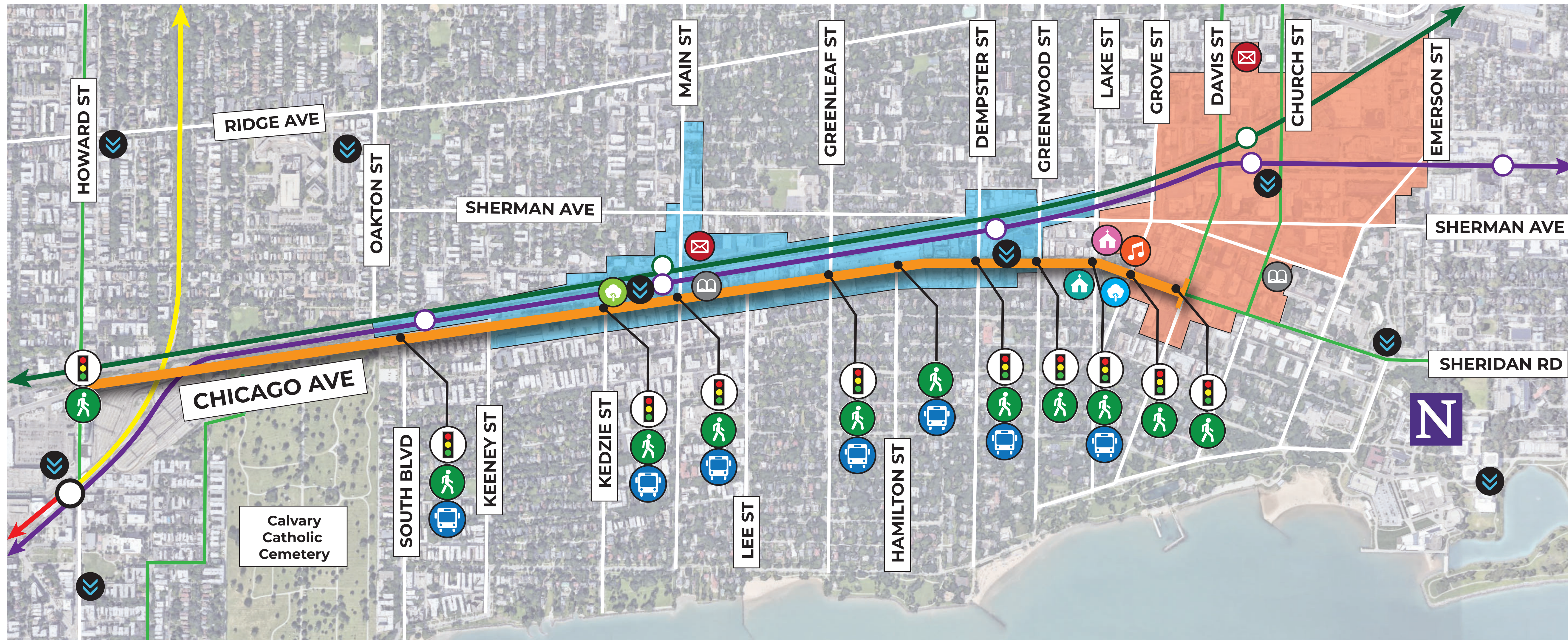


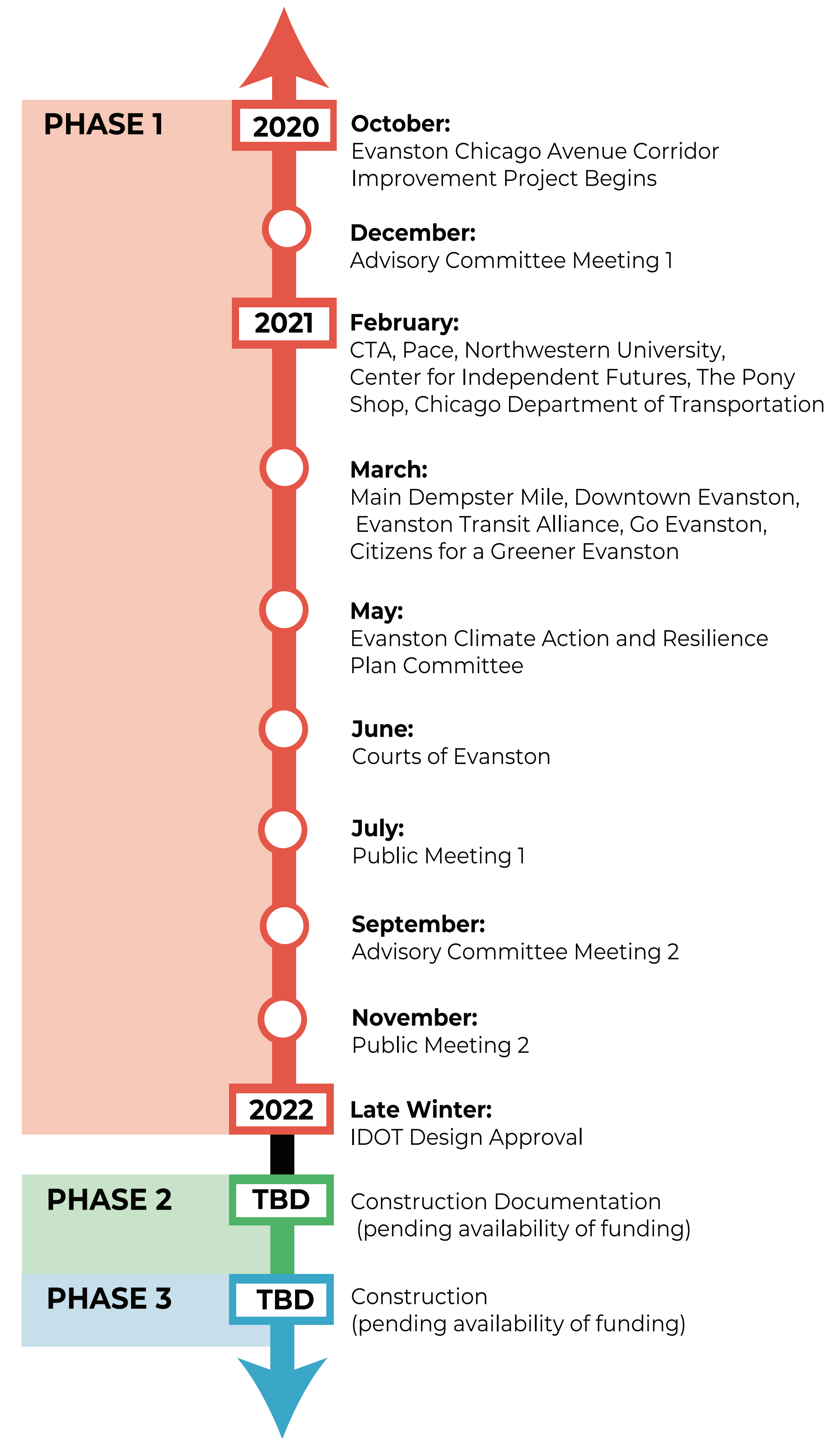


# PROJECT OVERVIEW



**LEGEND**

STUDY AREA	CTA RED LINE	BUS STOPS	EVANSTON POLICE DEPARTMENT	RAYMOND PARK	DOWNTOWN EVANSTON DISTRICT
CTA PURPLE LINE	BICYCLE NETWORK CONNECTIONS	DIVVY STATIONS	MUSIC INSTITUTE OF CHICAGO	ST PAUL PARK	MAIN-DEMPSTER MILE DISTRICT
METRA UP NORTH	TRAFFIC SIGNALS	EVANSTON PUBLIC LIBRARY	LAKE STREET CHURCH OF EVANSTON	NORTHWESTERN UNIVERSITY	
CTA YELLOW LINE	PEDESTRIAN CROSSINGS	US POSTAL SERVICE	FIRST PRESBYTERIAN CHURCH		



## EVANSTON - CHICAGO AVE MULTIMODAL CORRIDOR IMPROVEMENTS

### PUBLIC MEETING #2

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# WHAT WE HEARD

## PUBLIC MEETING #1

### BIKEWAYS

**BIKEWAYS**  
Using the stickers provided, select your (2) preferred photos

**SEPARATED FACILITIES (CYCLE TRACK)**

- B-1: 1
- B-2: 2
- B-3: 10
- B-4: 4

**SHARED OR ON-STREET FACILITIES (SHARED LANES OR BIKE LANES)**

- B-5: 2
- B-6: 2
- B-7: 0
- B-8: 7

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**MOST POPULAR: 2-Way Protected Cycletrack**

- Similar to existing on Chicago Ave. from Sheridan to Davis
- Protected by curbs, bollards, or parking

10



**SECOND MOST POPULAR: 2-Way Cycletrack**

- Adjacent to sidewalk curb
- Painted buffer

7



**THIRD MOST POPULAR: Conventional Bike Lane**

- Adjacent to on-street parking
- One bike lane in each direction, both sides of the street

*"Bike lanes need to run the full length of the study area - no gaps!"*

*"A road diet to slow car traffic"*

*"Bi-directional bike lane with a concrete buffer to separate it from traffic"*

*"Flexibility for getting in/out of a protected bike lane in a pinch"*

### PUBLIC SPACE ACTIVATION

**PUBLIC SPACE ACTIVATION**  
Using the stickers provided, select your (2) preferred photos

**P-1: Seating Area and Mural** (11)

**P-2: Mural on Viaduct** (6)

**P-3: Planter with Sculpture** (2)

**P-4: Identity Signage** (1)

**P-5: Bench with Trellis** (10)

**P-6: Bike Rack** (14)

**P-7: Outdoor Cafe adjacent to Building Facade** (9)

**P-8: Parklet / Flexible on-street Parking** (19)

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**MOST POPULAR: Parklets / Flexible Parking**

- Alternative use of on-street parking spaces
- Modular design allows for change in use or removal according to season

14



**SECOND MOST POPULAR: Bike Racks**

- Permanent installation on the sidewalk
- Evanston standard design

11



**THIRD MOST POPULAR: Seating Area and Mural**

- Creates opportunities for local artists

*"Encourage and welcome cyclists and pedestrians: wider sidewalks, safe bike lanes, public green space"*

*"Make sure public art doesn't take up precious space - room to walk, bike, and drive should be the priority"*

*"Easier pedestrian crossings... spacious sidewalks, less street furniture, bigger setbacks"*

*"A network that improves safety for cyclists of all abilities"*





# WHAT WE HEARD

## PUBLIC MEETING #1

### GREEN INFRASTRUCTURE

**GREEN INFRASTRUCTURE**  
Using the stickers provided, select your (2) preferred photos

4	17	6	5
G-1: Reclaimed Stone Outcroppings	G-2: Permeable Pavers	G-3: Rain Garden	G-4: Reclaimed Wood Bench Topper
24	8	6	2
G-5: Native Plantings Pollinator Garden	G-6: LED Lighting	G-7: Bioswales	G-8: Gabion Benches

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**MOST POPULAR: Native Plants & Pollinators**

- Used in planters, rain gardens, and bioswales
- Part of stormwater best management practices

17



**SECOND MOST POPULAR: Permeable Pavers**

- Part of stormwater best management practices

8



**THIRD MOST POPULAR: LED Lighting**

- In compliance with the Street Light Master Plan

*“Emphasize green infrastructure. Encourage parking lot owners to participate!”*

*“More tree canopy, ensure trees grow large and survive salt”*

*“I encourage you to use native, pollinator-friendly plants in landscaping”*

*“Lighting design that minimizes glare into the night sky - City standards”*

### LANDSCAPING & BUS STOPS

**LANDSCAPING**  
Using the sticker provided, select your (1) preferred photo

18	7
L-1: In-ground Planter	L-2: In-ground Planter with Railing
4	5
L-4: Tree Grate	L-6: Freestanding Planter Pot

**BUS STOPS**  
Using the sticker provided, select your (1) preferred photo

4	0
S-1	S-2
25	
S-3	

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**MOST POPULAR: Bus Boarding Islands**

- Large raised island between bike lanes and vehicle through lanes
- Examples on Chicago Ave. and Sheridan Rd.

