

Pedestrian and Bicycle Improvements

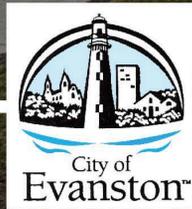


Church Street, Dodge Avenue to North Shore Channel
North-South Corridor, Harbert Park to Beck Park

Welcome

Public Information Meeting

July 27, 2021

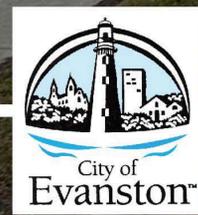


Mejoras Viales para Peatones y Ciclistas

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

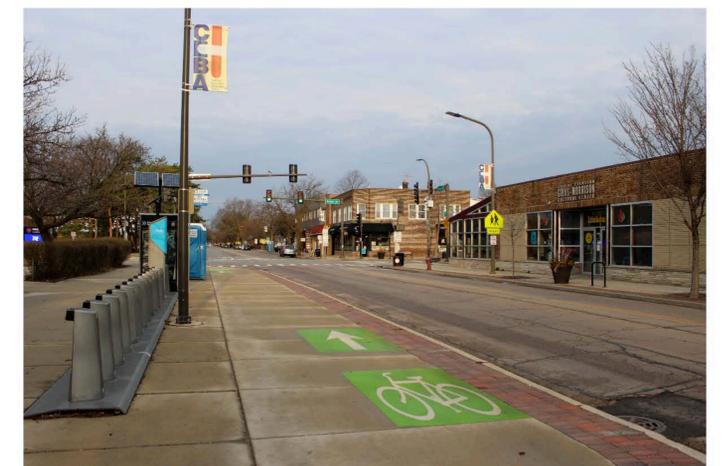
Bienvenidos

Junta de Información Pública
Julio 27, 2021



Purpose of Meeting

- Introduce the study
- Present existing conditions along Church Street and the North-South corridor
- Solicit input on issues affecting people walking and bicycling along Church Street
- Present improvement alternatives on Church Street and solicit input
- Present potential north-south corridor alignments and solicit input



General Exhibits



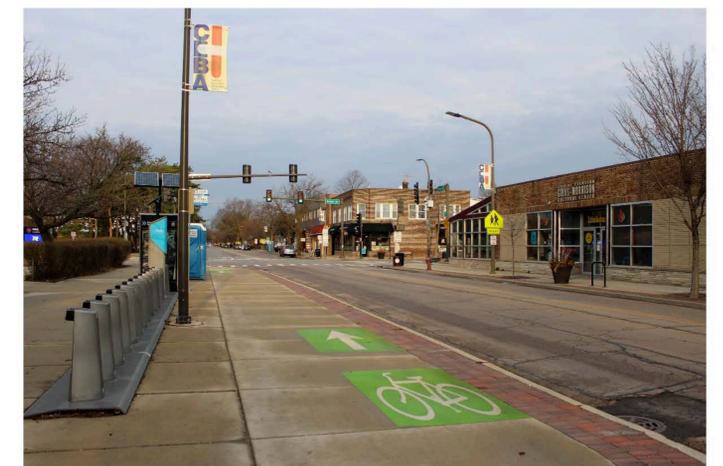
Church St Exhibits



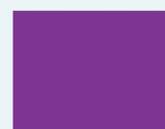
North-South Corridor Exhibits

El Propósito de la Junta

- Presentar el estudio
- Presentar las condiciones existentes a lo largo de Church Street y en el corredor de Norte a Sur
- Solicitar comentarios sobre problemas que afectan a las personas que caminan o andan en bicicleta a lo largo de Church Street
- Presentar alternativas de mejoras viales en Church Street y solicitar comentarios
- Presentar posibles alineamientos en el corredor de Norte a Sur y solicitar comendatarios



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

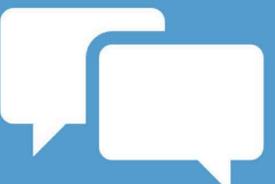
- Mejorar la seguridad de la gente cruzando Church Street entre Dodge Avenue y los límites de la ciudad.
- Completar la red de carriles de bicicletas en Church Street y entre Dodge Avenue y al oeste hasta los límites de la ciudad.
- Completar la red de senderos a lo largo del lado este del North Shore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

Engagement Summary



1 Walk Audit

12  Participants

9  Stakeholder Interviews



205
Online Survey Responses



2 Student information exchanges
46 Students



1 Community Group Presentation

10  Participants

Overall Engagement Themes



What improvements would encourage you to **walk** along Church Street?

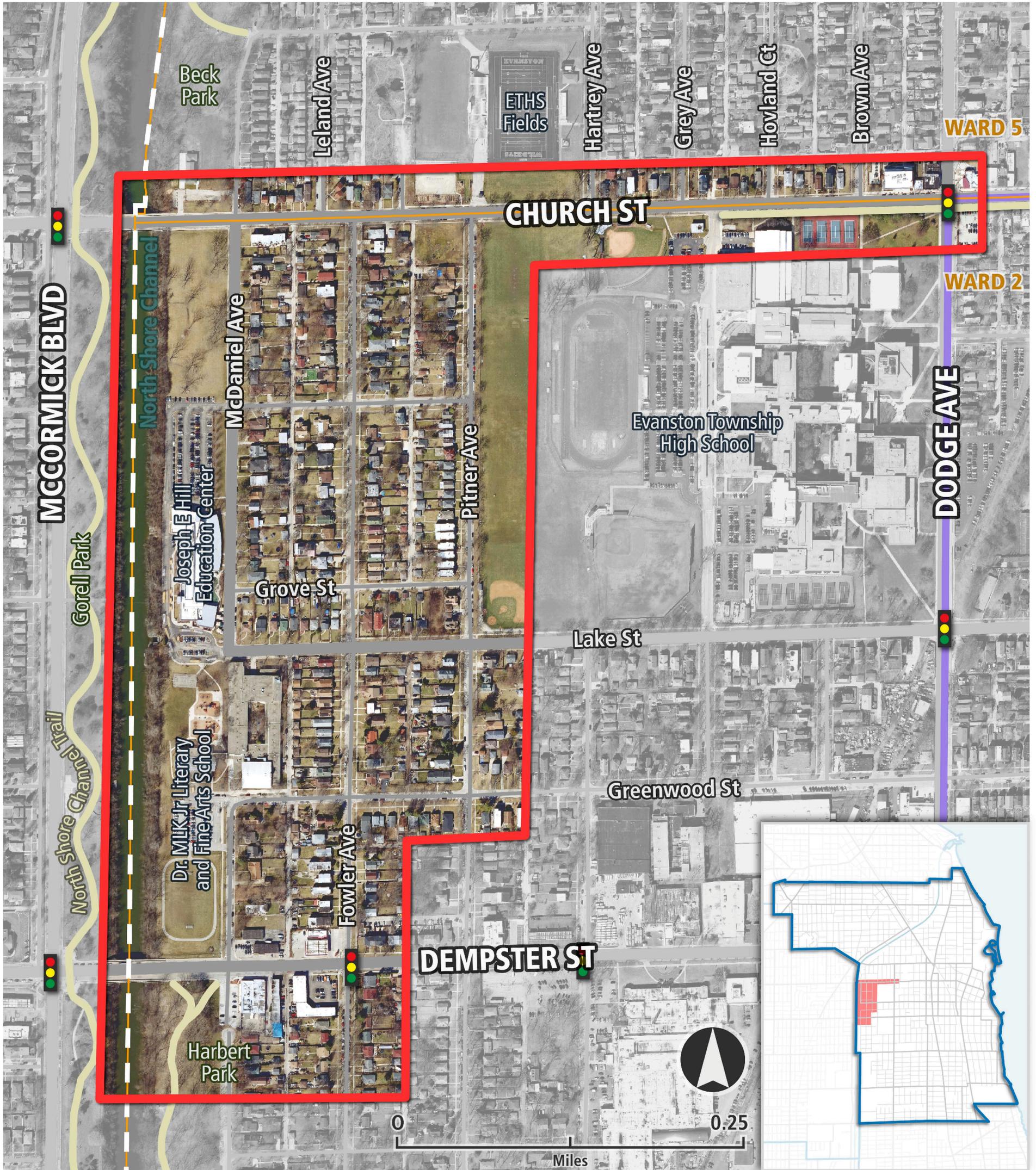
- Reconstruct cracked/uneven sidewalks
- Additional marked crosswalks across Church Street
- Pedestrian islands or curb extensions to shorten the crossing distance across Church Street



