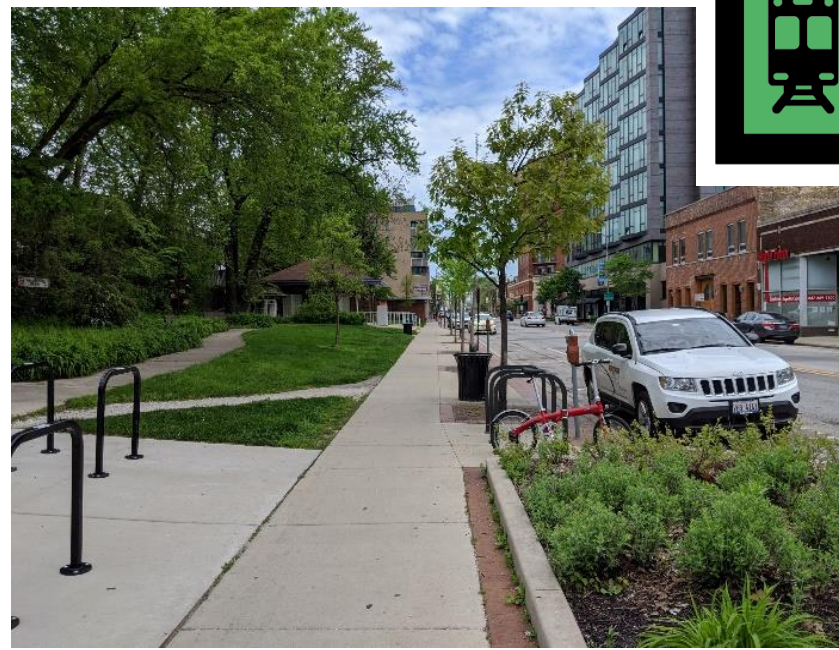


	
	
<p><b>City of Evanston</b></p> <p><b>Chicago Avenue</b></p> <p><b>MULTIMODAL CORRIDOR IMPROVEMENTS</b></p>	



# PROJECT GOALS

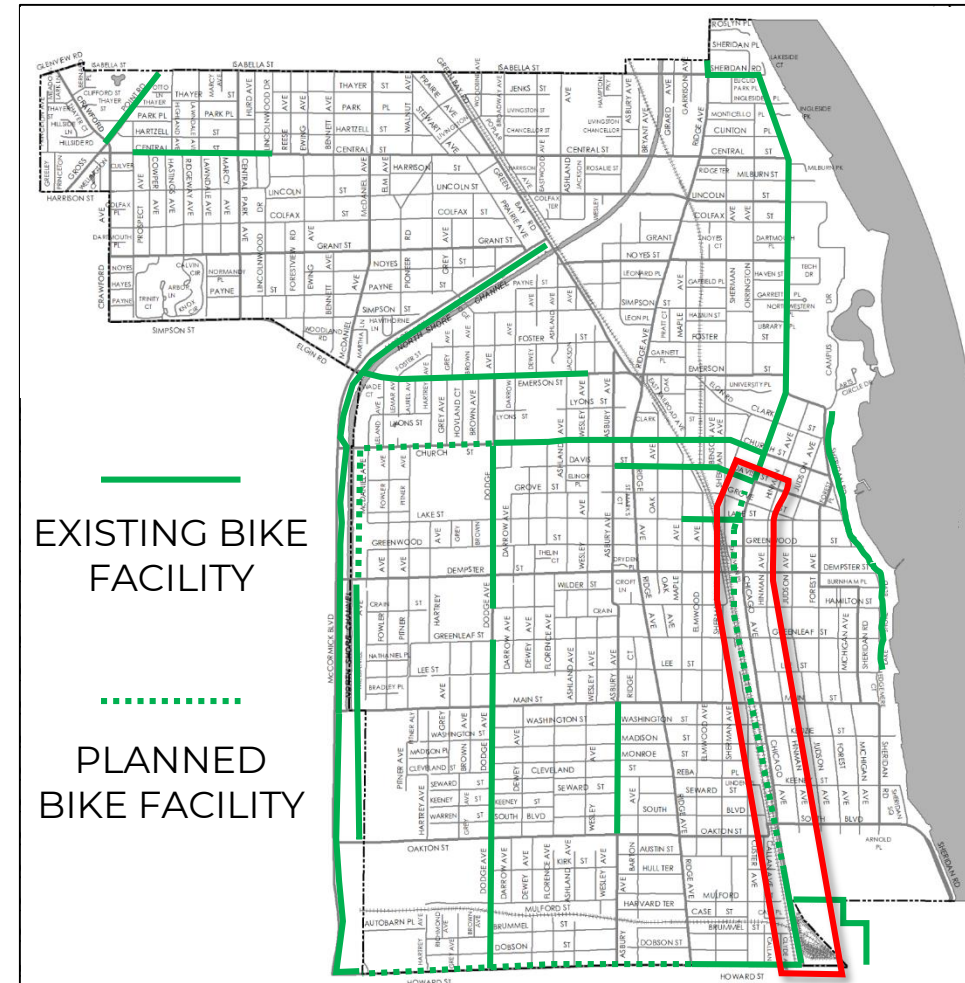
## Improve the Chicago Avenue corridor between Howard Street and Davis Street