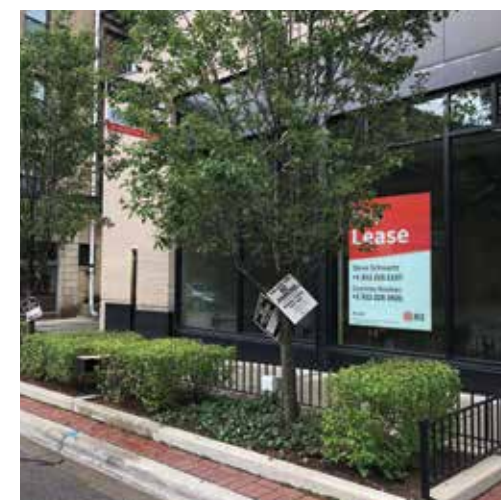
18



**SECOND MOST POPULAR: In-Ground Planters**

- Improve tree canopy and reduce heat islands
- Use of native plants and pollinators

7



**THIRD MOST POPULAR: In-Ground Planters with Railings**

- Addition of protective railings

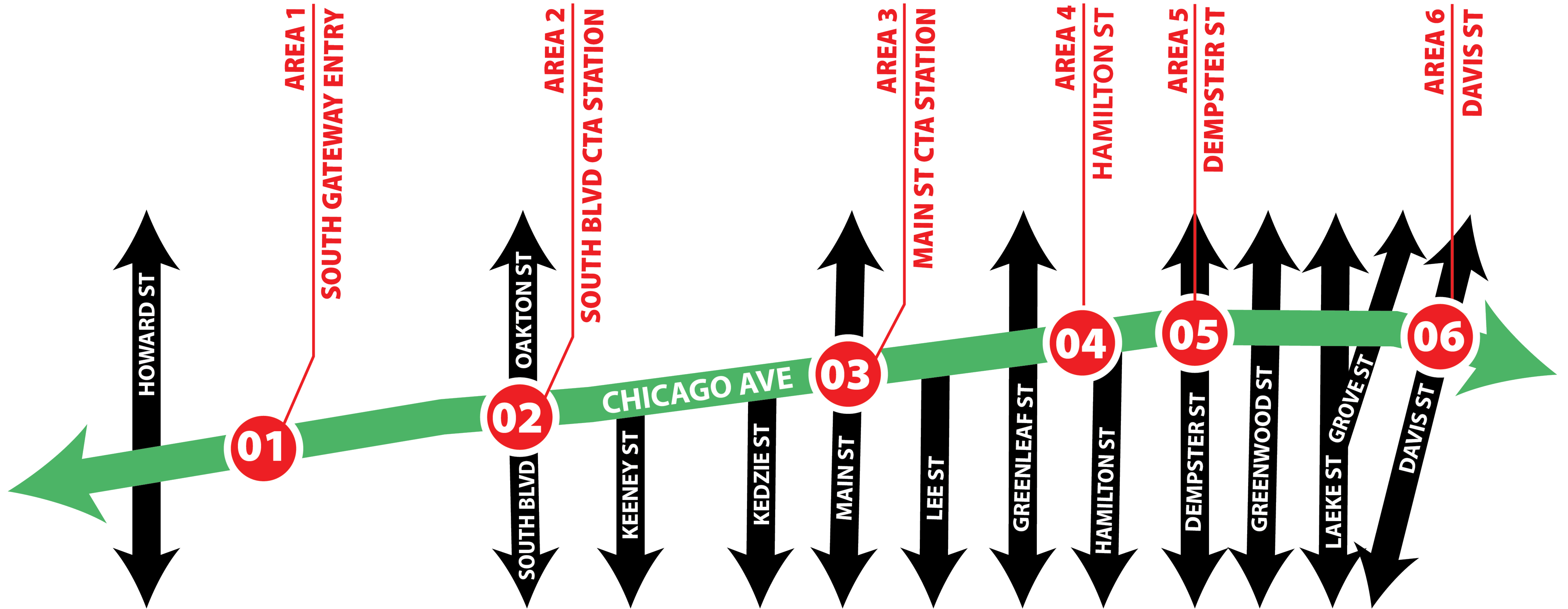
*“Consider landscape maintenance and snow removal”*

*“Make sure there’s enough room for safe bus loading and unloading”*

*“Something more pleasant than bland parking lots near Greenleaf”*

*“Planters and decorative hardscapes along railroad south of Firehouse Grill”*





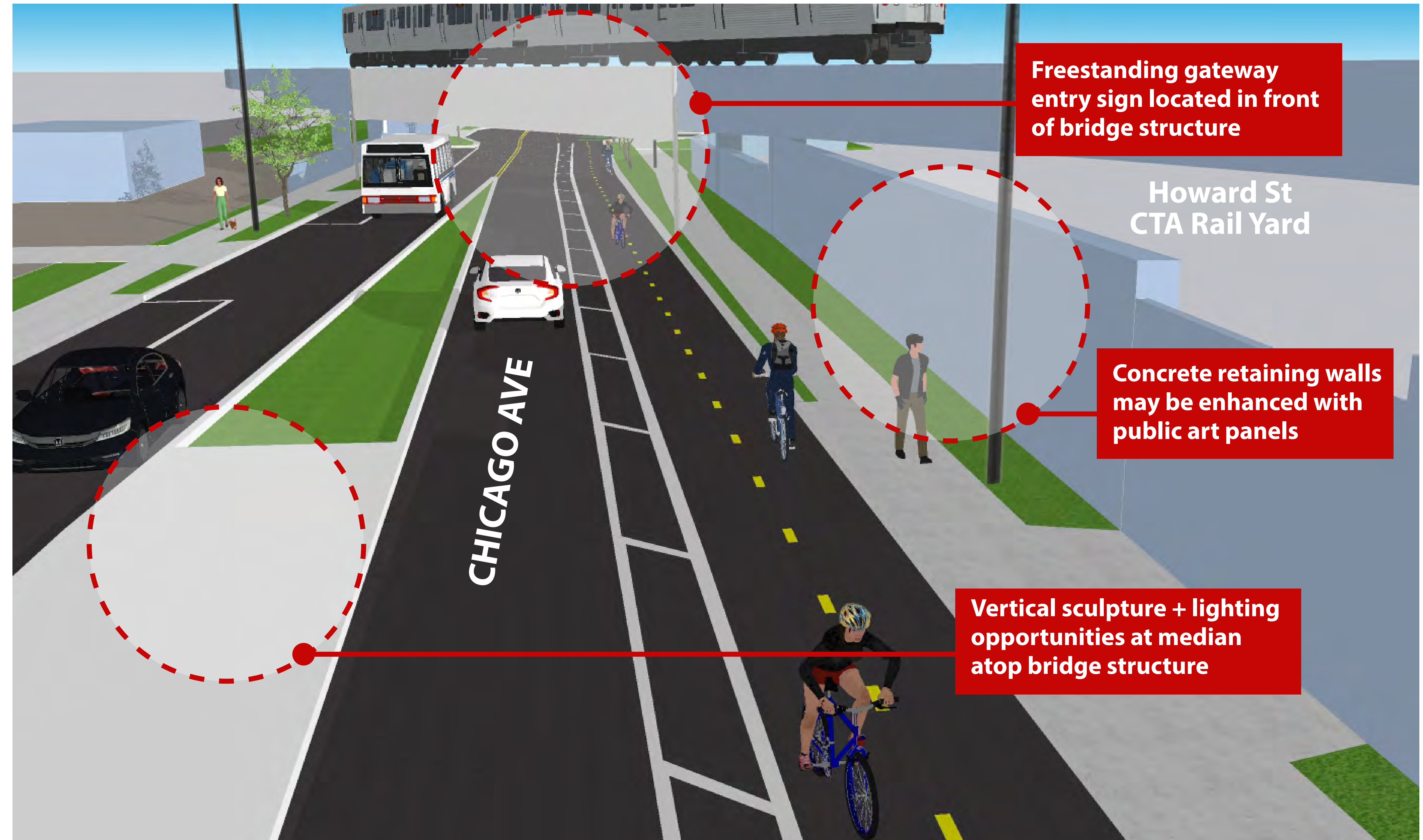
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# 01 | Chicago Avenue South Gateway Entry



Looking North



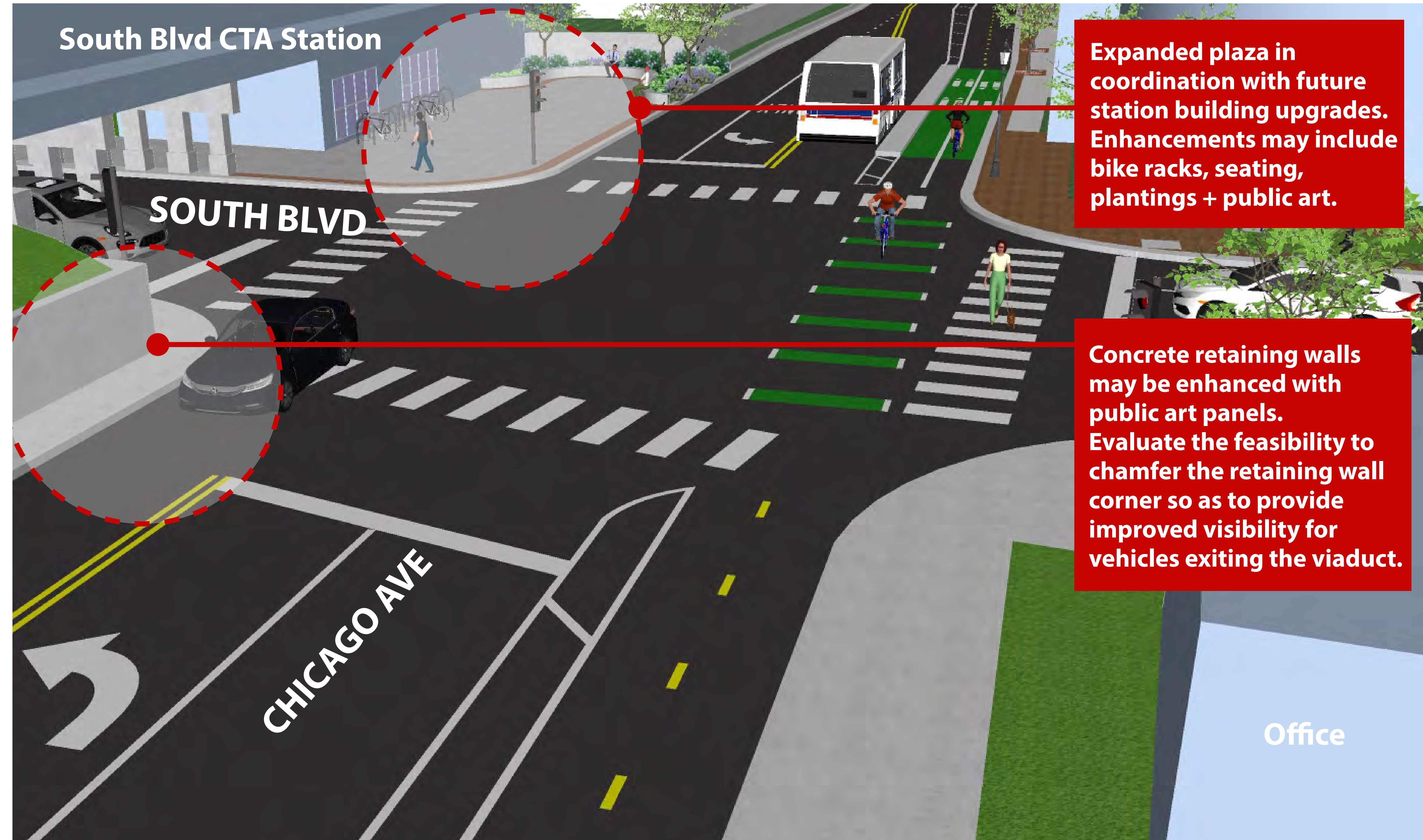
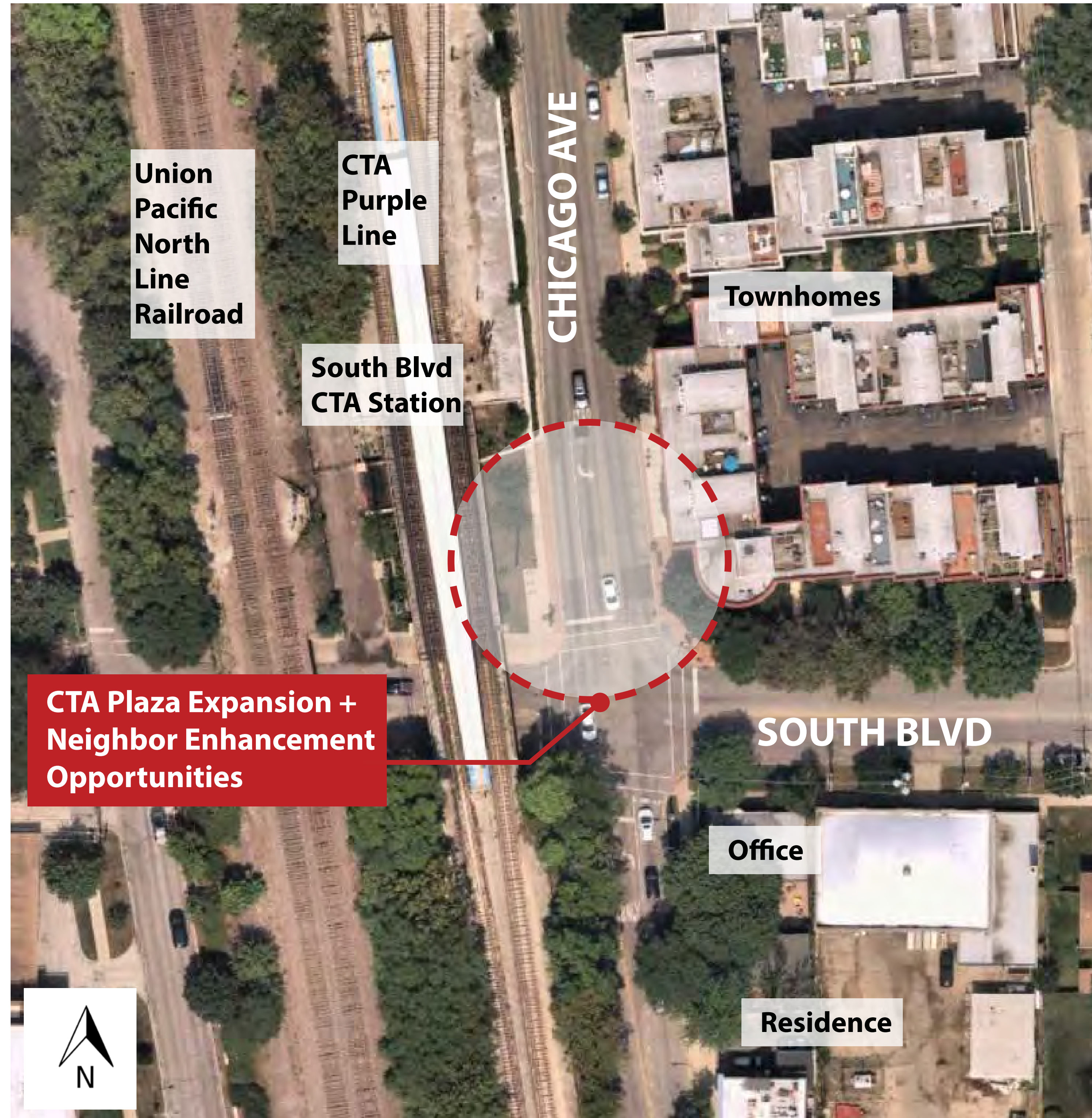
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# 02 | Chicago Avenue South Boulevard Intersection

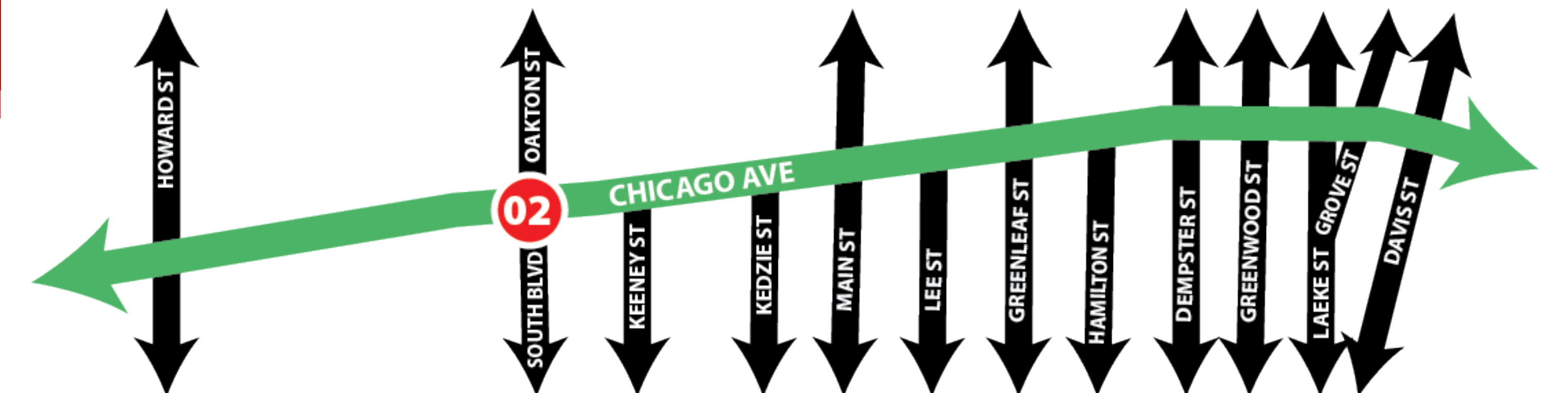


Expanded plaza in coordination with future station building upgrades. Enhancements may include bike racks, seating, plantings + public art.