What improvements would encourage you to **bike** along Church Street?

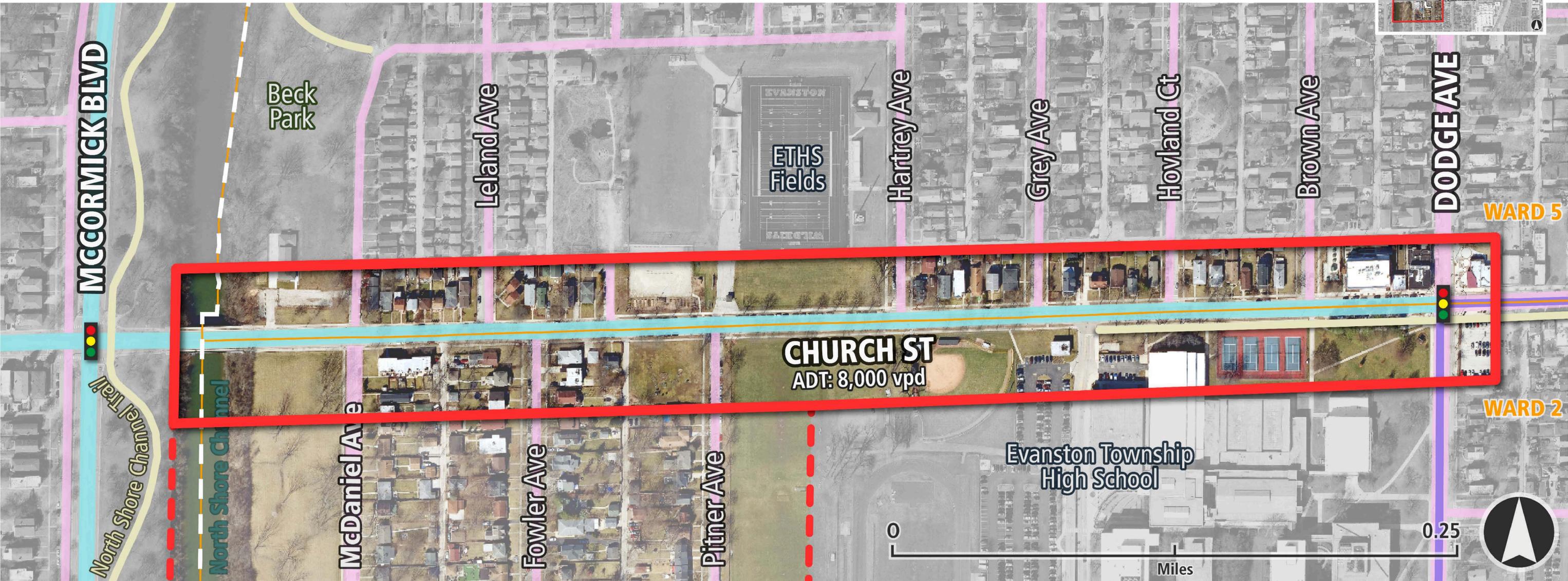
- Dedicated bike lanes
- Separation from moving traffic and parked cars
- Better connections to other bike routes

Project Study Area



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

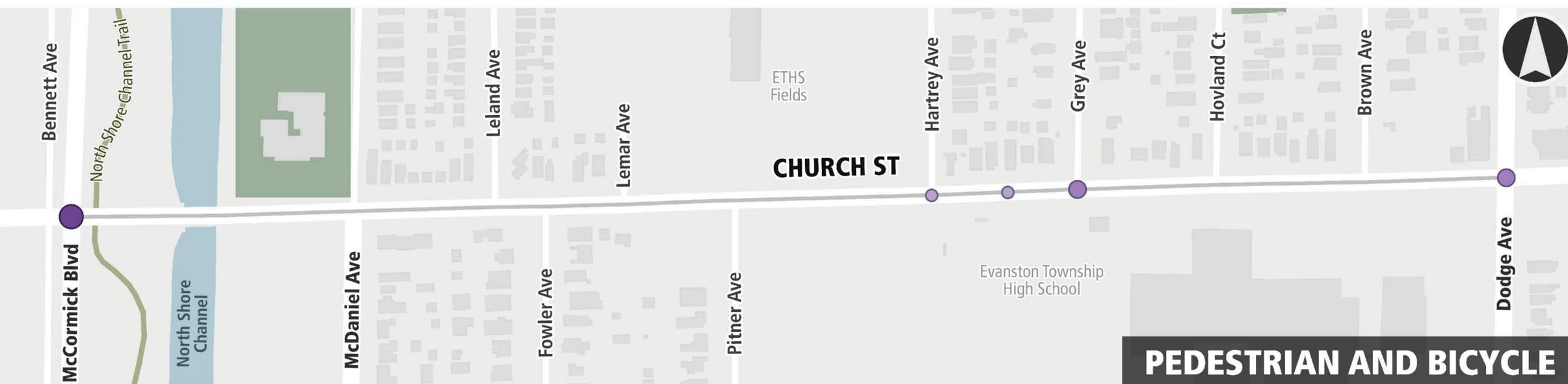
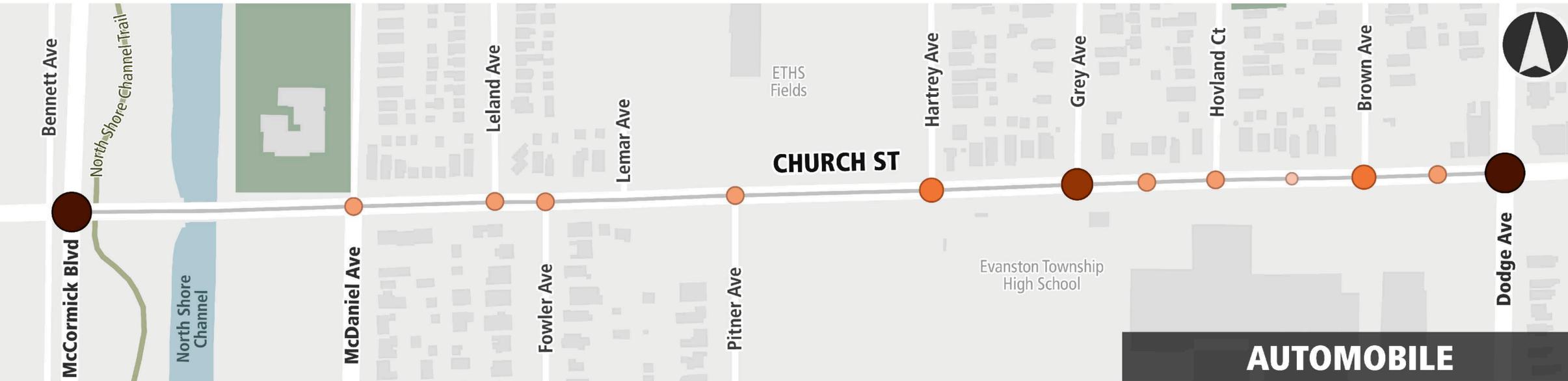
Church Street Study Area