- Create a Complete Street for multimodal transportation, including walking and biking
- Improve safety for **all** users
- Focus on transit access (CTA, Metra, Pace & Northwestern Shuttle)
- Incorporate streetscape & activate public spaces
- Underground utility improvements
- Upgrade street lighting
- Roadway resurfacing



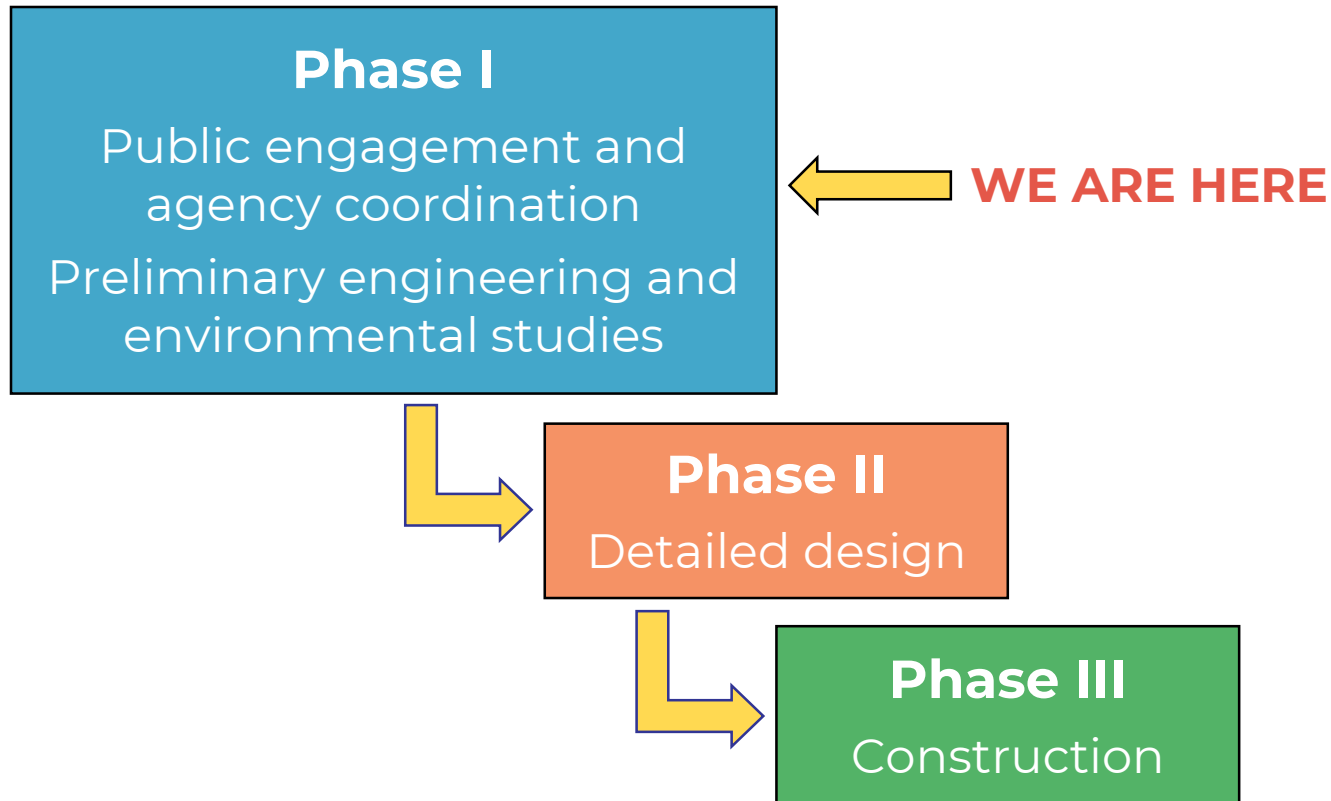
# WHY NOW, AND WHY CHICAGO AVENUE?

