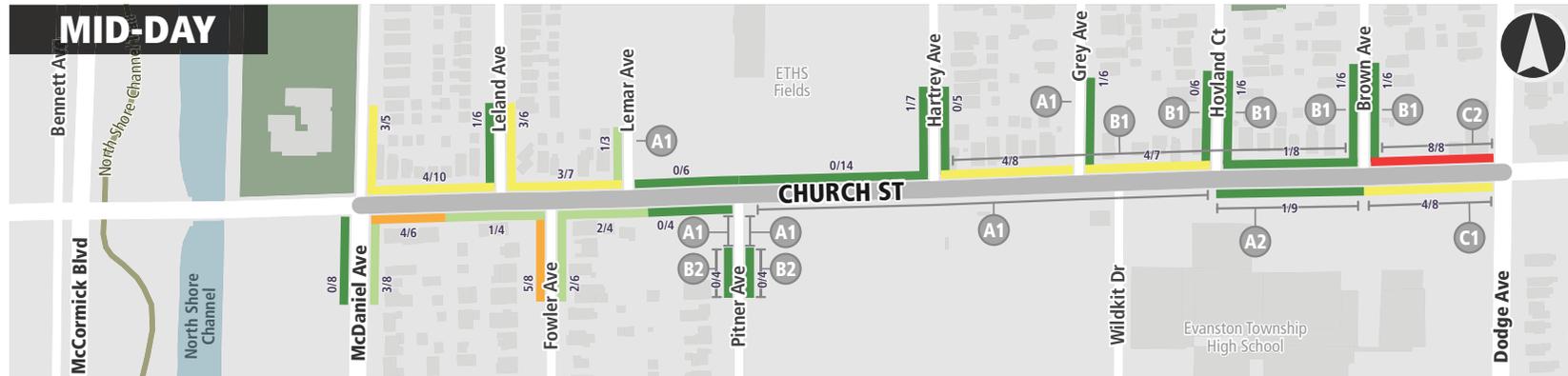
## EXISTING CONDITIONS



## SHARED USE PATH CONCEPT

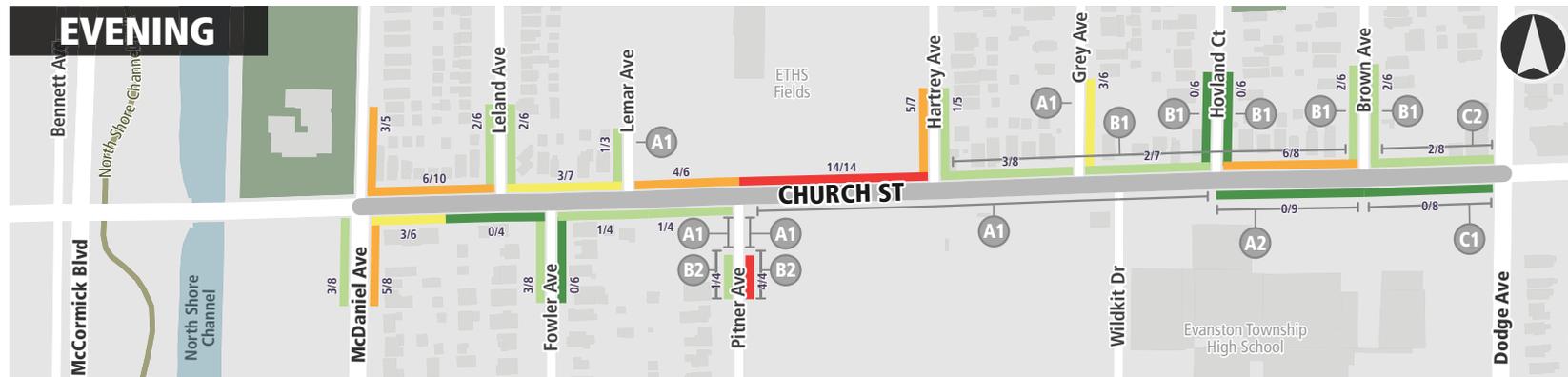


# Parking Survey



\*Sidestreet parking was assessed 200' north and south of Church Street.