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



Church Street Crash History



100 Traffic Crashes (2014-2018)

33 injury crashes

5 pedestrian crashes

7 bicycle crashes

Most common crashes:

Rear-End - 29

Turning - 21

Parked Car - 21

Church Street Existing Conditions



Church Street Improvements

Common to All Alternatives



New Marked Crosswalks



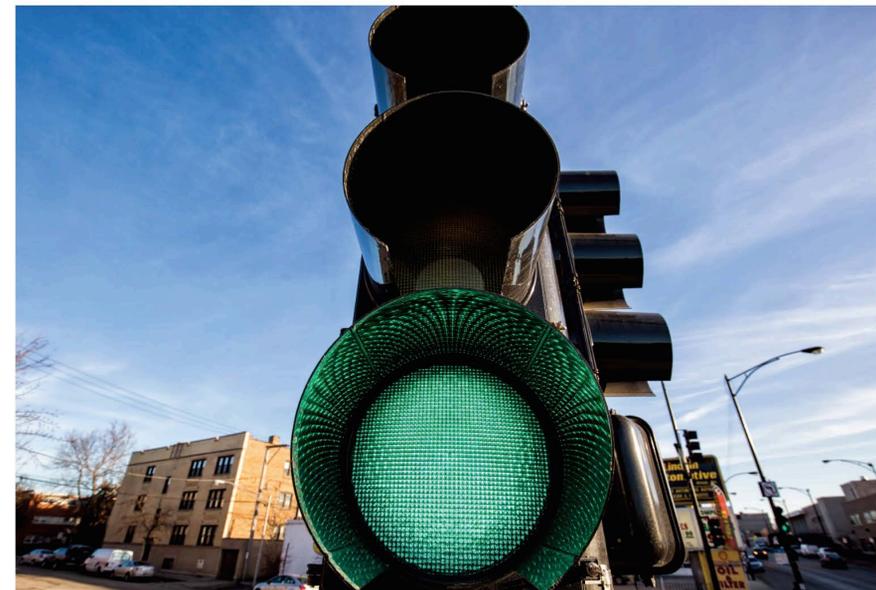
ADA Ramps



Lighting



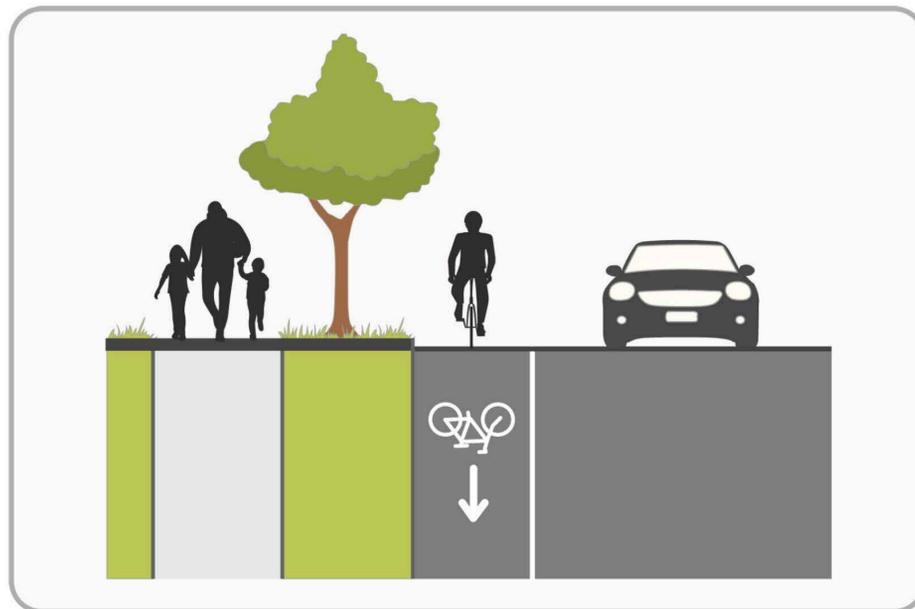
Curb Extensions



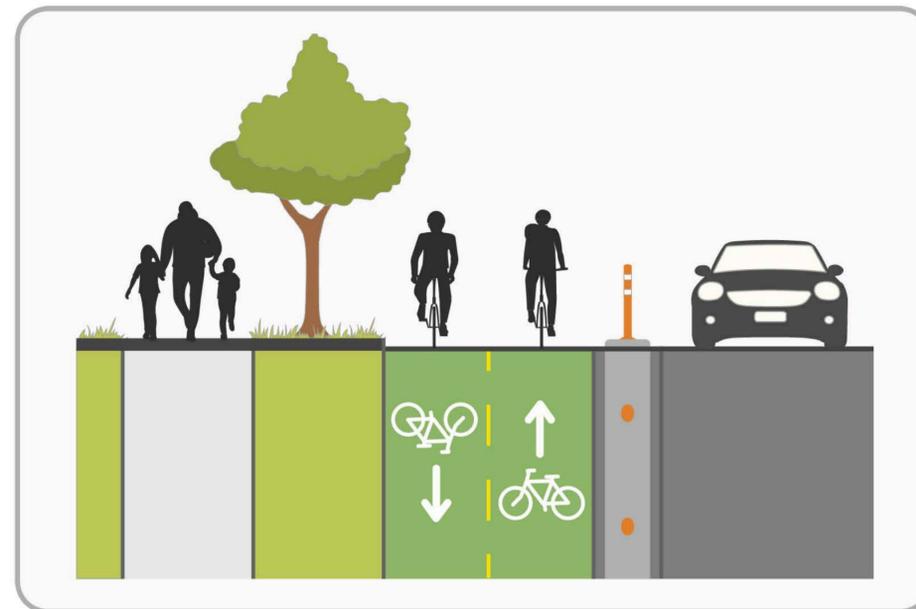
Traffic Signal at Church/Pitner

Church Street Potential Alternatives

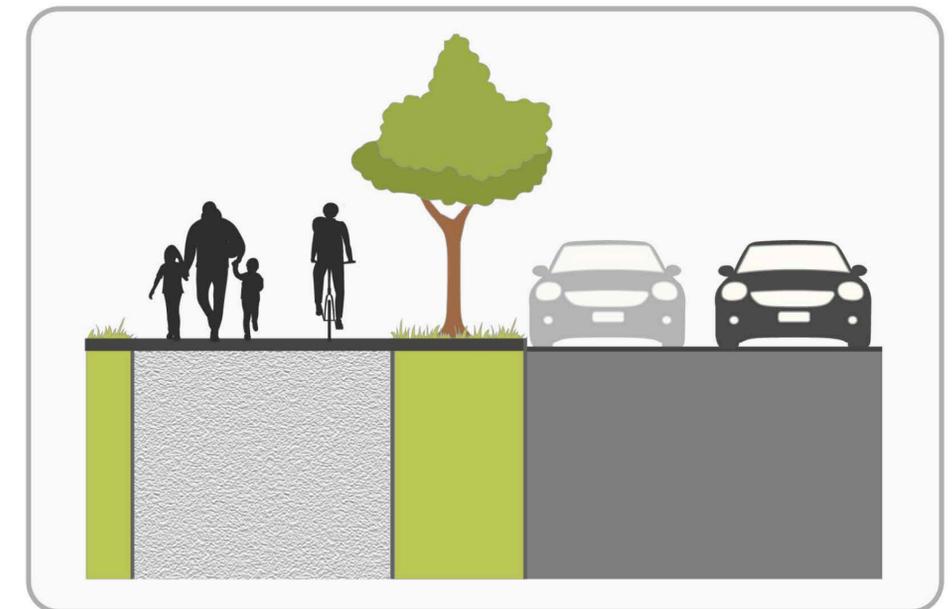
BIKE LANES



TWO-WAY CYCLE TRACK



SIDEPATH



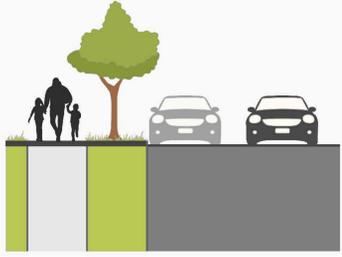
View from south side of Church Street looking west.

Church Street Alternatives

MCDANIEL TO PITNER

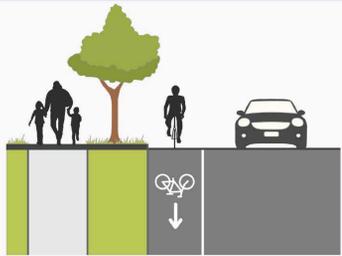


EXISTING



 = On-Street Parking Area

BIKE LANES



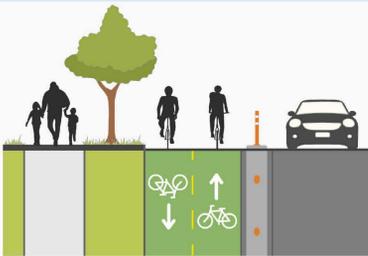
Advantages:

- Provides separation between people walking and biking