Concrete retaining walls may be enhanced with public art panels. Evaluate the feasibility to chamfer the retaining wall corner so as to provide improved visibility for vehicles exiting the viaduct.

CTA Plaza Expansion + Neighbor Enhancement Opportunities

Looking North-West



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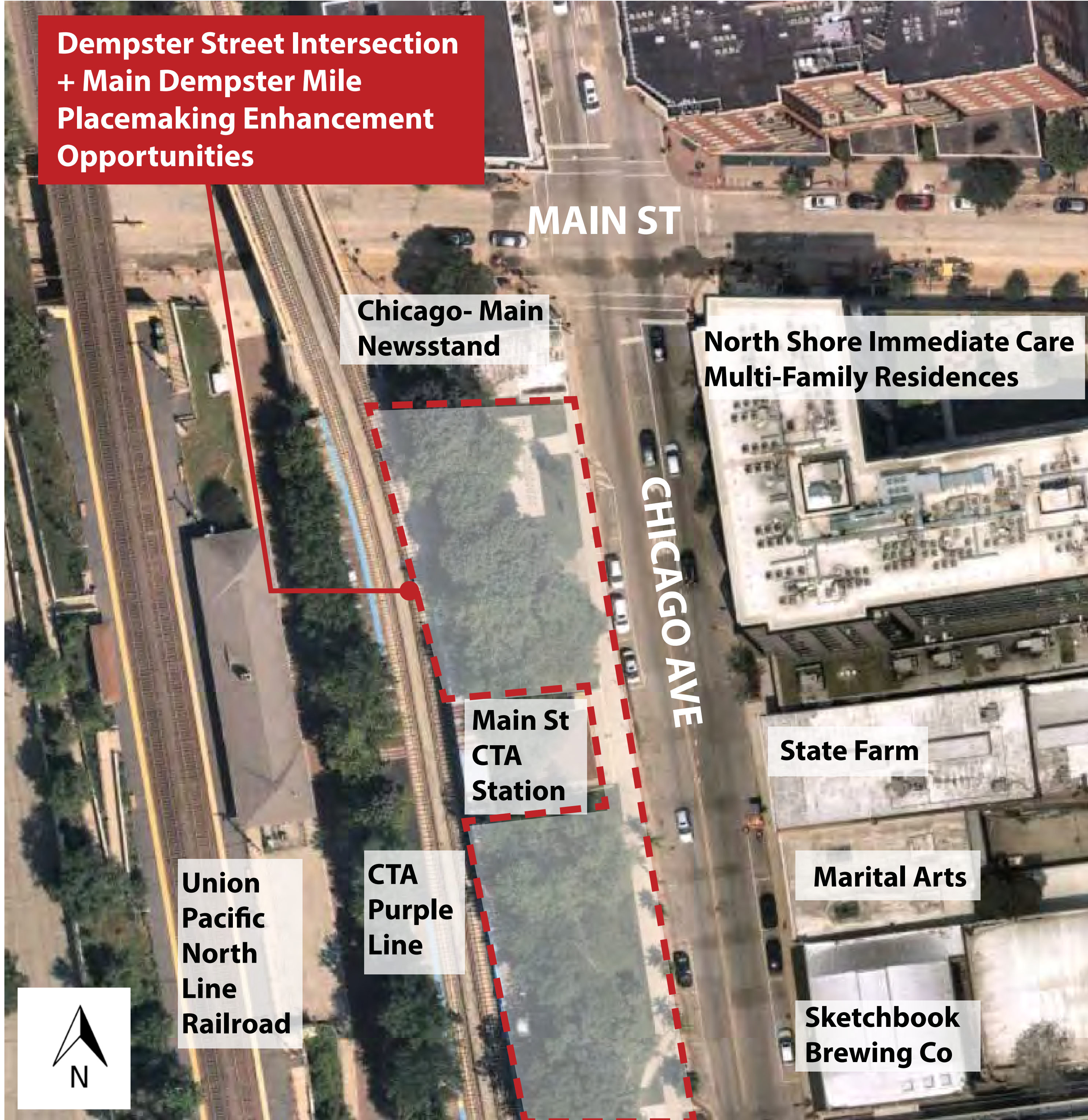
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# 03 | Chicago Avenue Main Street CTA Station

Expanded plaza in coordination with future building upgrades. Enhancements should support Main Dempster Mile programming and may include retaining walls, fixed + movable seating options, bike racks, plantings + public art.



Looking North-West



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# 04 | Chicago Avenue Jewel-Osco + Hamilton Intersection



Hamilton Street Intersection + Sidewalk Enhancement Opportunities



Expanded width sidewalk and intersection enhancements. Features may include tree plantings, bollards, and bike racks.

Looking North-West



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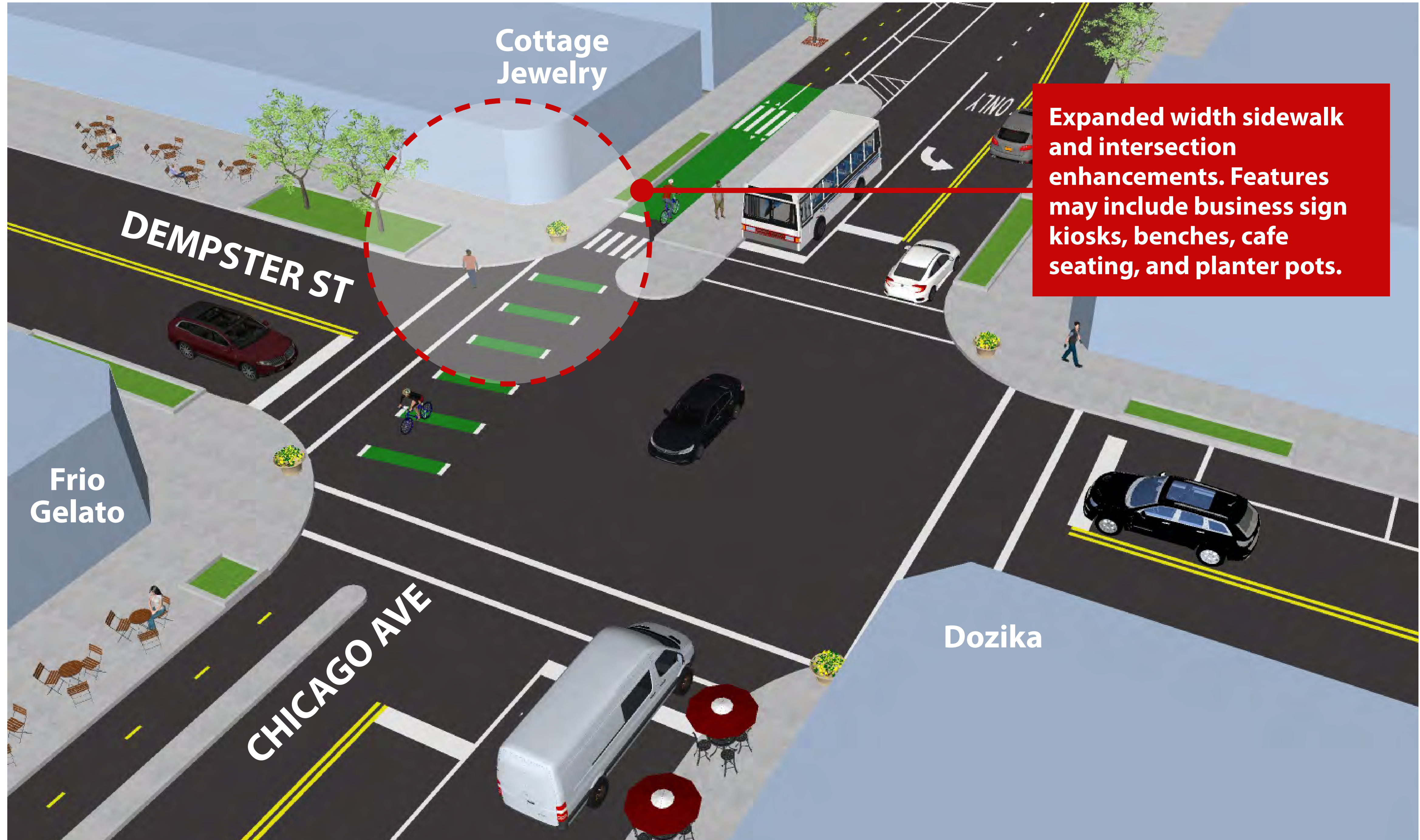
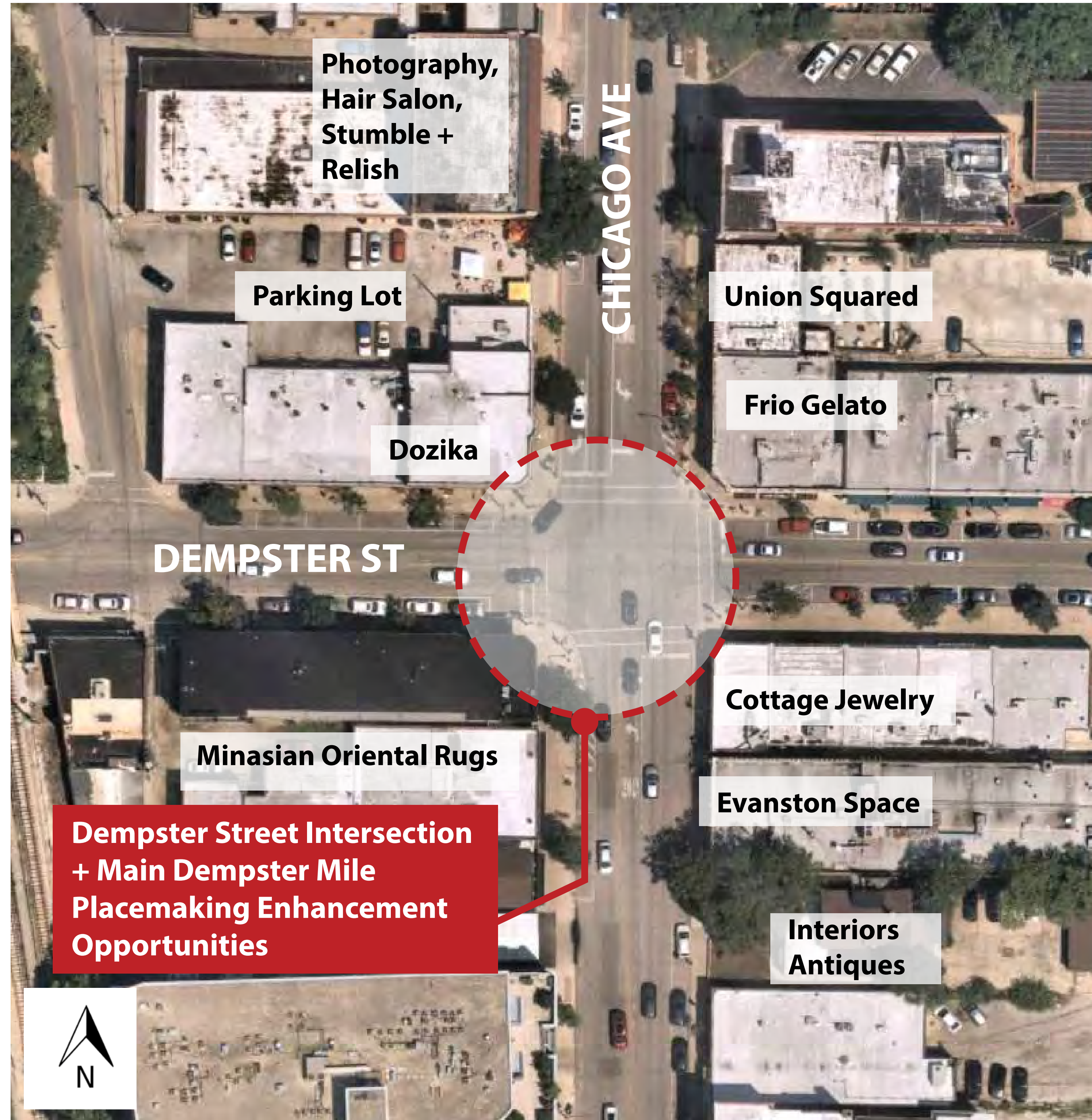
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# 05 | Chicago Avenue Dempster Street Intersection



Expanded width sidewalk and intersection enhancements. Features may include business sign kiosks, benches, cafe seating, and planter pots.