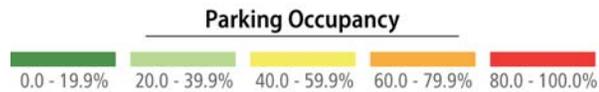
Total Occupancy: 59/203 (29.1%)



\*Sidestreet parking was assessed 200' north and south of Church Street.

\*\*Evening data was collected while a lacrosse game was in progress at the ETHS field.

Total Occupancy: 82/203 (40.4%)



**Parking Spaces**

## / ##  
Occupied / Total

**Parking Restriction Callouts**

- A1 No Parking (any time)
- A2 No Parking (school days from 8am-4pm)
- B1 Permit Parking (8am-5pm)
- B2 Permit Parking (8am-9pm)
- C1 One-Hour Parking (9am-6pm)
- C2 Two-Hour Parking (9am-6pm)

# Changes in Number of Parking Spaces



\*Sidestreet parking was assessed 200' north and south of Church Street.

**Total Number of Parking Spaces: 203**



\*Sidestreet parking was assessed 200' north and south of Church Street.

**Total Number of Parking Spaces: 171**

### Parking Areas

- Parking Areas
- Parking Area Removals
- Parking Area Additions

### Parking Spaces

## Total

### Parking Restriction Callouts

- A1 No Parking (any time)
- A2 No Parking (school days from 8am-4pm)
- B1 Permit Parking (8am-5pm)
- B2 Permit Parking (8am-9pm)
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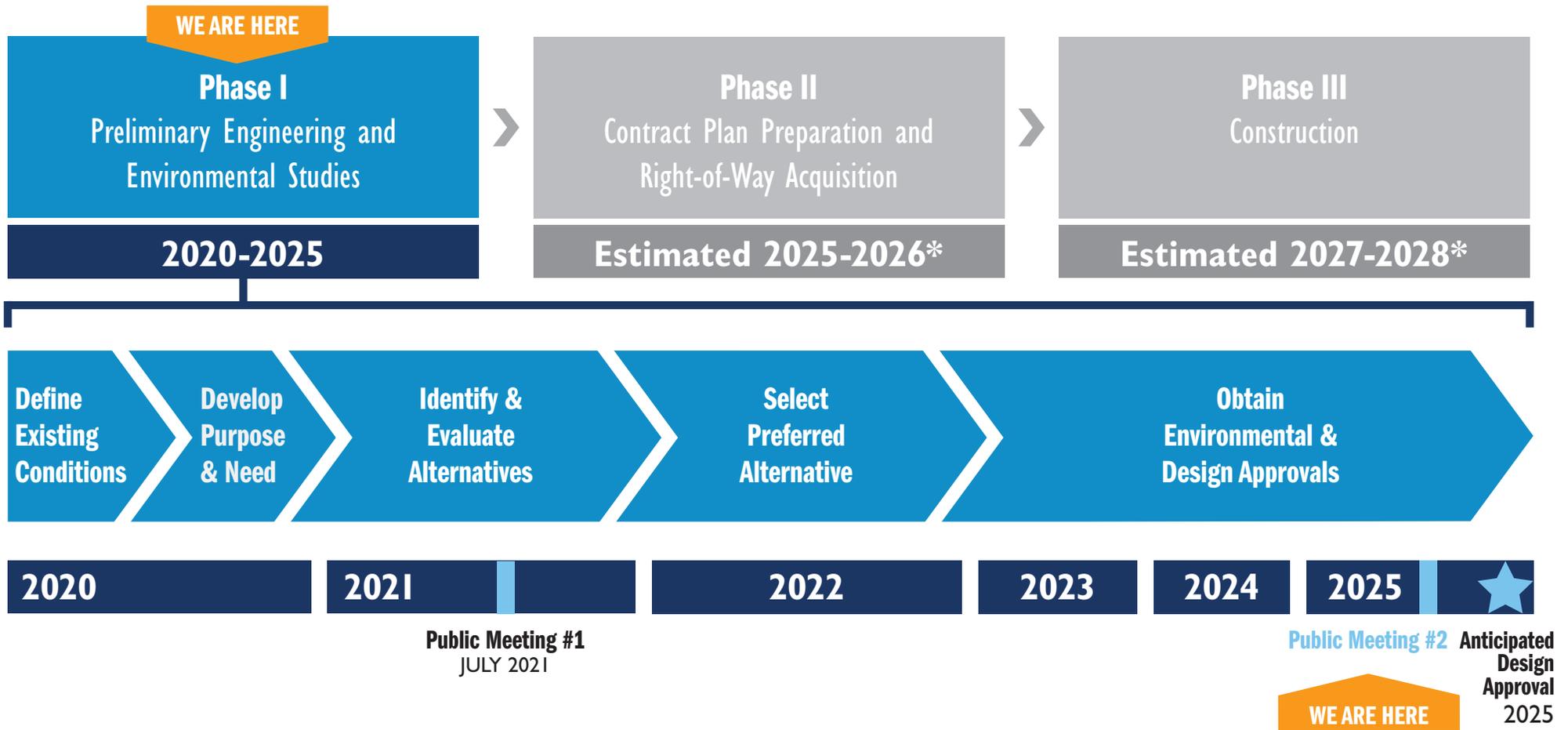
# ROW Acquisition Process