- Relatively inexpensive

Trade-offs:

- Requires parking restrictions on south side of Church Street
- Less comfortable for inexperienced bicycle riders
- Potential for standing eastbound vehicles to block bike lane

TWO-WAY CYCLE TRACK



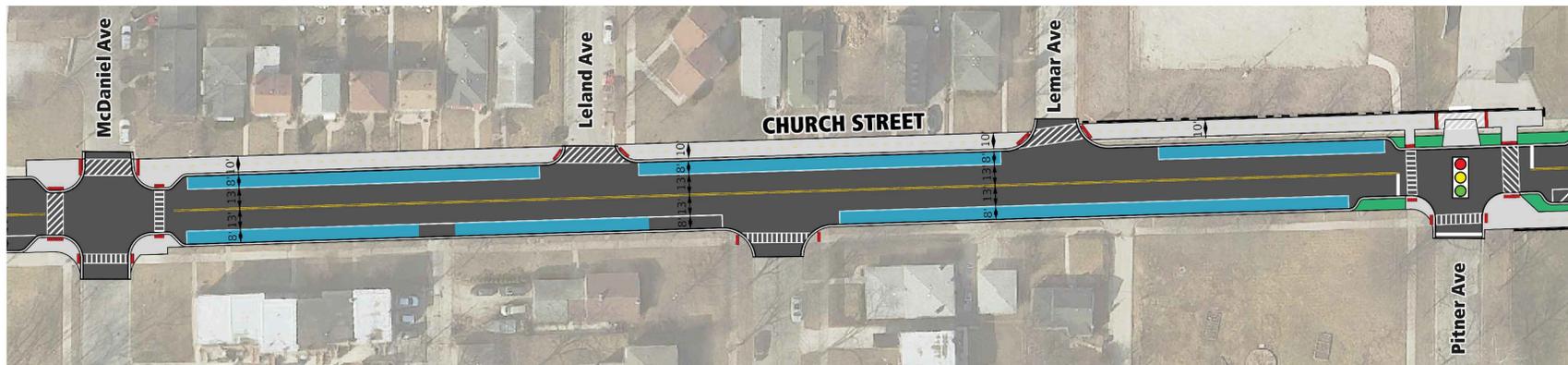
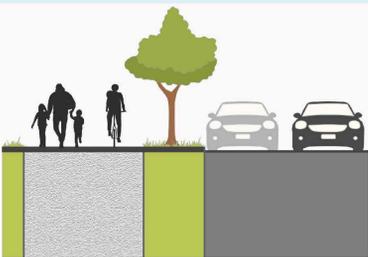
Advantages:

- Separates cyclists from pedestrians
- Fairly comfortable for inexperienced bicycle riders
- Better consistency of facility type (McDaniel to east of Dodge)
- Provides traffic calming effects

Trade-offs:

- Requires parking restrictions on south side of Church Street
- Increased lane blockages for eastbound traffic

SIDEPATH



Advantages:

- Most comfortable for inexperienced bicycle riders
- Path exists east of Wildkit Drive

Trade-offs:

- People walking would be in the same space as people riding bikes
- Reduces green parkway space

Church Street Alternatives

PITNER TO WILDKIT

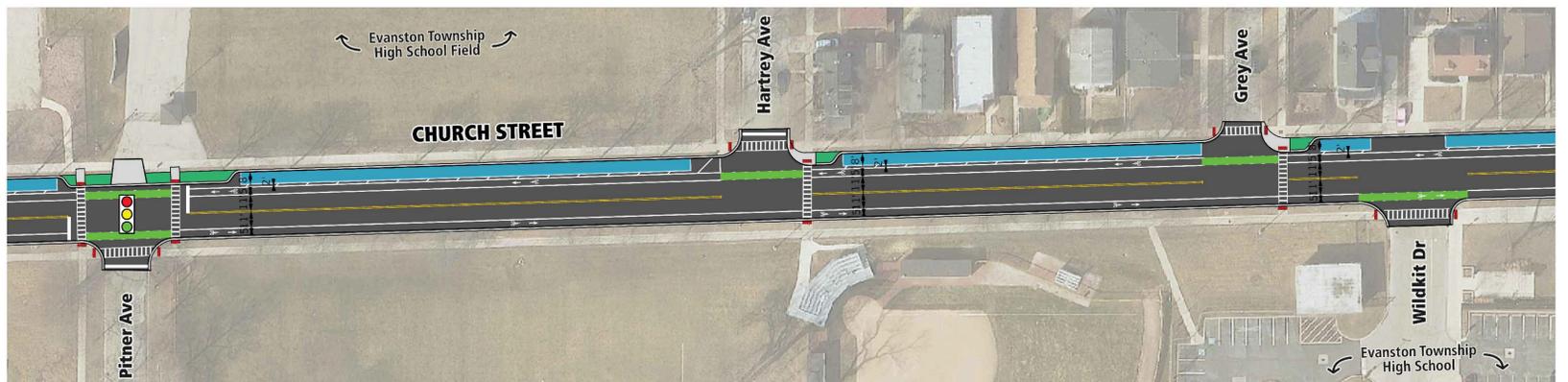
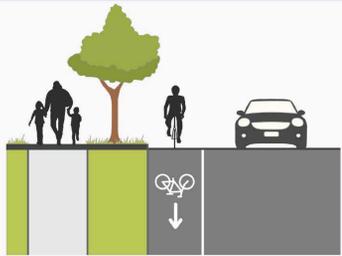