- Project Limits:
  - Chicago Avenue from Howard Street to Davis Street
- 2014 Evanston Bike Plan Update
  - Chicago Avenue identified as a high priority corridor for bicycle improvements
- Create a “Comfortable Corridor”
  - High-Quality
  - Low-Stress
  - Design for **all** Roadway Users
- Develop Logical Connections
  - Connect to existing bike lanes north of Davis Street



# IDOT PROJECT DEVELOPMENT PROCESS

- To be eligible for federal funding, the project must follow the 3-phase IDOT project development process.
- We are currently in Phase I



## Bureau of Local Roads and Streets Manual



Illinois Department of Transportation

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# STAKEHOLDER ENGAGEMENT & COMMUNICATION PLAN

1. Project Brand
2. Digital Communications
  1. City Website
  2. Online Survey
  3. Newsletters & Social Media
3. Printed Communications
4. Advisory Committee Meetings
- 5. In-Person Public Meetings**
6. Key Stakeholder Interviews

- View Exhibit Boards
- Review Proposed Concept for Chicago Avenue
- Ask Questions
- Fill Out a Comment Card

# STAKEHOLDER ENGAGEMENT IN 2021

- **Summer 2020:** City of Evanston began coordinating with project stakeholders
- **Late 2020:** Advisory Committee was formed to begin developing a vision for the Chicago Avenue Corridor
- **2021:** City of Evanston began meeting with stakeholder agencies including IDOT, CTA, Pace, and Northwestern University

DATE	AGENCY & NOTES
February 4	Chicago Transit Authority <ul style="list-style-type: none"> <li>• South and Main stations are included in the CTA Red-Purple Modernization Project Phase II</li> </ul>
February 4	Pace Bus
February 4	Northwestern University Shuttle
February 15	Center for Independent Futures
February 18	Chicago Department of Transportation
March 4	Main Dempster Mile
March 11	Downtown Evanston
March 31	Climate Action #1
May 27	Climate Action #2

# STAKEHOLDER ENGAGEMENT IN 2021 (CONTINUED)

- **July 2021:** First Public Information Meeting to share existing conditions and options for potential multimodal improvements
- **November 2021:** Second Public Information Meeting to present a proposed concept based on previous input for public review and comment
- **Phase II (2022):** Additional stakeholder coordination including the Evanston Historic Preservation Commission and the Evanston Arts Council

DATE	AGENCY & NOTES
June 11	Evanston Forestry Supervisor
June 29	Courts of Evanston
July 29	Public Information Meeting #1
September 23	Advisory Committee Meeting
October 14	Pace Coordination
October 19	Arts Community Leader
October 21	CTA and Northwestern University
November 11	Public Information Meeting #2
November 12	Connections for the Homeless
TBD	Chicago Department of Transportation