Looking South-East



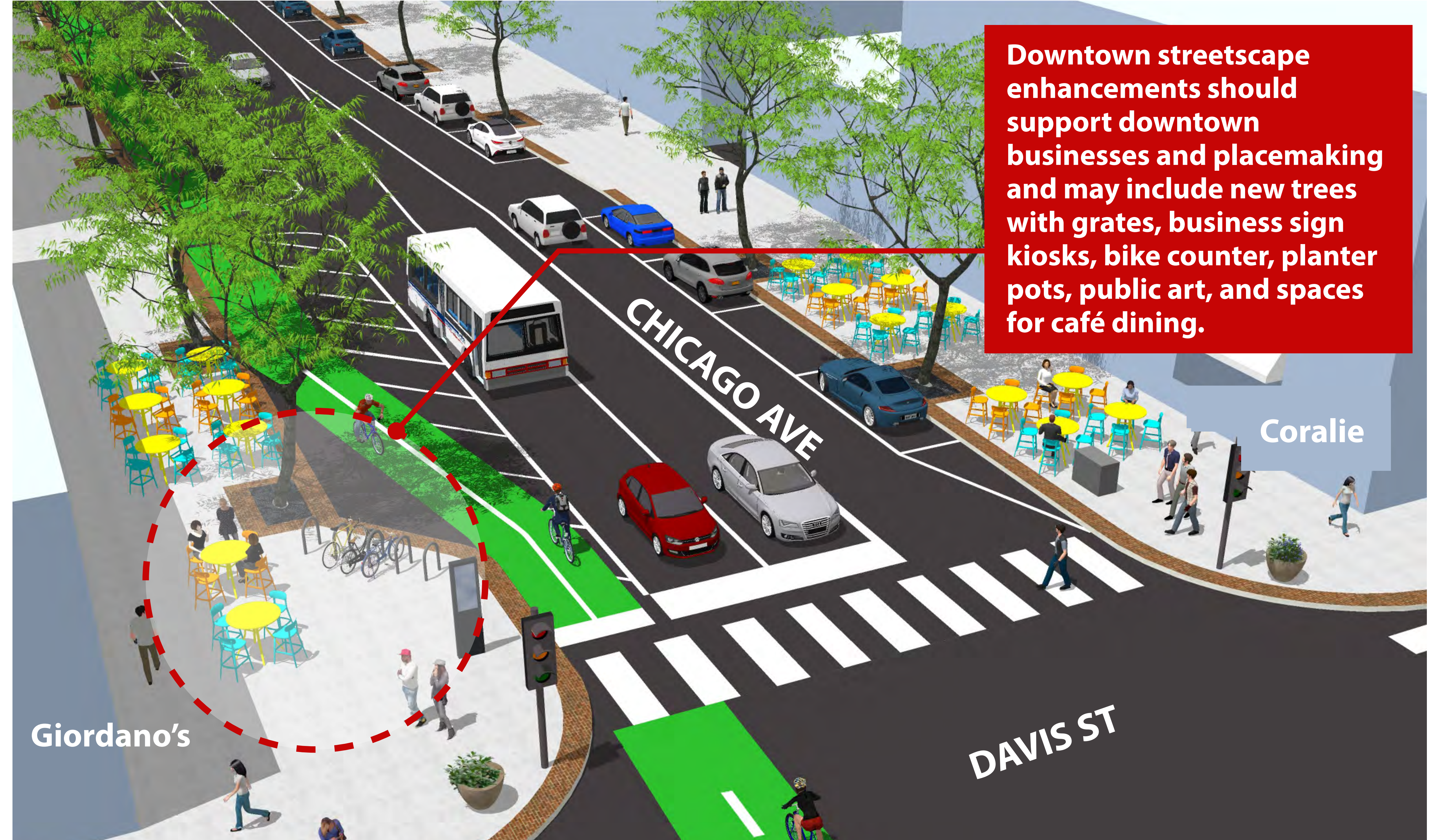
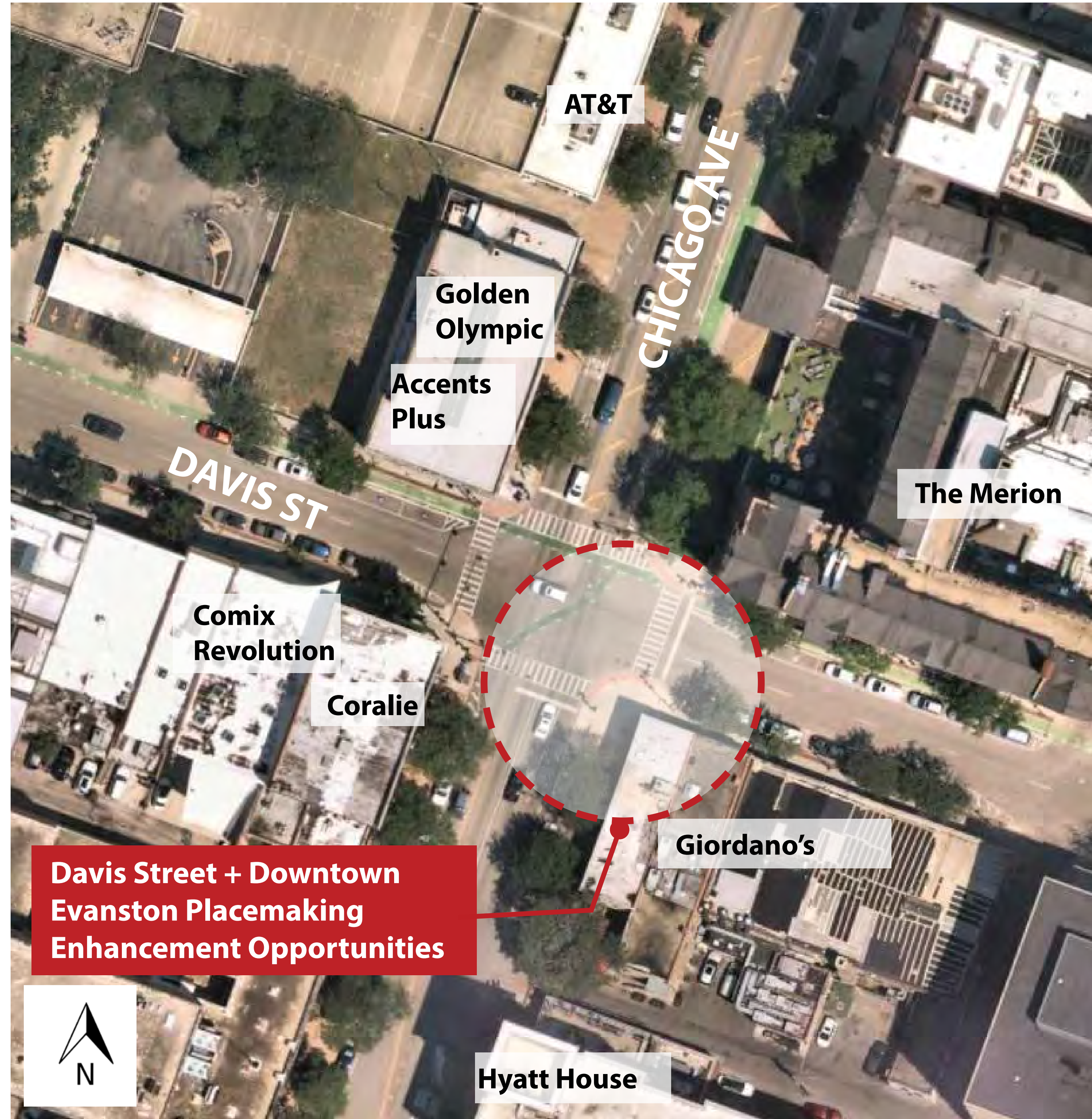
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# 06 | Chicago Avenue Davis Street Intersection



Downtown streetscape enhancements should support downtown businesses and placemaking and may include new trees with grates, business sign kiosks, bike counter, planter pots, public art, and spaces for café dining.

Looking South-West



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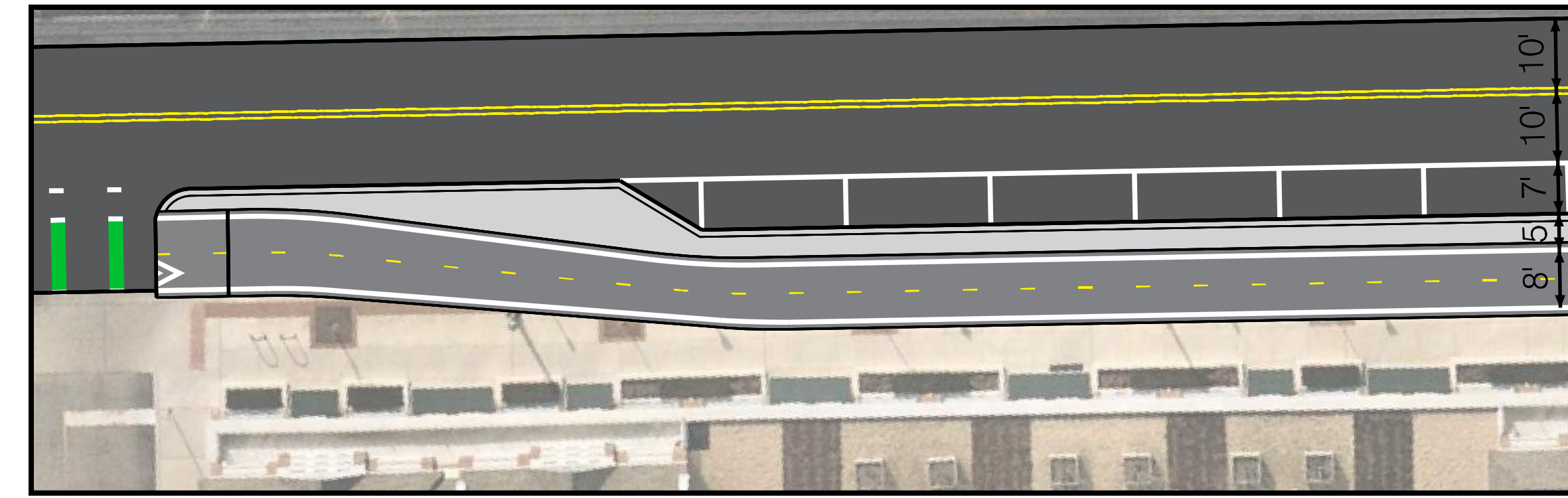
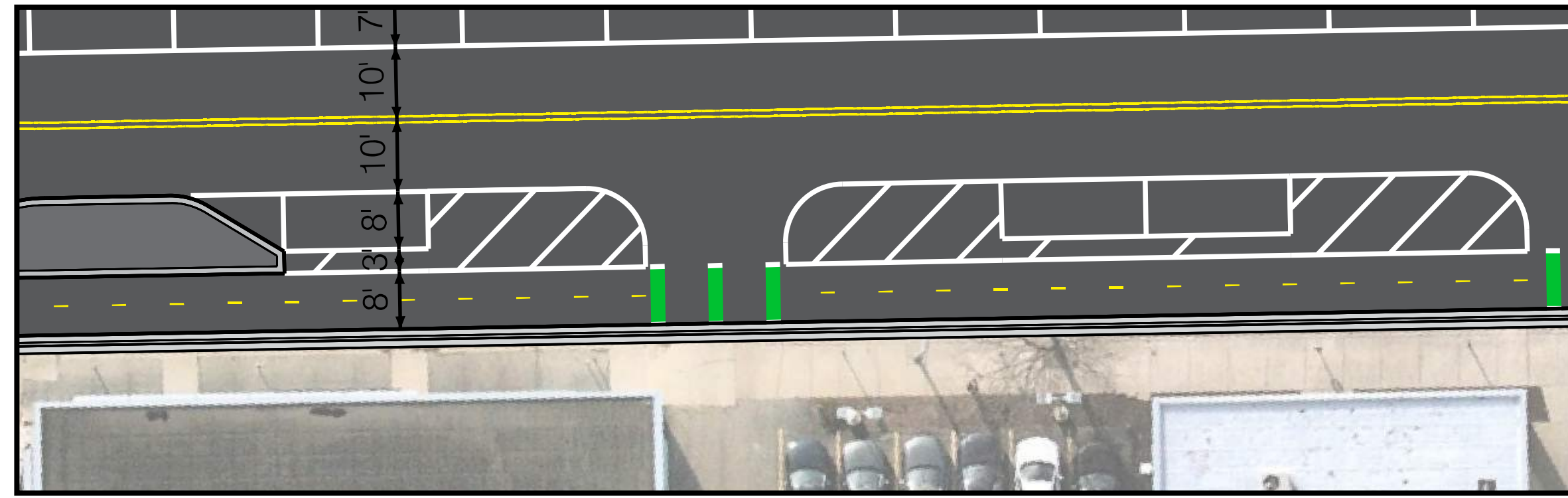
# DESIGN DETAIL: BIKEWAYS

## TWO-WAY CYCLE TRACK



*On-Street*

*Raised*



- Two-way on-street bicycle lane on the east side of Chicago Avenue
- Separated from vehicle traffic by curbs, on-street parking, or bollards
- Bicycle traffic signals at signalized intersections