EXISTING



 = On-Street Parking Area

BIKE LANES



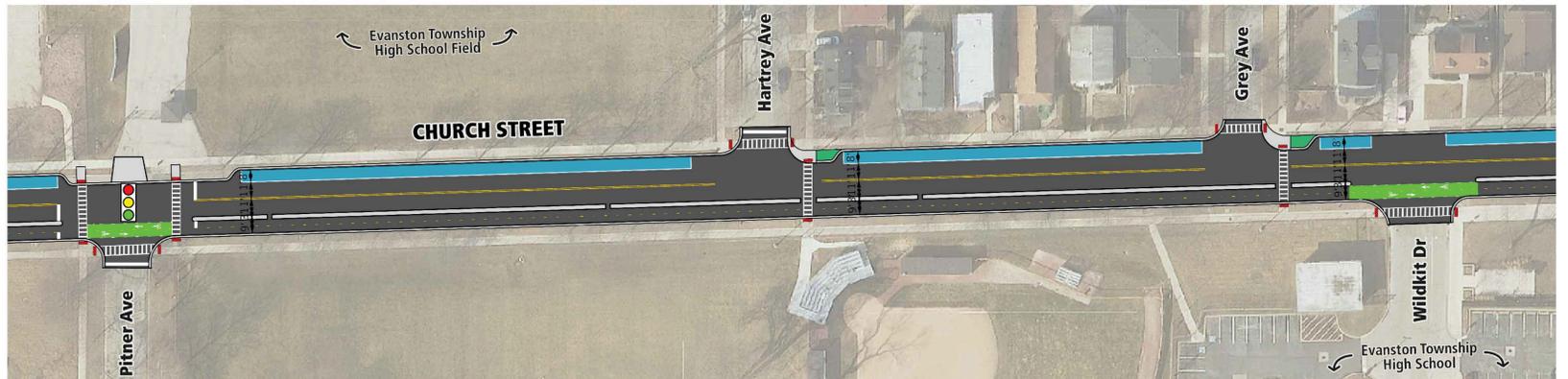
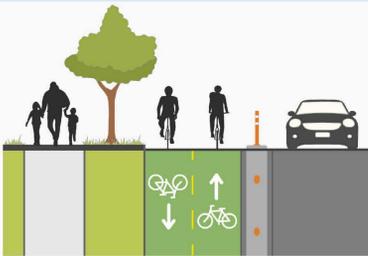
Advantages:

- Provides separation between people walking and biking
- Relatively inexpensive

Trade-offs:

- Less comfortable for inexperienced bicycle riders
- Potential for standing eastbound vehicles to block bike lane

TWO-WAY CYCLE TRACK



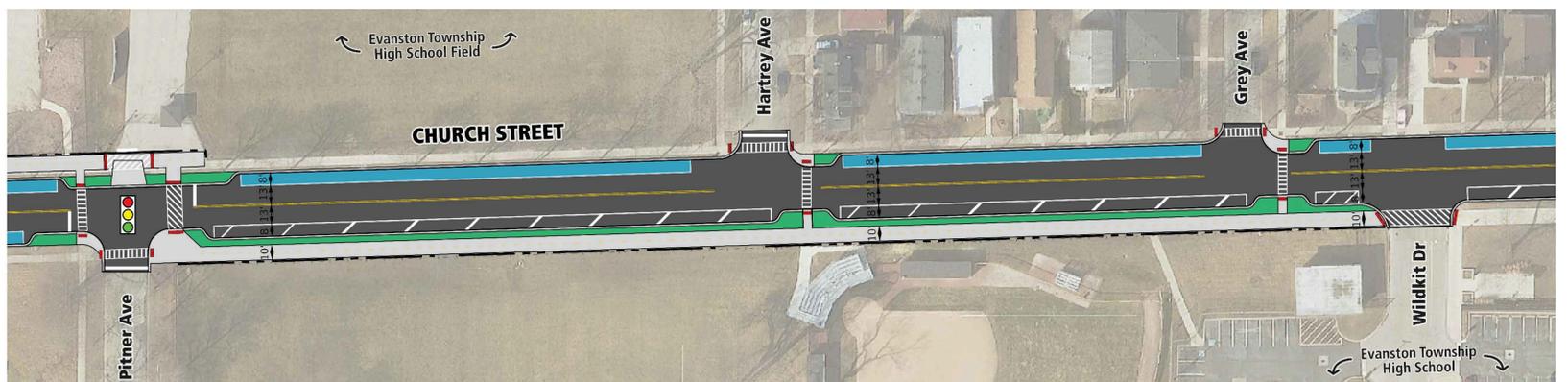
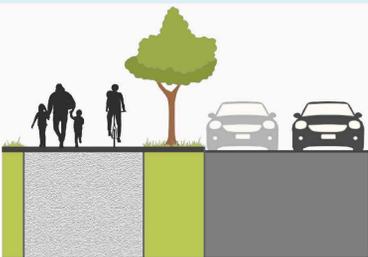
Advantages:

- Separates cyclists from pedestrians
- Fairly comfortable for inexperienced bicycle riders
- Better consistency of facility type (McDaniel to east of Dodge)
- Provides traffic calming effects

Trade-offs:

- Requires parking restrictions on south side of Church Street
- Increased lane blockages for eastbound traffic

SIDEPATH



Advantages:

- Most comfortable for inexperienced bicycle riders
- Path exists east of Wildkit Drive

Trade-offs:

- People walking would be in the same space as people riding bikes
- Reduces green parkway space
- Crosses Church Street at Pitner
- Property or easement required from Dist. 202