# PUBLIC INFORMATION MEETING #1



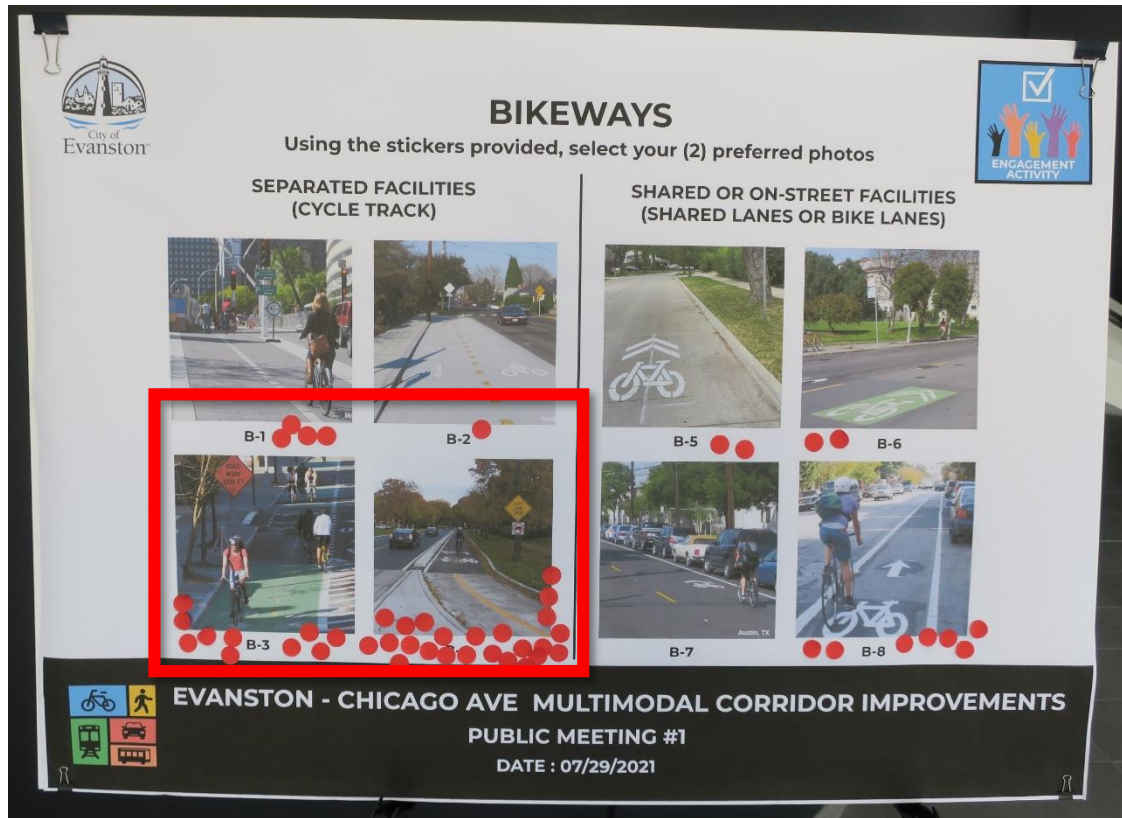
## Meeting held July 29, 2021

### Information Presented:

- Project overview & context
- Existing conditions review
- Visual preference surveys
- “Big Ideas” Board & Exhibits