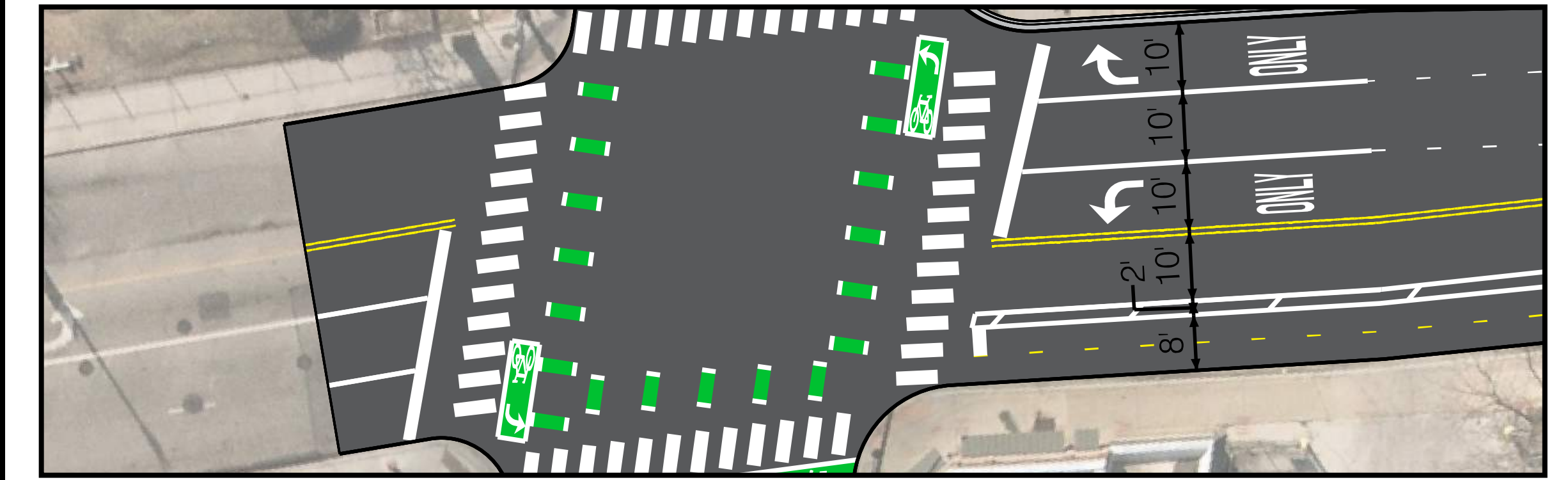
- Two-way bicycle lane on the east side of Chicago Avenue raised to sidewalk level
- Pavement type and markings differentiate cycle track from sidewalk
- Bicycle traffic signals at signalized intersections



## TWO-STAGE BICYCLE TURN BOX



**TWO-STAGE BICYCLE TURN BOX**



- Provides space for bicyclists to make turns out of two-way cycle tracks
- Reduces conflicts at intersections with motor vehicles, pedestrians, and through bicyclists



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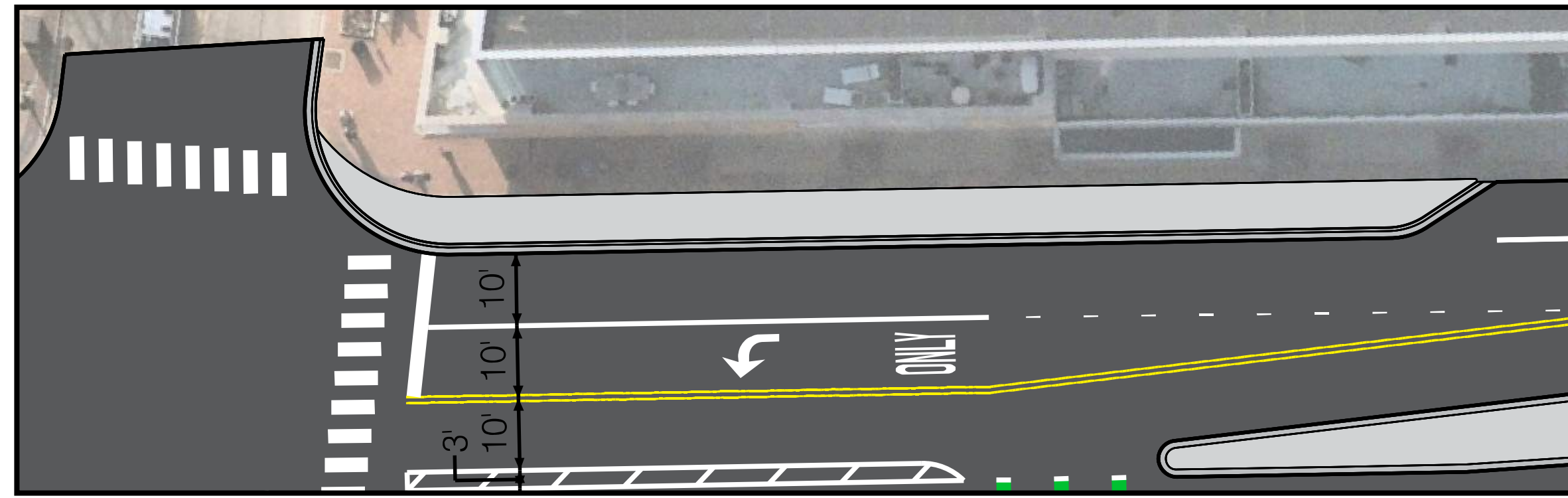
**DATE : 11/11/2021**

# DESIGN DETAIL: CURB EXTENSIONS

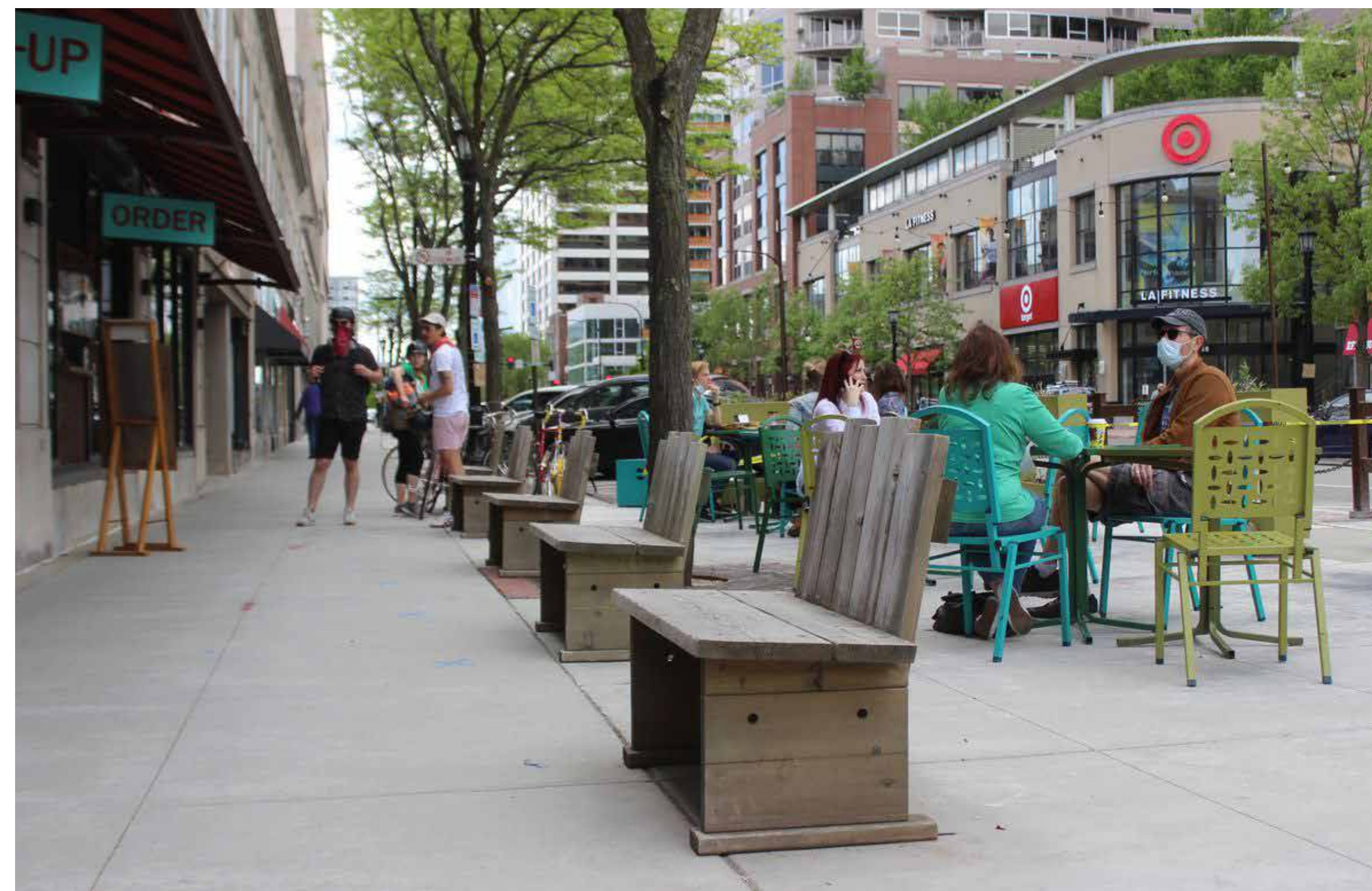


## PERMANENT

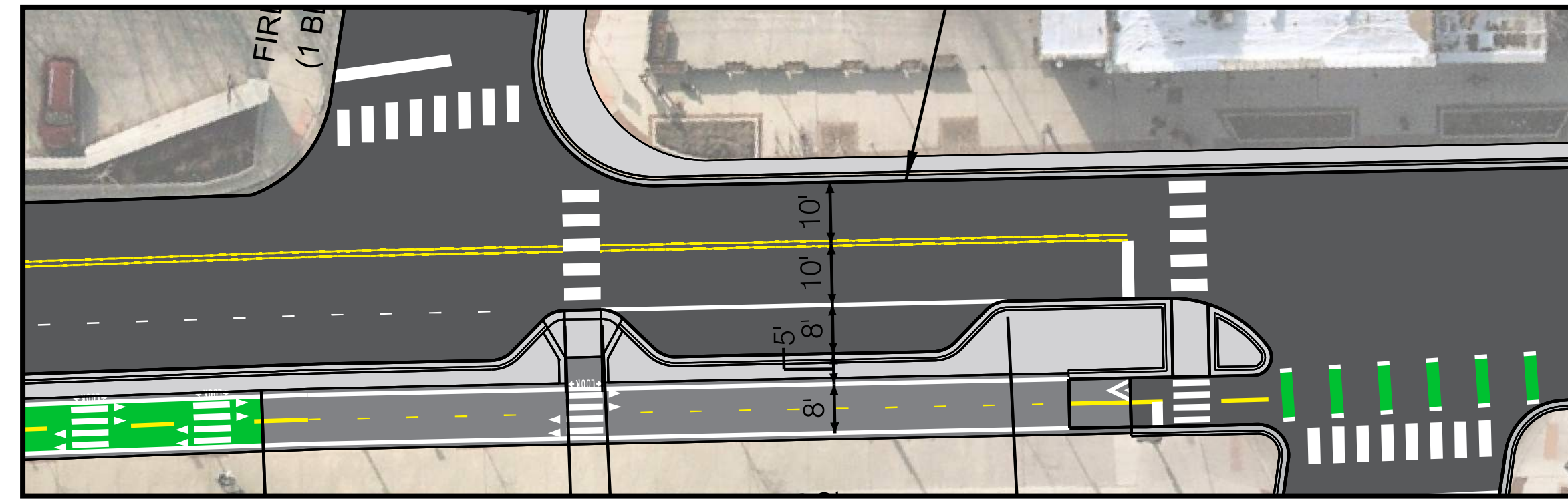
### Sidewalk Widening



- Improves pedestrian circulation and access for individuals with disabilities
- Additional space for trees, planters, bus stop amenities, and street furniture



### Curb Extension

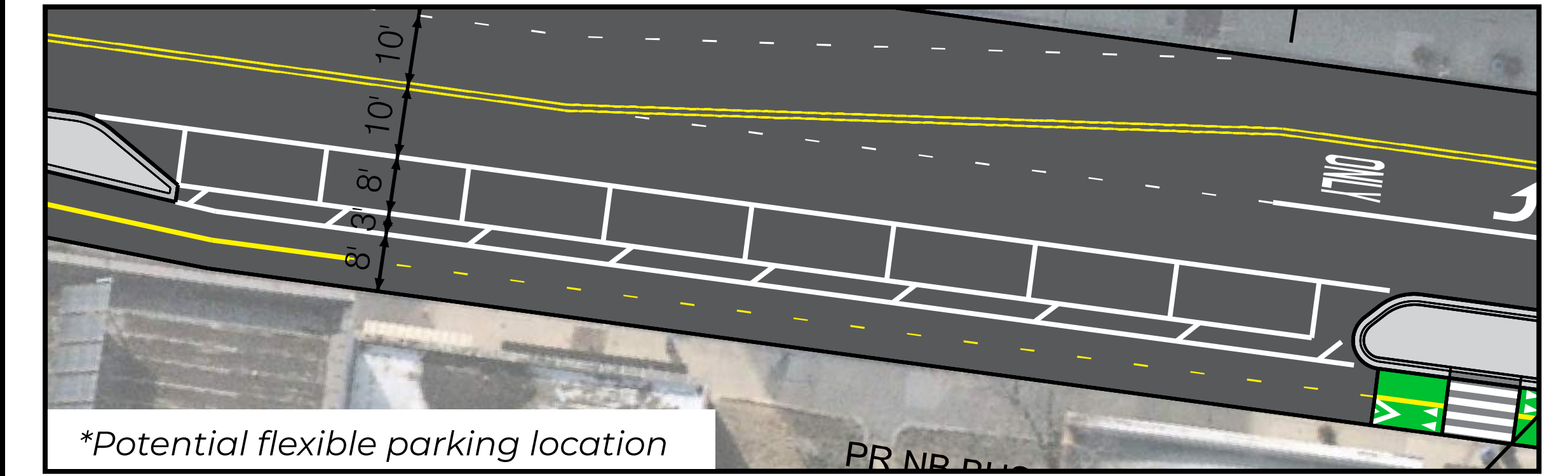


- Extension of the sidewalk into the parking lane at crosswalks
- Reduces crossing distance and improves pedestrian safety