Church Street Alternatives

HARTREY INTERSECTION

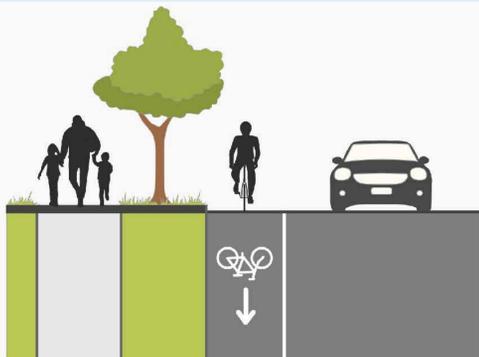
EXISTING



Church Street Alternatives

HARTREY INTERSECTION

BIKE LANES



Church Street Alternatives

HARTREY INTERSECTION

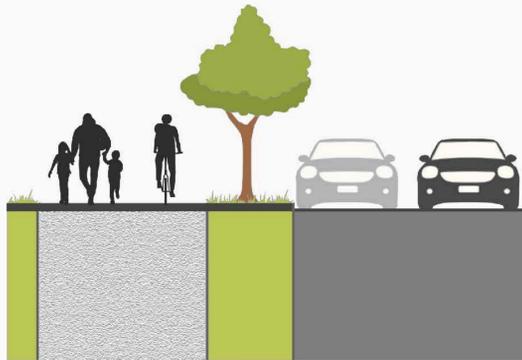
TWO-WAY
CYCLE TRACK



Church Street Alternatives

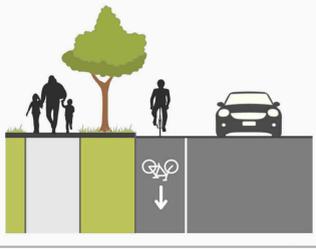
HARTREY INTERSECTION

SIDEPATH



Church Street Improvement Alternatives

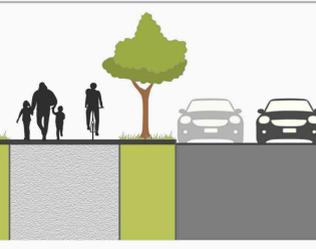
BIKE LANES



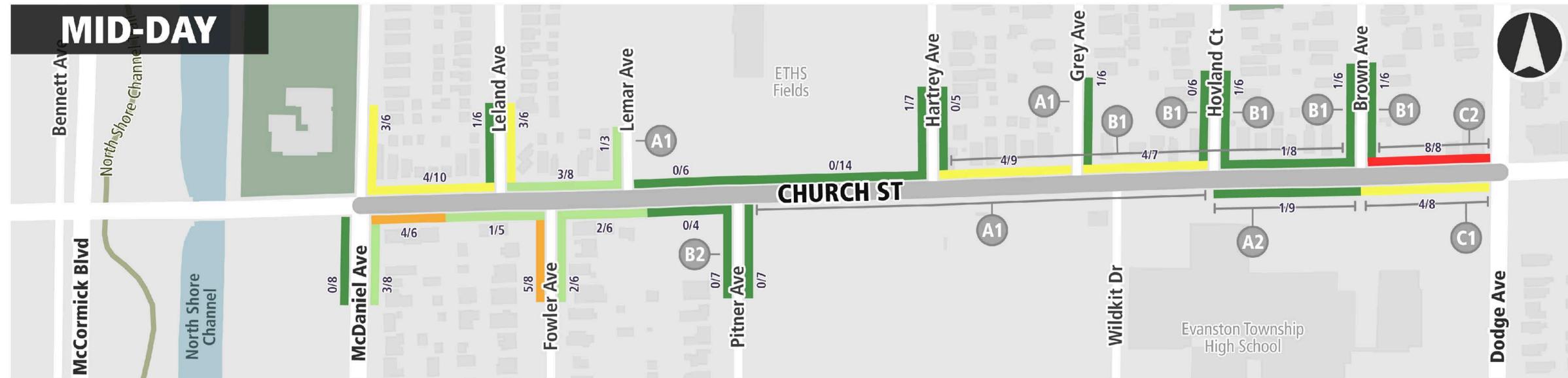
TWO-WAY CYCLE TRACK



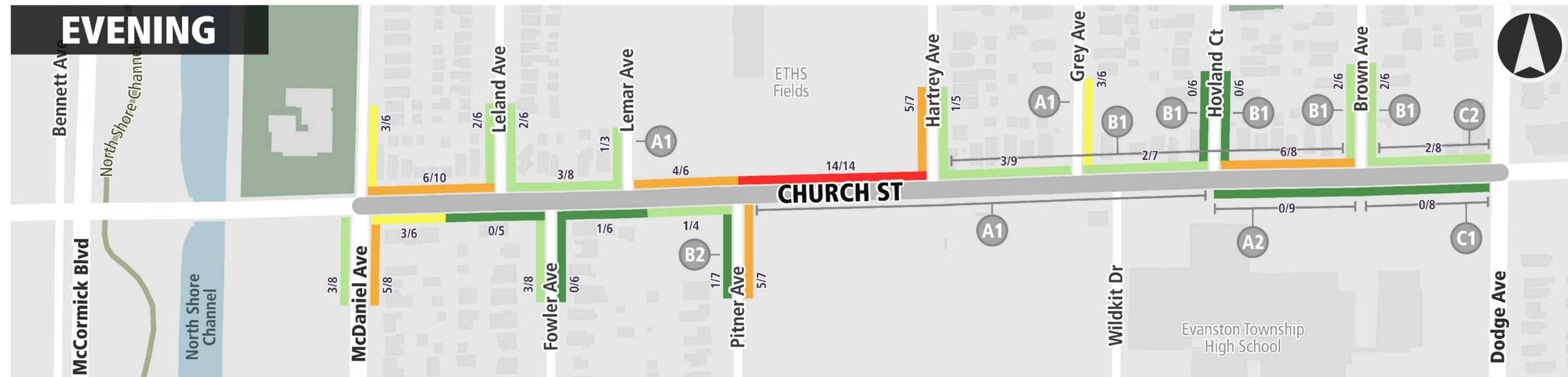
SIDEPATH



Parking Survey

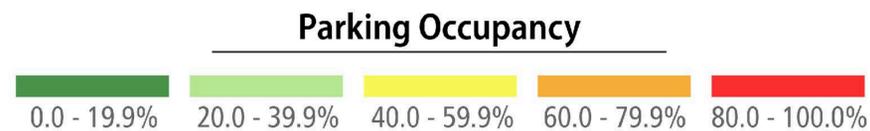


*Sidestreet parking was assessed 200' north and south of Church Street.



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

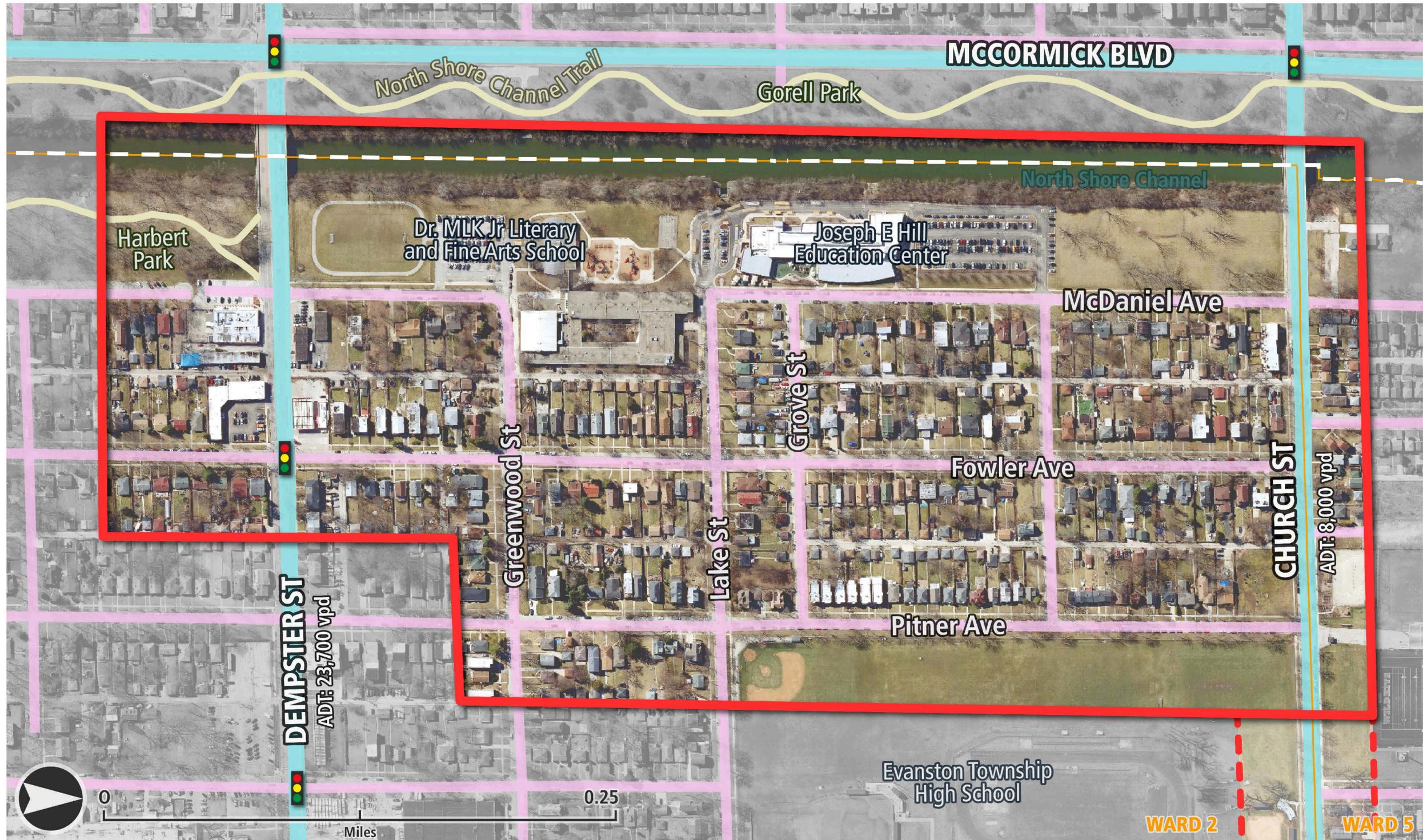
**Evening data was collected while a lacrosse game was in progress at the ETHS field.