# WHAT WE HEARD: BIKEWAYS & GREEN INFRASTRUCTURE



**Most Popular:** Two-Way Cycle Track (same as Chicago Avenue).

**Honorable Mention:** Bike Lanes



**Most Popular:** Native Species, Pollinators, Permeable Pavers.

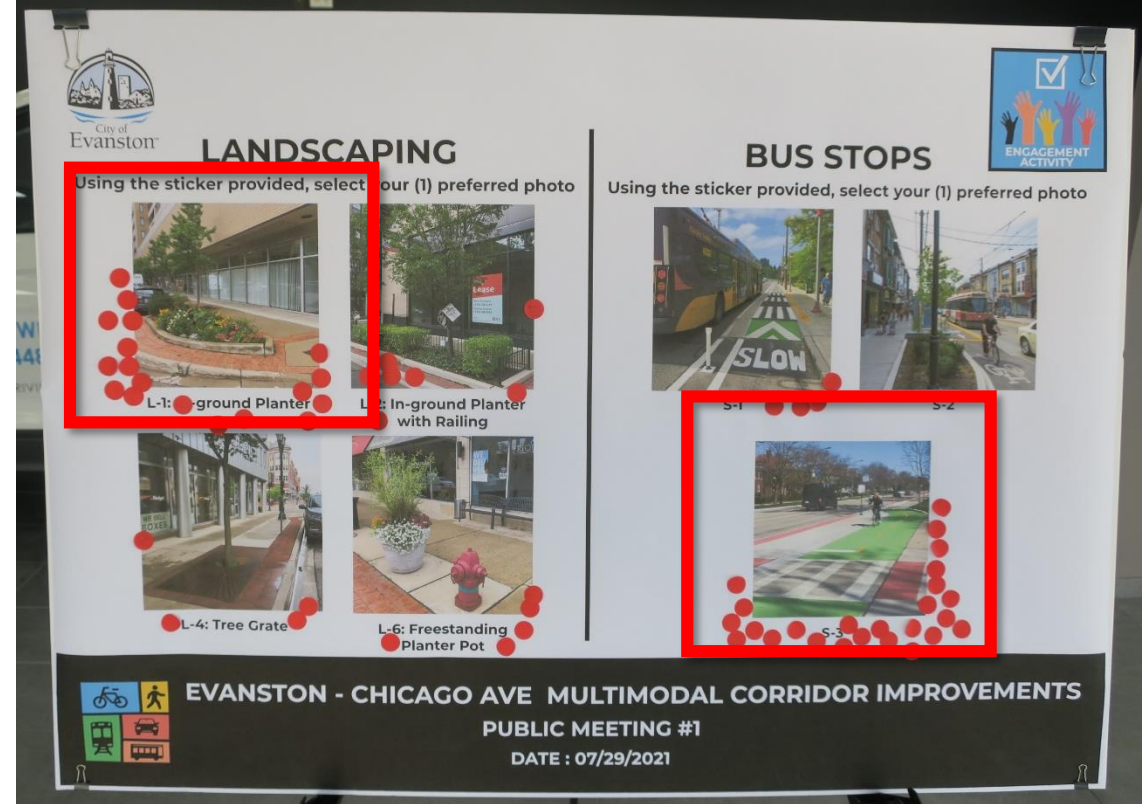
**Honorable Mention:** LED Lighting

# WHAT WE HEARD: PUBLIC SPACE, BUS STOPS



**Most Popular:** Parklets, Flex Space

**Honorable Mentions:** Bike Racks, Seating, Public Art