## TEMPORARY

### Flexible Parking / "Parklet"



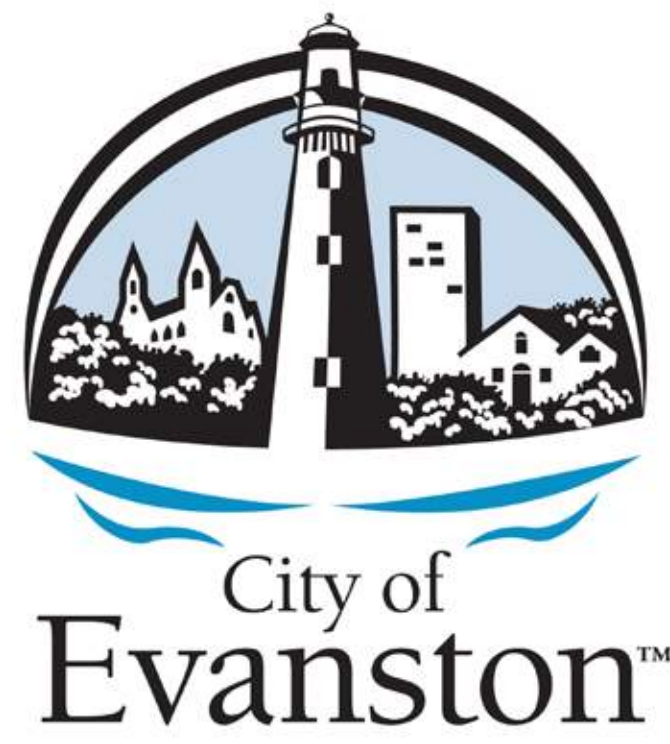
- Temporary reuse of on-street parking spaces
- Modular design can be relocated or changed according to the season
- Potential uses: dining, gathering / open space, bike parking



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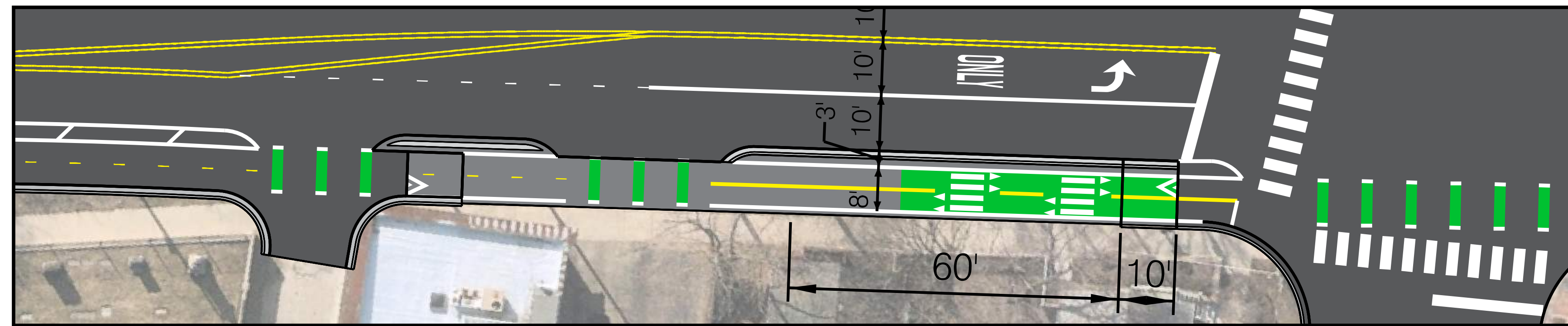


# DESIGN DETAIL: BUS STOP TYPOLOGIES

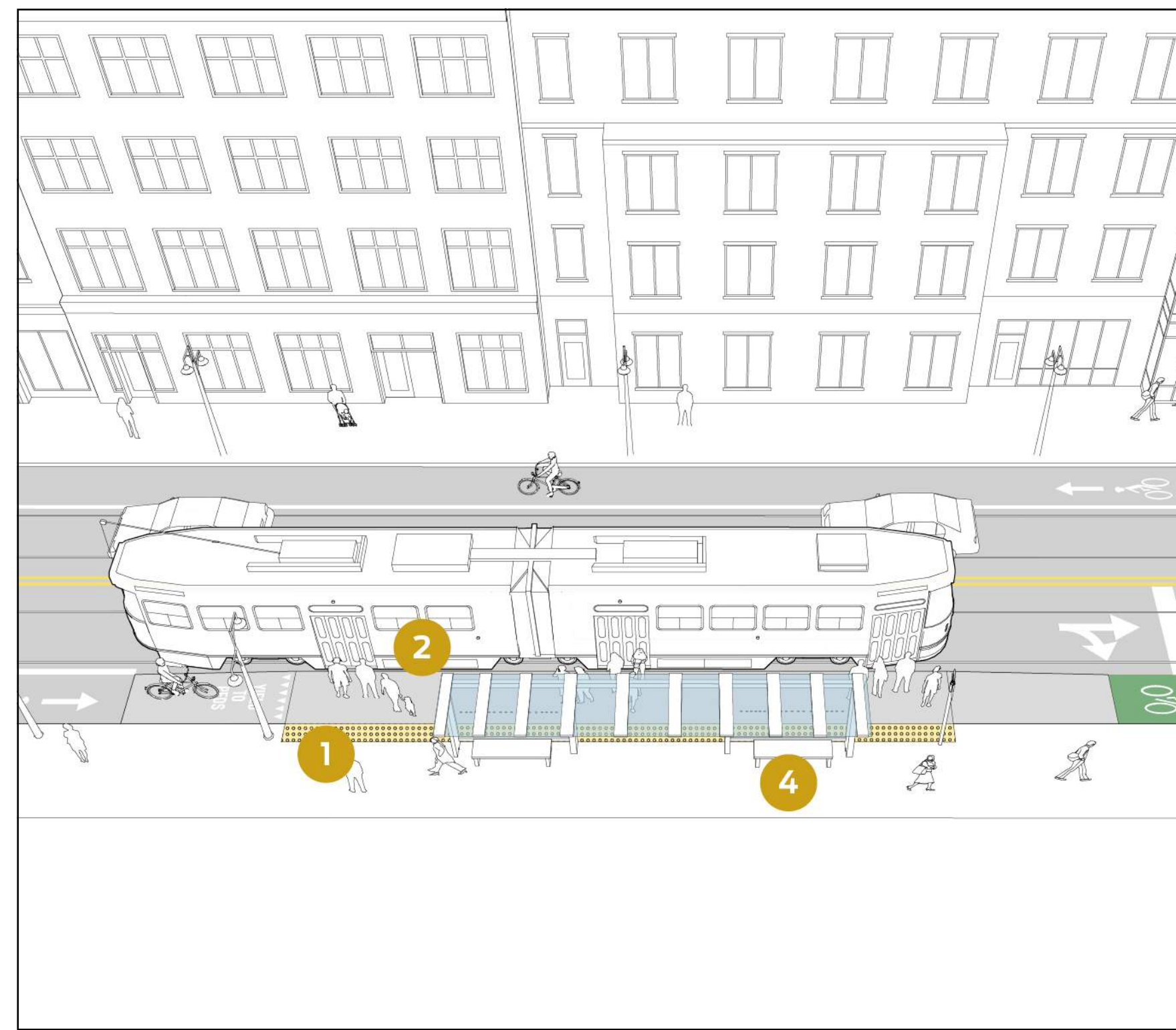
## ADJACENT TO TWO-WAY CYCLE TRACKS



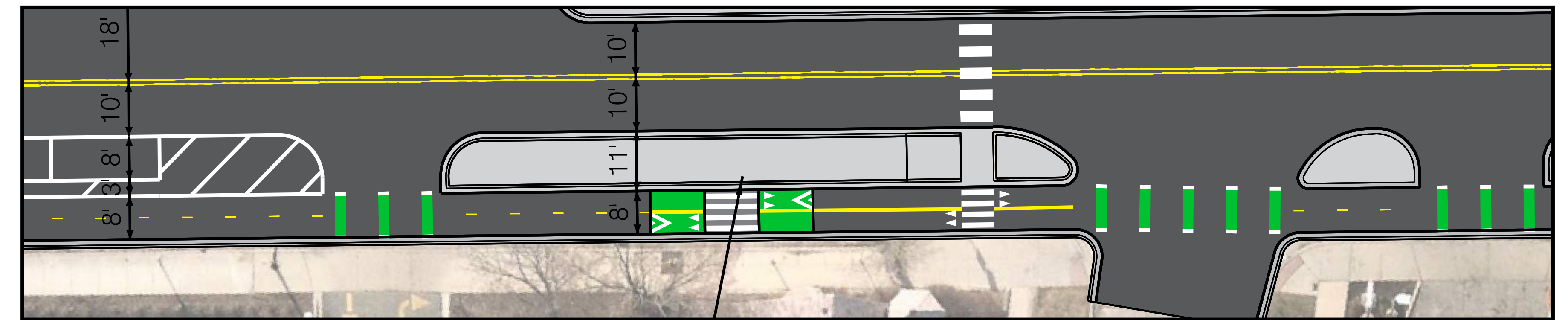
### SHARED CYCLE TRACK BUS STOP



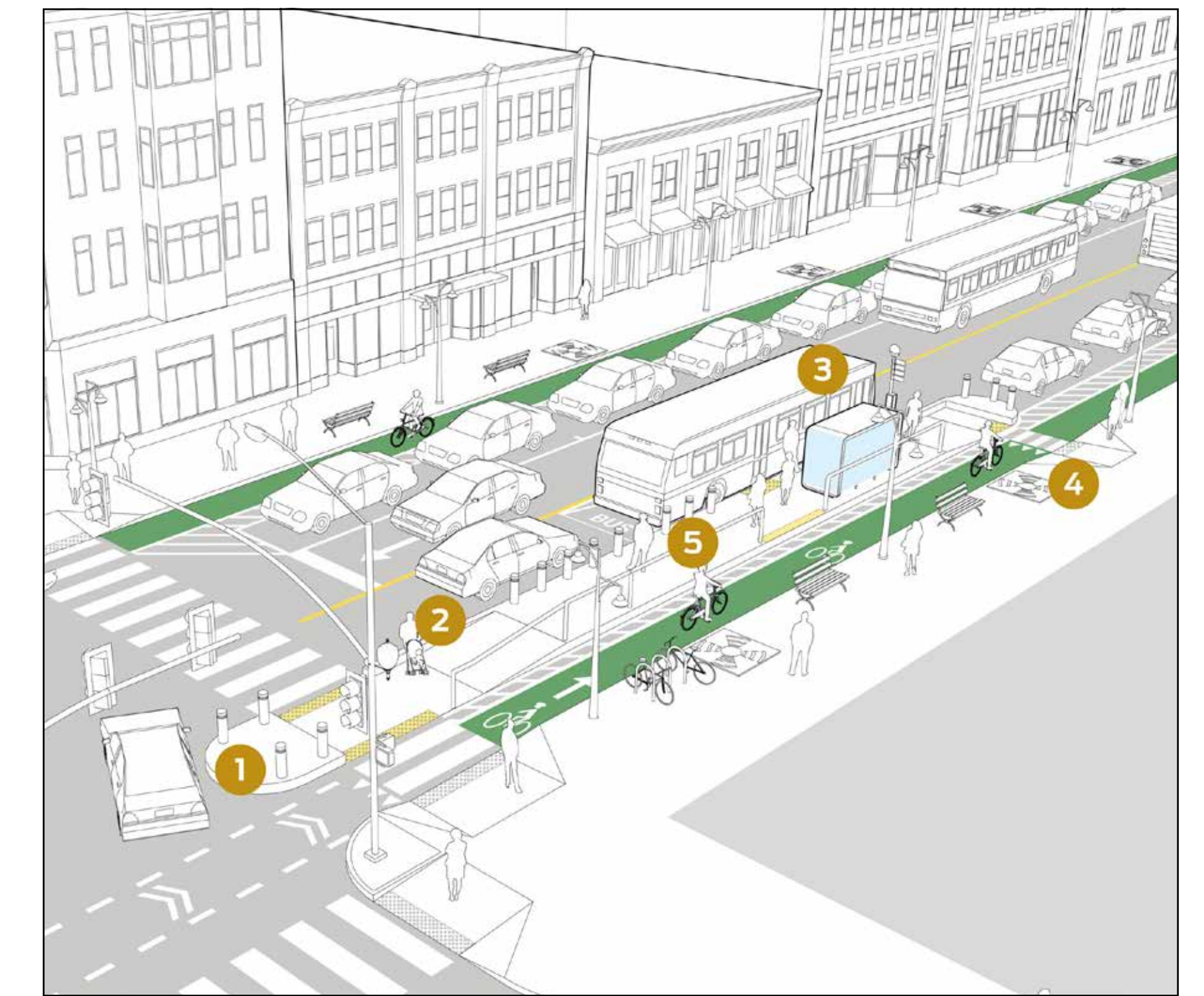
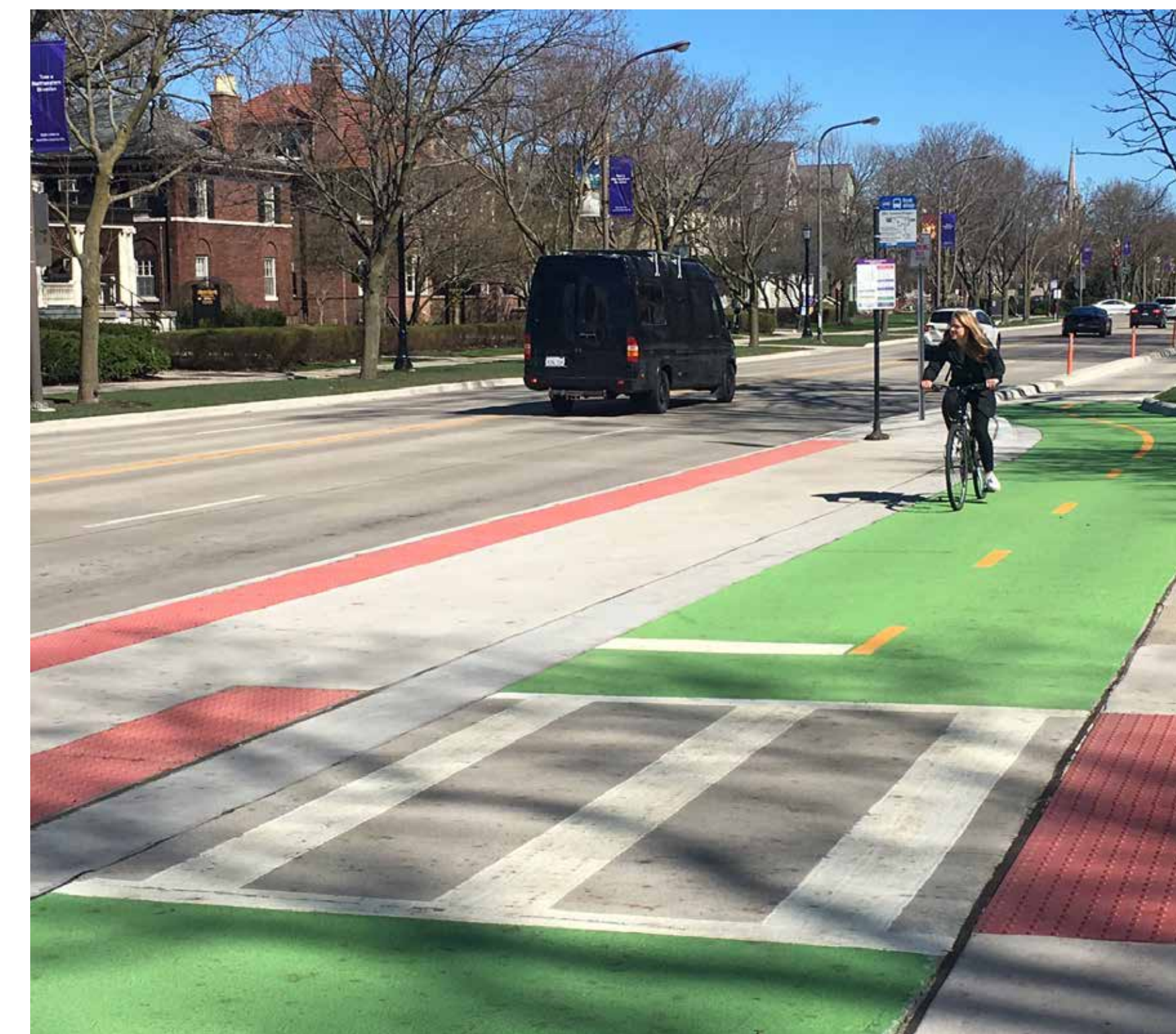
- Cycle track raised to sidewalk level within bus boarding area
- Paint to alert bicyclists to presence of bus riders, crosswalks at bus entry and exit doors
- Bus riders wait on sidewalk and use raised cycle track to board and alight