Parking Restriction Callouts

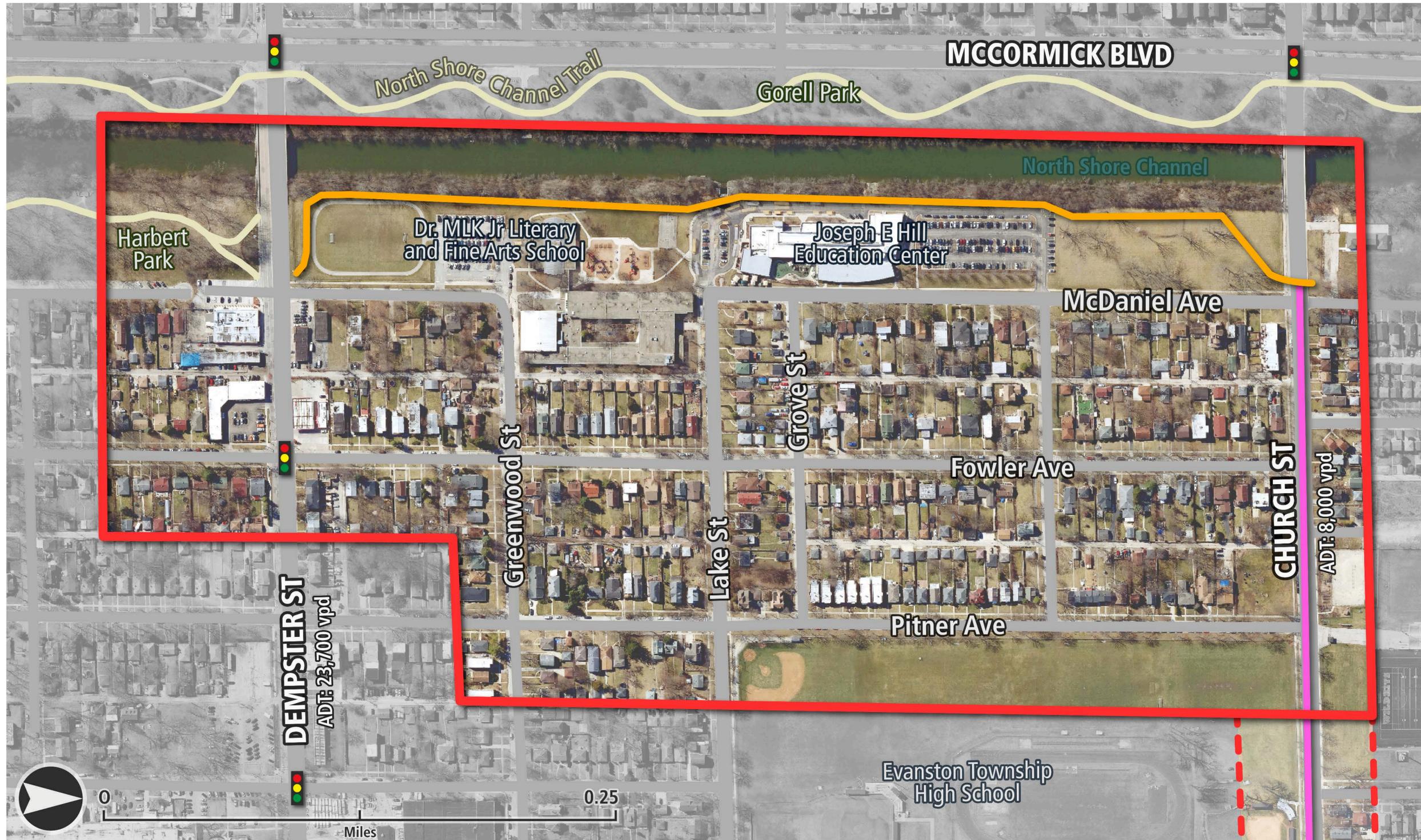
- A1 No Parking (any time)
- A2 No Parking (school days from 8am-4pm)
- B1 Permit Parking (8am-5pm)
- B2 Permit Parking (8am-9pm)
- C1 One-Hour Parking (9am-6pm)
- C2 Two-Hour Parking (9am-6pm)