**Most Popular:** Bus Boarding Islands (Like Chicago Avenue)

**Honorable Mention:** In-Ground Planters

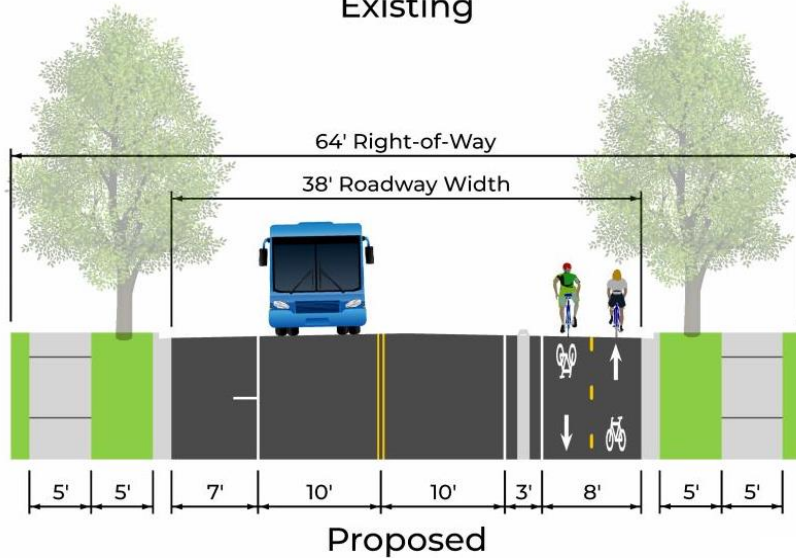
# CORRIDOR DESIGN: **FOCUS AREAS**

- Conceptual design of Chicago Avenue was developed using input from project stakeholders and Public Information Meeting #1
- Concept plans are divided into four focus areas:

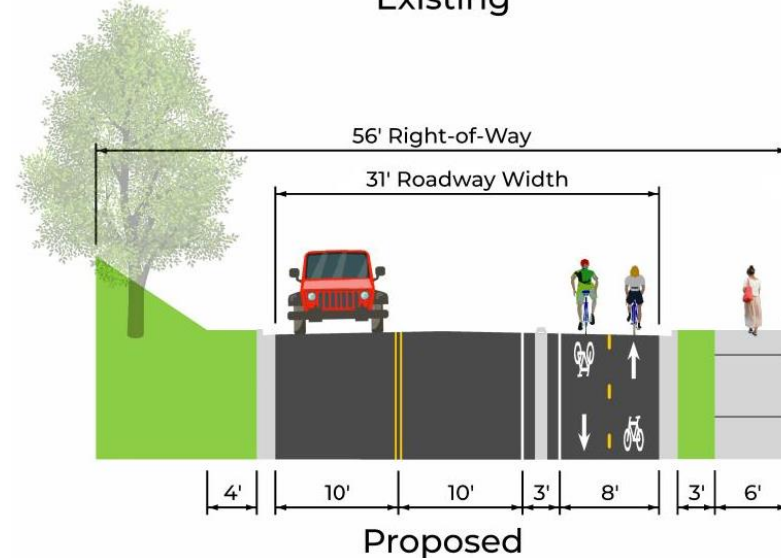
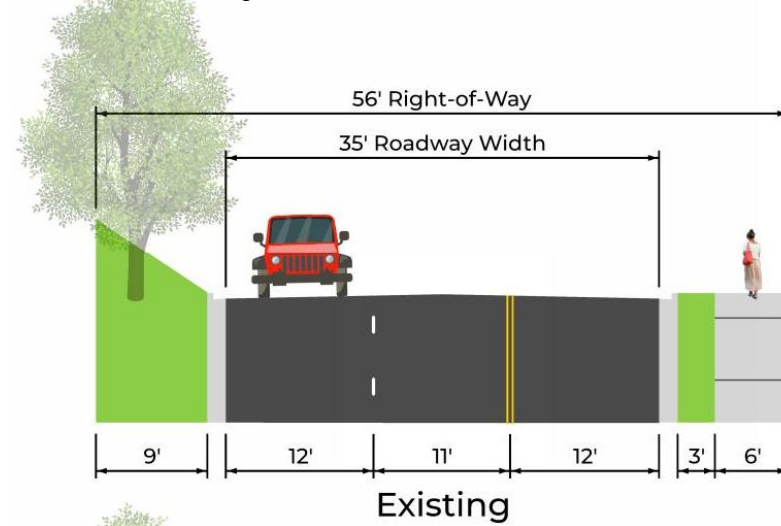