### BUS BOARDING ISLAND



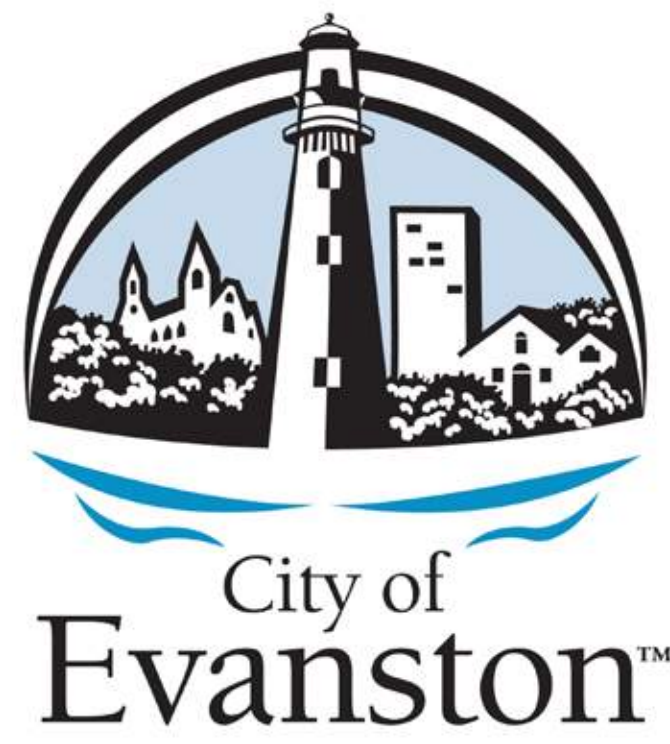
- Raised boarding area between cycle track and vehicle lanes
- Paint to alert bicyclists to presence of bus riders, crosswalk across cycle track for boarding island access
- Similar to existing on Chicago Avenue / Sheridan Road



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# DESIGN DETAIL: BUS STOP CONFIGURATION

## Location Relative to Intersections

\*Bus stop configuration is dependent on availability of space and location of popular destinations

### Position Relative to Travel Lanes

#### In-Lane

- Buses stop within travel lane to board and alight passengers
- Used where there is inadequate roadway width to pull out of travel lane

#### Pull-Out

- Buses pull out of travel lane to board and alight passengers
- Preferred where roadway width allows