North-South Corridor Study Area



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

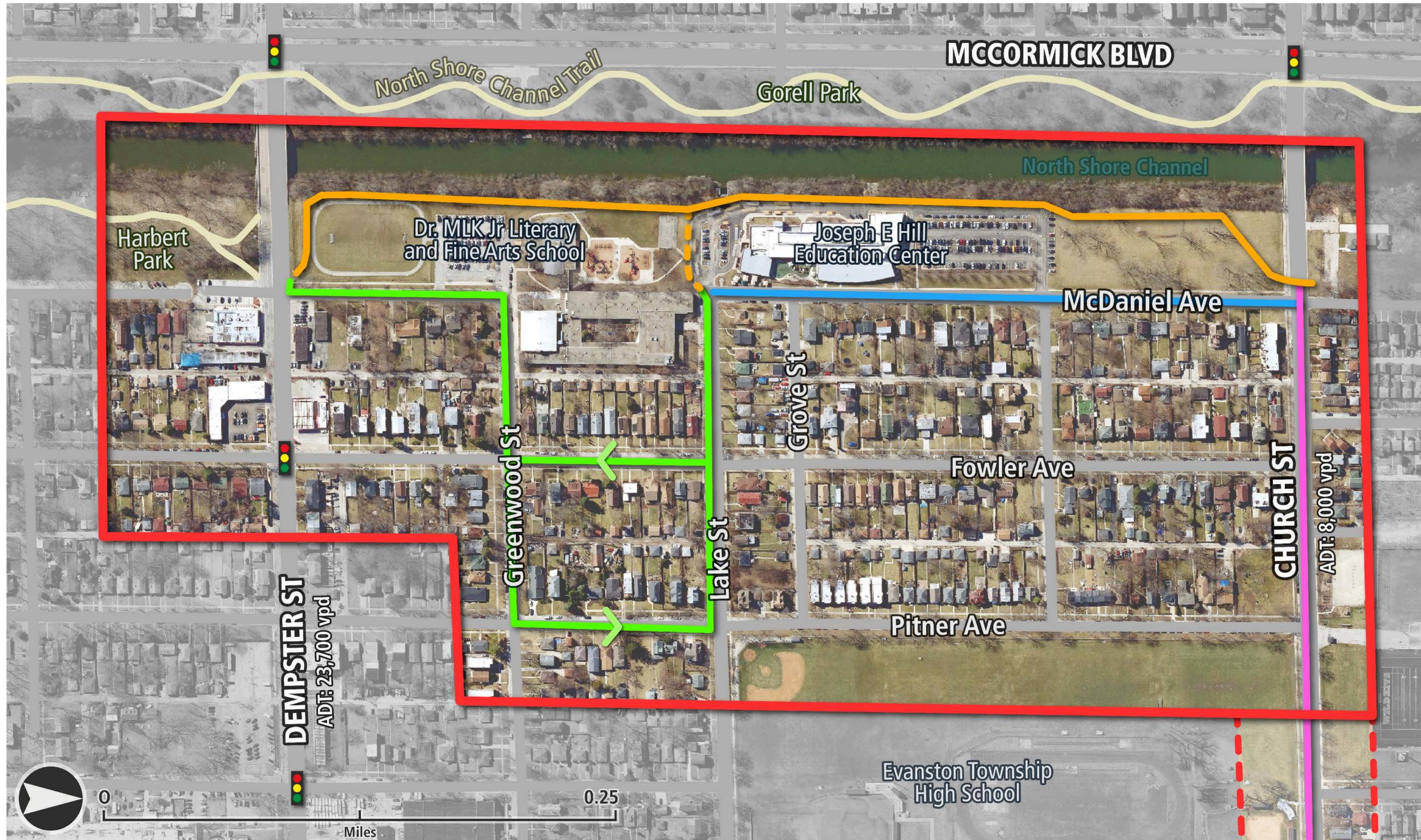
Leading North-South Connector Alignment



 Project Study Area
 Traffic Signal

 Existing Shared Use Path
 Potential Off-Street Bike Path
 Potential Church St Facility

Other North-South Corridor Alignment Alternatives

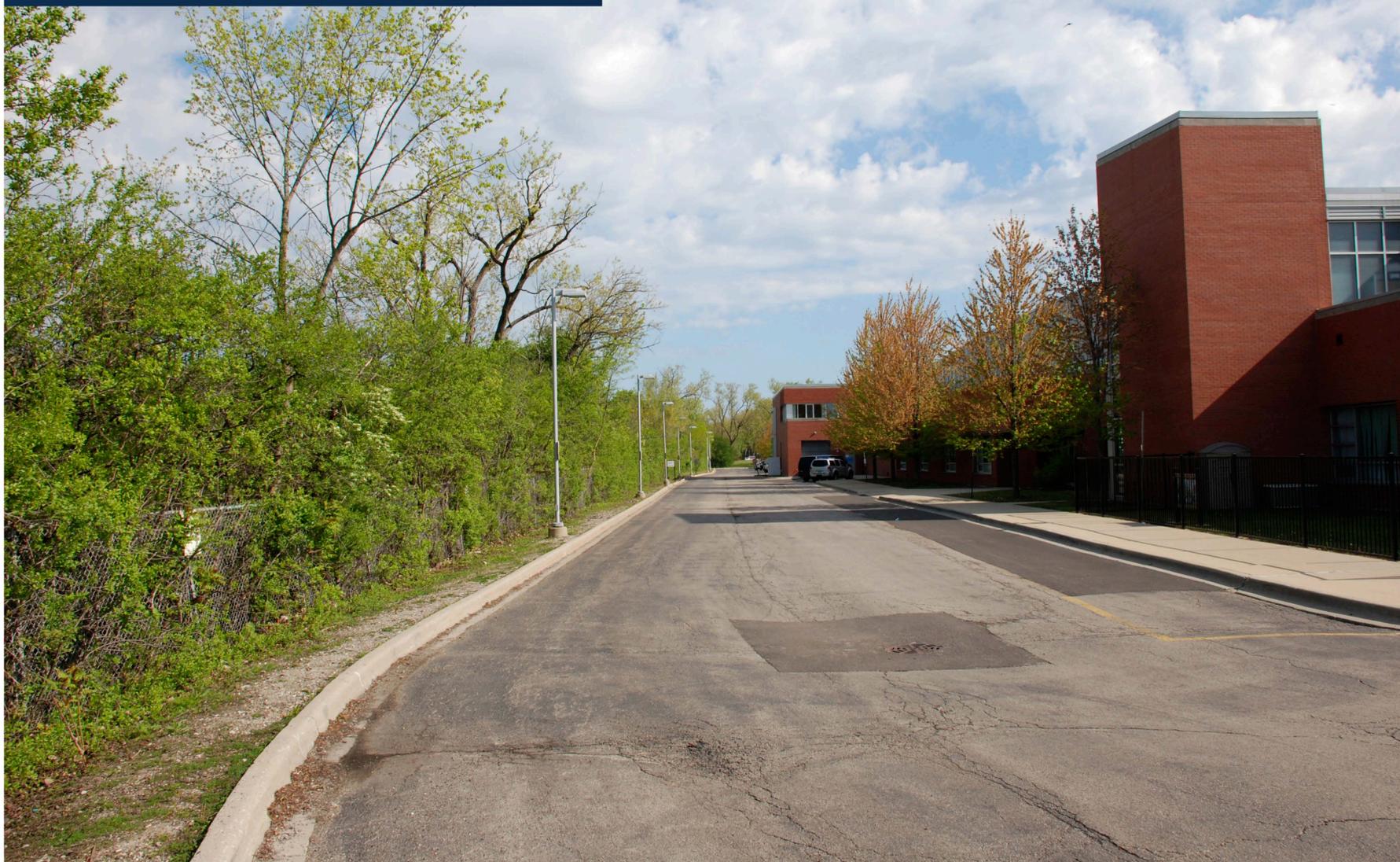


- Project Study Area
- Existing Shared Use Path
- On-Street Bike Lanes
- Church St Facility
- Traffic Signal
- North Shore Channel Alignment
- Shared Lanes
- One-Way Travel

North-South Trail Connection



EXISTING CONDITIONS

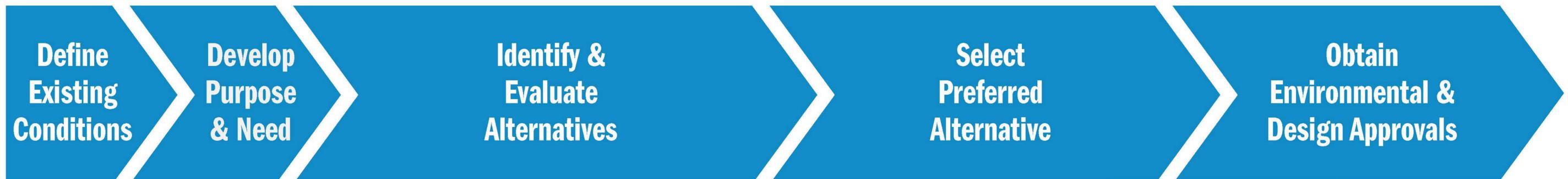


SHARED USE PATH CONCEPT



Federal-aid Process

WE ARE HERE



2020

2021

2022



Public Meeting #1

Public Meeting #2

Anticipated Design Approval Q2 2022

WE ARE HERE