# TYPICAL SECTIONS: HOWARD STREET TO SOUTH BOULEVARD

Howard Street to Juneway Terrace



Juneway Terrace to South Boulevard



# CONCEPT DESIGN: HOWARD STREET TO SOUTH BOULEVARD



Continued on Next Slide

1. Protected Two-Way Cycle Track
2. Sidewalk Widened on West Side of Chicago (Juneway to Mulford)
3. Crosswalk and Crossbike added at Mulford Street
4. Crosswalk Improvements at South Boulevard
5. Public Space Activation Opportunities at South Gateway and South Boulevard

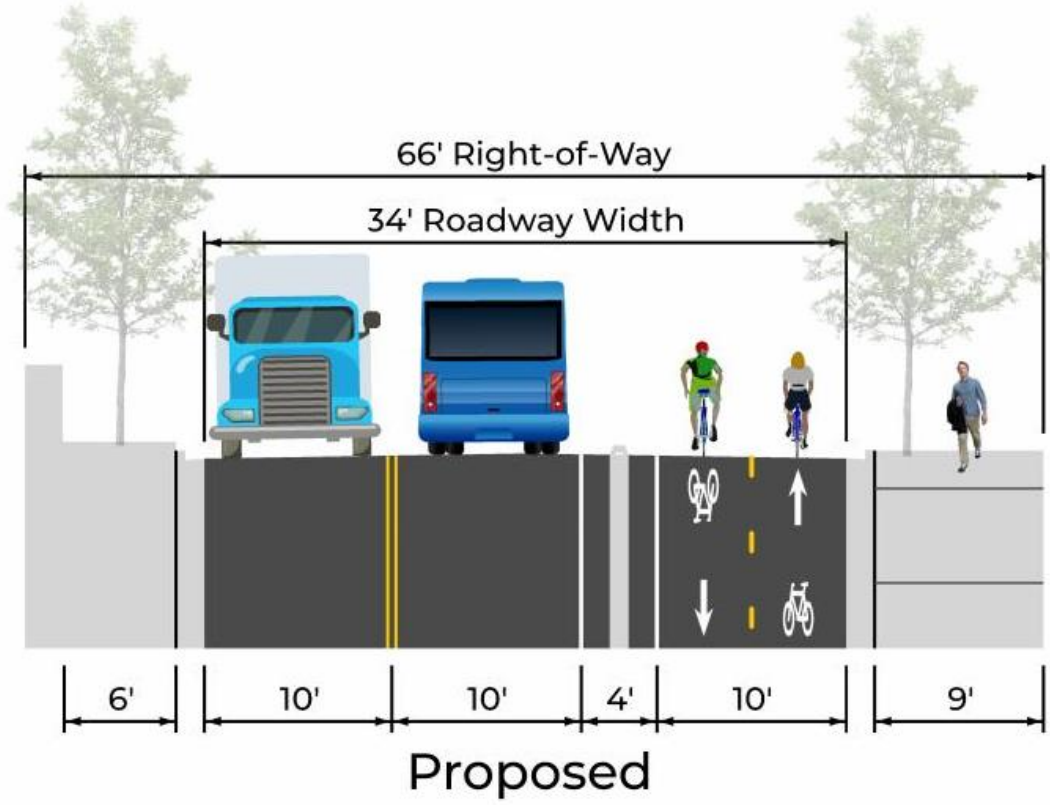
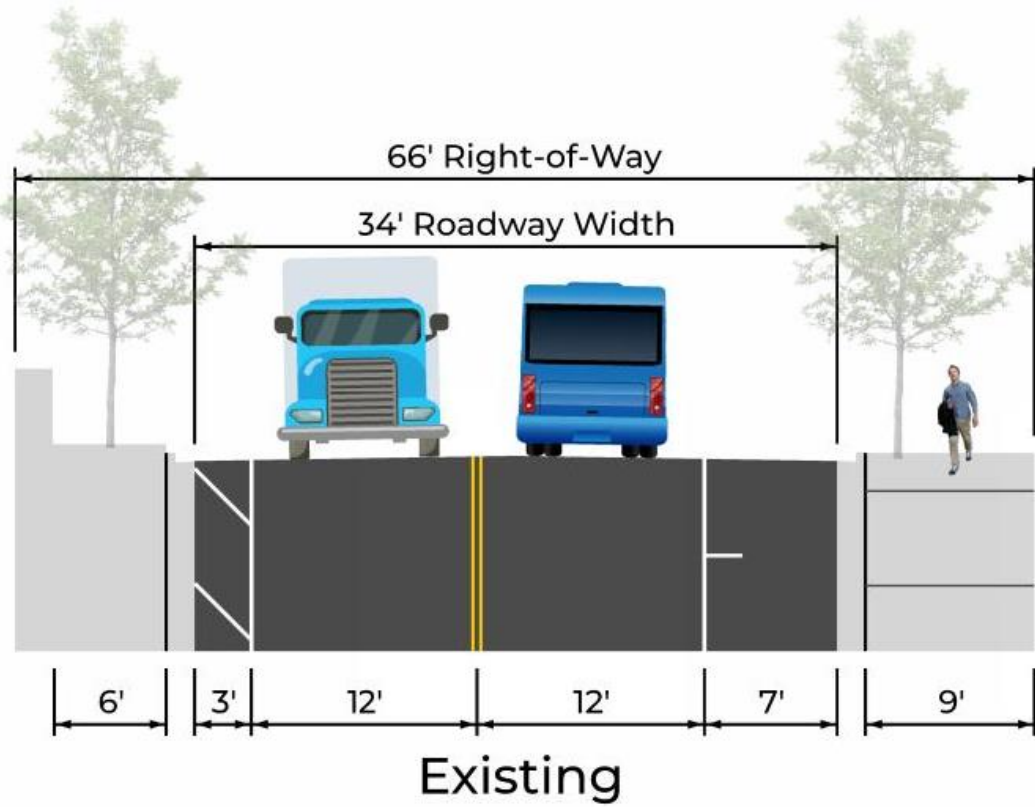
# CONCEPT DESIGN: HOWARD STREET TO SOUTH BOULEVARD

Continued from Previous Slide



1. Protected Two-Way Cycle Track
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5. Public Space Activation Opportunities at South Gateway and South Boulevard