#### Near Side

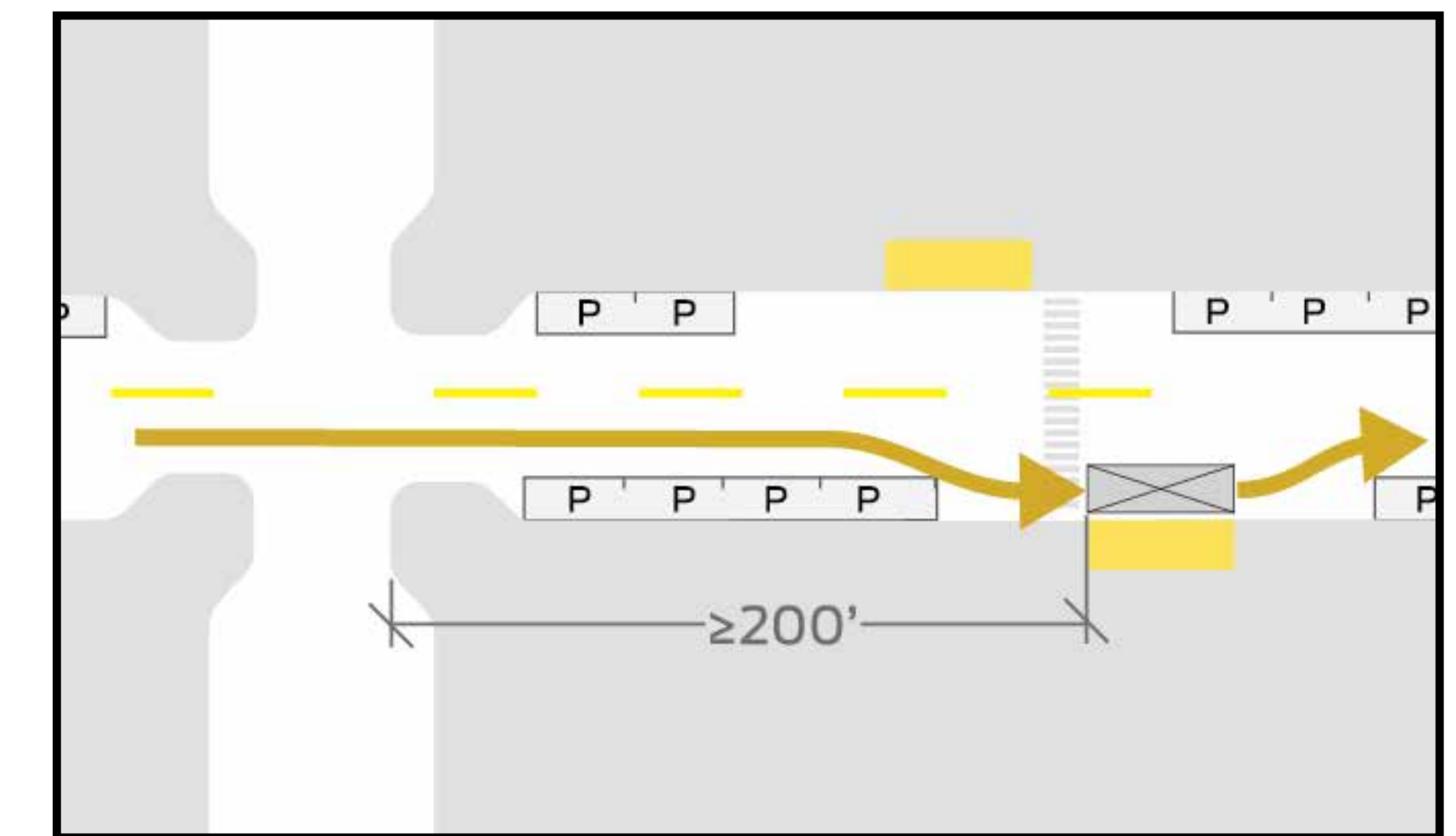
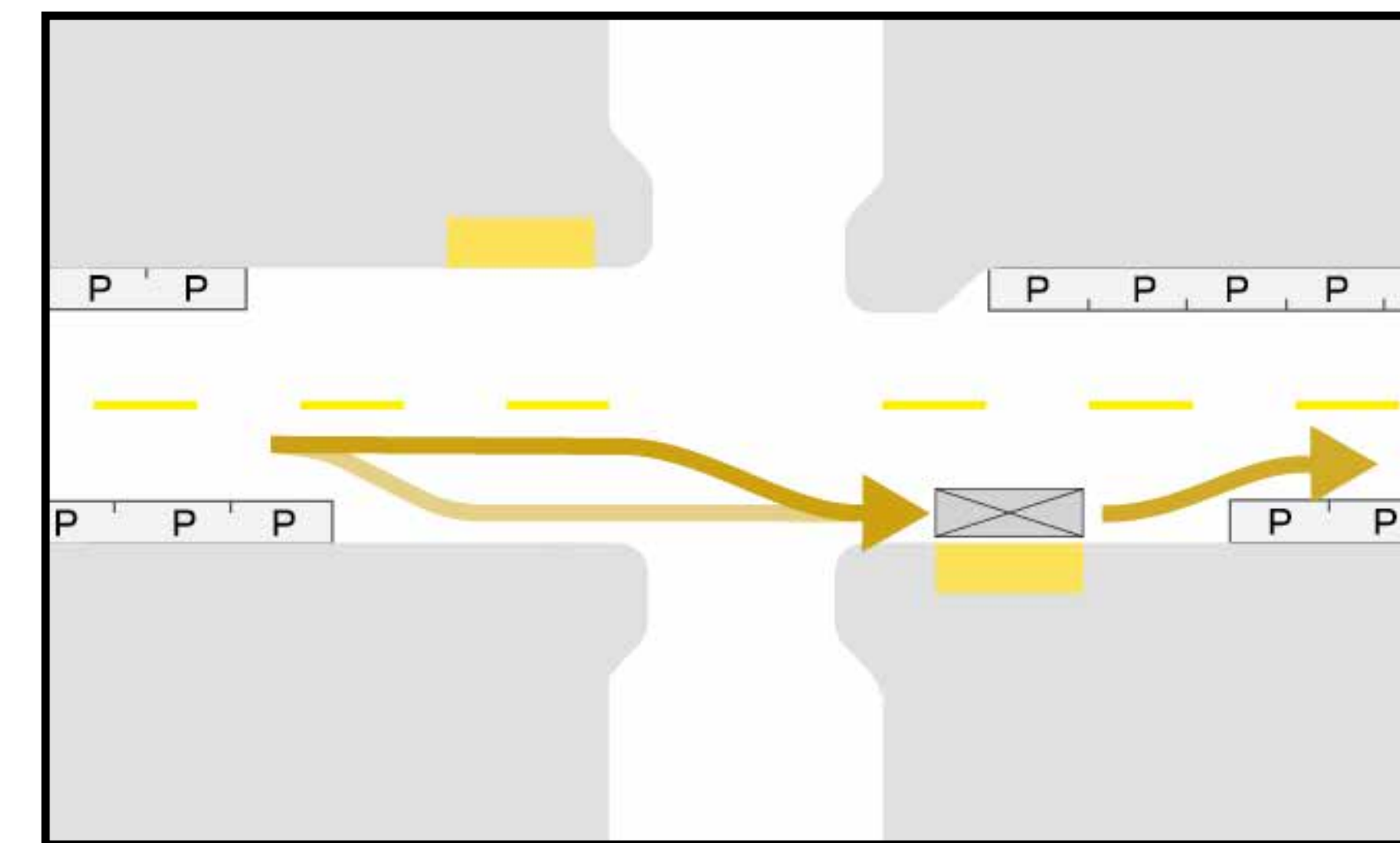
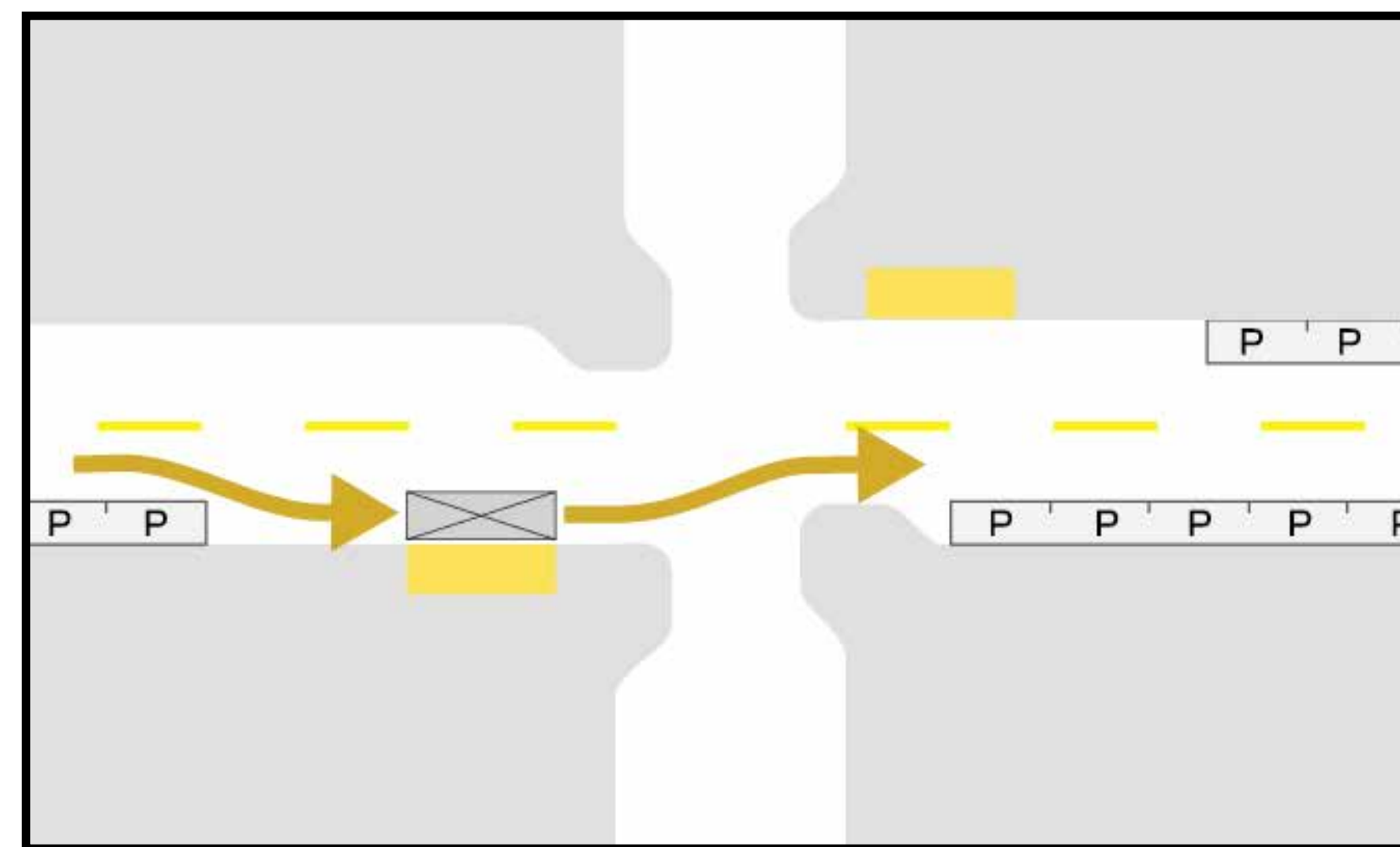
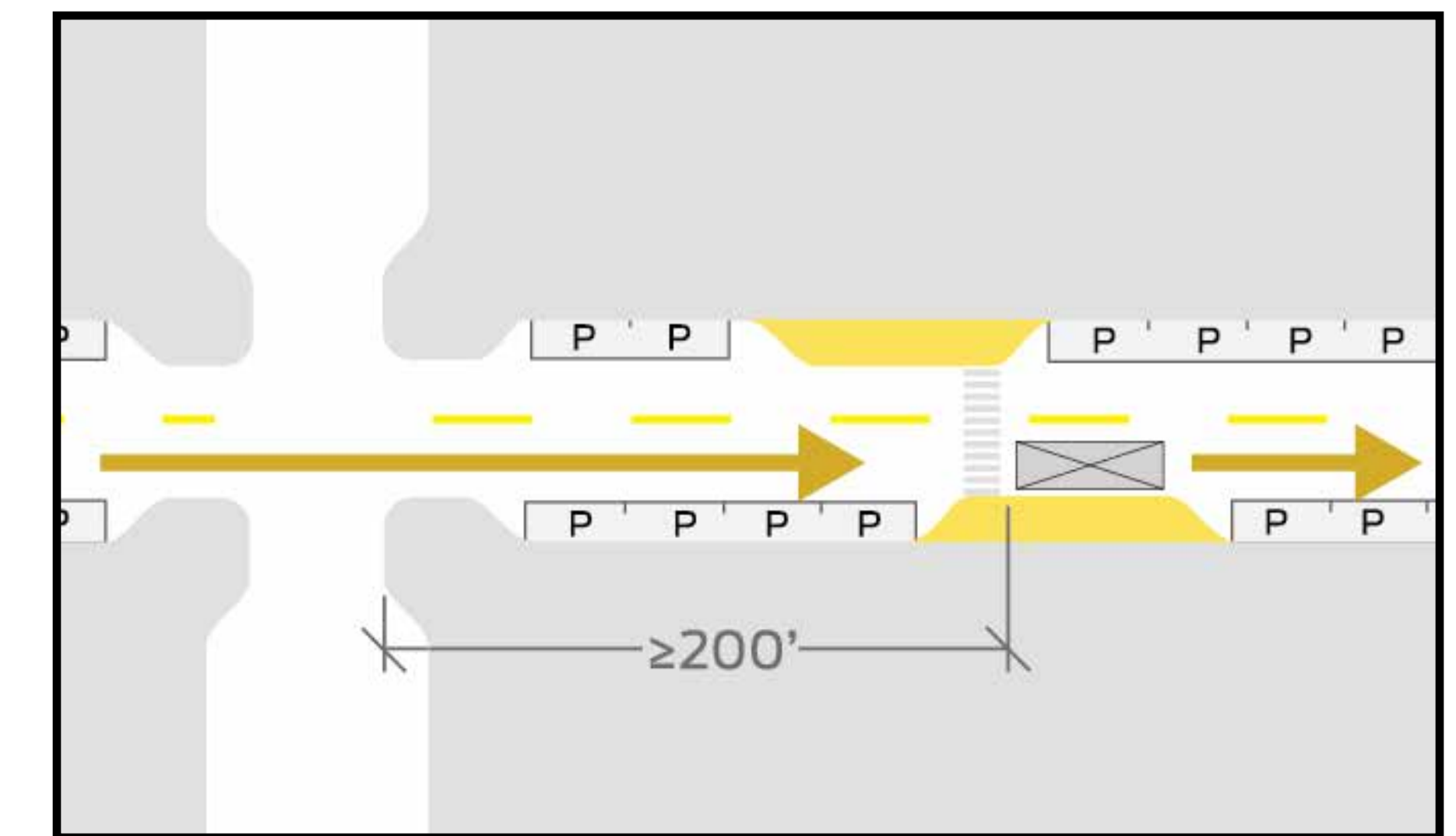
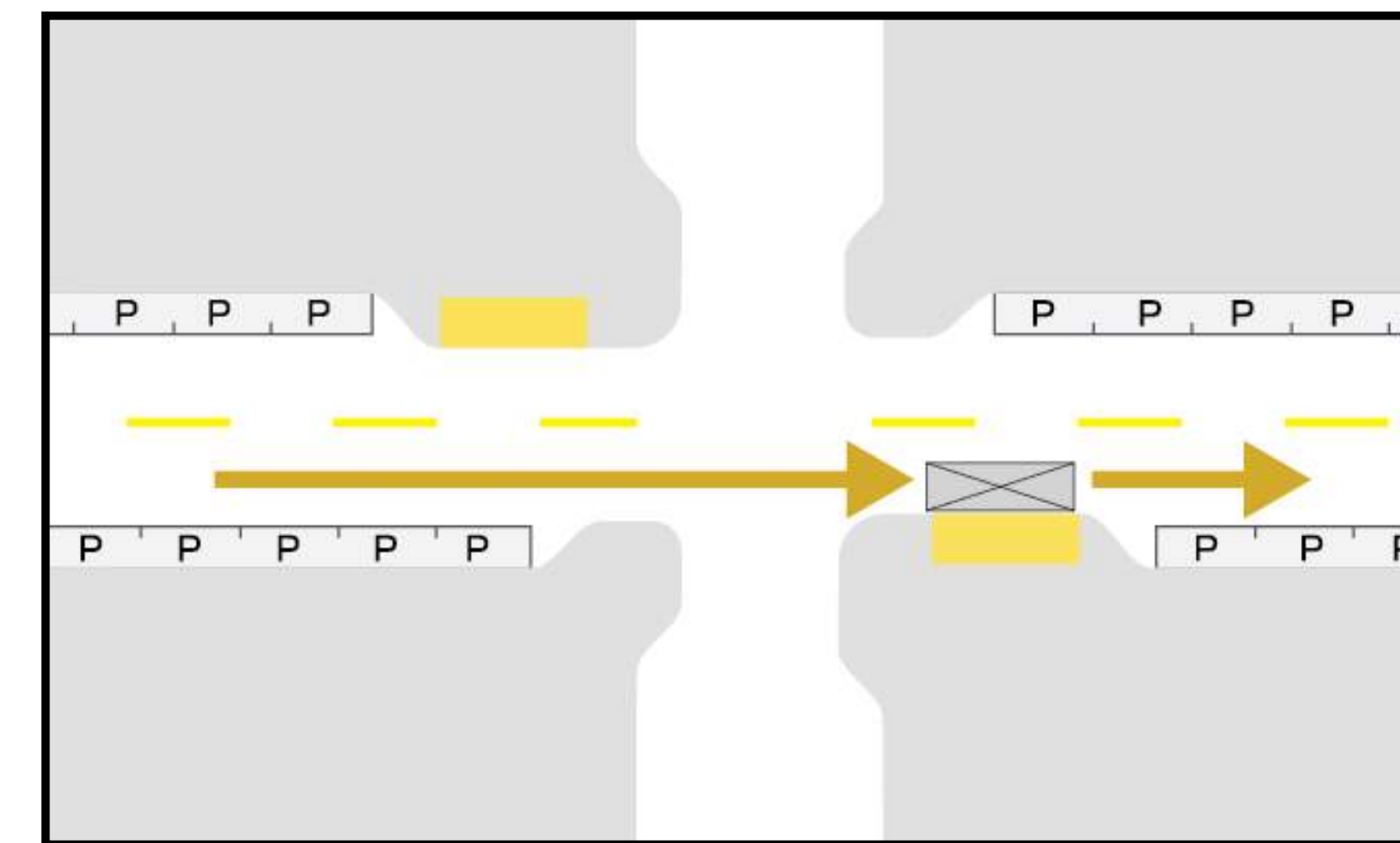
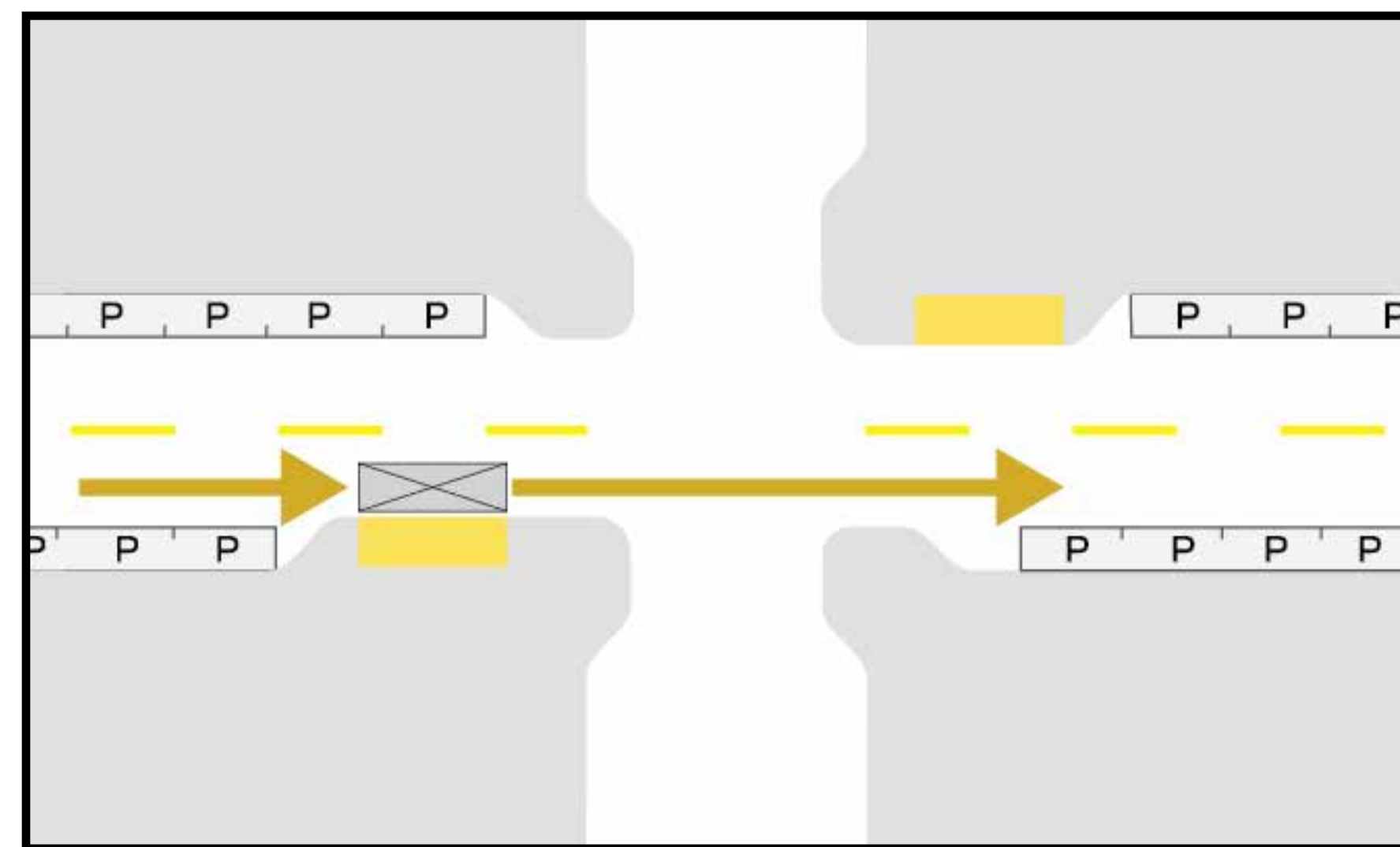
- Buses stop before intersection
- Reduces queueing across intersection
- Preferred for in-lane stops

#### Far Side

- Buses stop after intersection
- Reduces queueing for right turns
- Preferred for pull-out stops

#### Mid-Block

- Buses stop between intersections
- Preferred when space is constrained near intersections or to align with popular destinations



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