- **Public Law 91-646** - Right-of-Way Acquisition and Relocation Assistance for all Federal-Aid project is governed by Public Law 91-646: *Title III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and the Uniform Relocation Act Amendments of 1987.*
- **Purpose of Acquisition Process** - To encourage and expedite acquisition by agreement, to avoid litigation, and to assure consistent treatment for property owners.
- **Law Requires “Just Compensation”** - Just Compensation is defined as payment of fair market value for the property taken, taking into account partial takings, damages and benefits to the remaining land.

- **4 Step Acquisition Process** -
  - Preparation of Plat of Survey and Legal Description of property to be acquired
  - Preparation of Property Appraisal by independent professional appraiser
  - Preparation of Review Appraisal by another independent appraiser
  - Negotiations with property owners
- **Acquisition Schedule** - Negotiations cannot begin until Design Approval is received. Design Approval is anticipated in Winter 2025.

Construction of the preferred alternative is anticipated to require temporary easement, permanent easement, and/or permanent right-of-way acquisition of private property in some areas. The temporary construction easements are temporary in nature for grading the shared-use path and the adjacent topography. All temporary easement areas will be restored following construction. All acquisition needs identified in the Proposed Improvement exhibits are preliminary only and will be further refined during the detailed Phase II Engineering phase.

# Project Timeline



\*Depending on Funding and Project Readiness



# Provide Your Comments

## Comment Form

Public Information Meeting #2 | September 9, 2025

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Optional (to be added to the project mailing list):

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City/State/Zip: \_\_\_\_\_  
Phone: \_\_\_\_\_  
Email: \_\_\_\_\_

Project information and updates will be posted to the project website.

<https://www.cityofevanston.org/government/departments/public-works/engineering-construction/capital-improvement-program-projects/street-resurfacing-water-main-and-sewer/church-street-canal-park-bike-infrastructure> or <https://bit.ly/3q61MI2>

Thank you for your time and the information provided. This completed form may be submitted during the Public Information Meeting or submitted to the City of Evanston by mail or email via the contact information below. Please return your completed form by **September 23, 2025** to become part of the record of this public meeting.

Rajeev Dahal  
Senior Project Manager  
Public Works Agency  
City of Evanston  
2100 Ridge Avenue  
Evanston, IL 60201  
Phone: 847-448-8159  
rdahal@cityofevanston.org



## Your comments are valuable to us.



The City of Evanston would like your feedback on the proposed improvements. Comments received by **September 23, 2025** will be added to the public meeting record.

## Find us online.

Materials from this meeting will be posted to the project website.



Please scan QR code, or visit:  
<https://bit.ly/3q61MI2>