# TYPICAL SECTION: SOUTH BOULEVARD TO MAIN STREET



# CONCEPT DESIGN: **SOUTH BOULEVARD TO MAIN STREET**



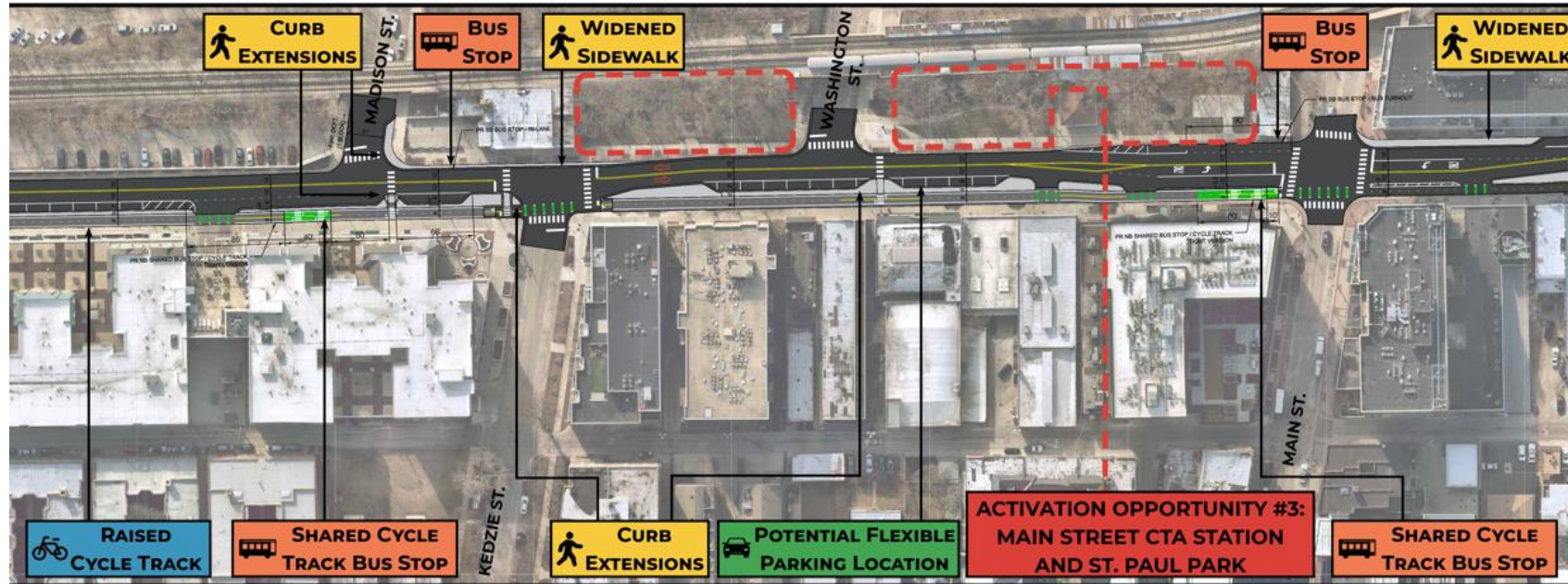
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Next Slide

1. Protected two-way cycle track, raised from Keeney to Main Street
2. Curb extensions, wider sidewalks, and new crosswalks at Madison Street, Washington Street, and Main Street
3. Loading zone near Kedzie Street
4. Public Space Activation Opportunities at South Boulevard and Main Street CTA station



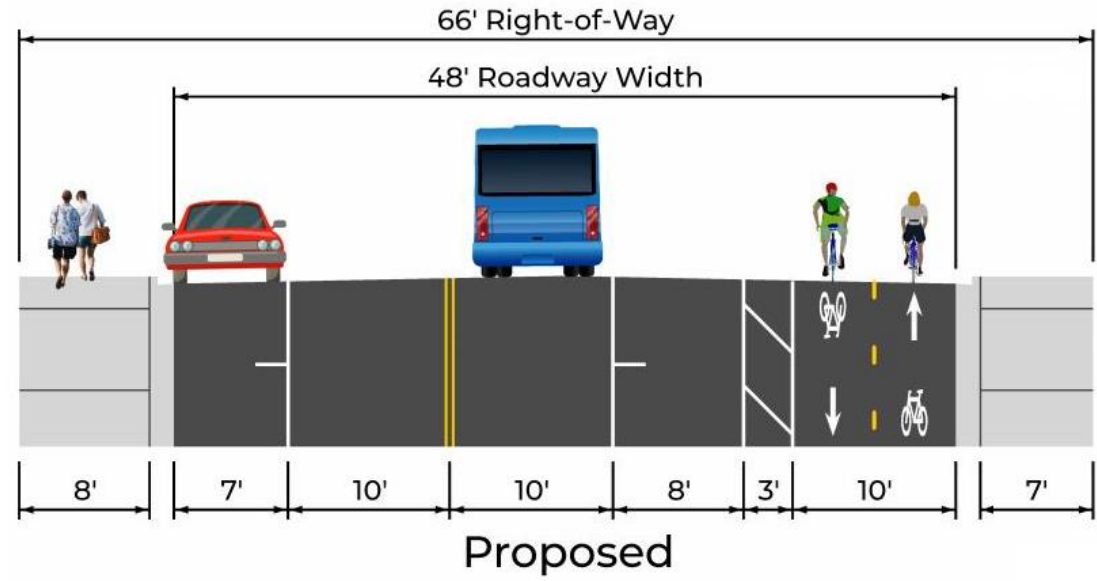
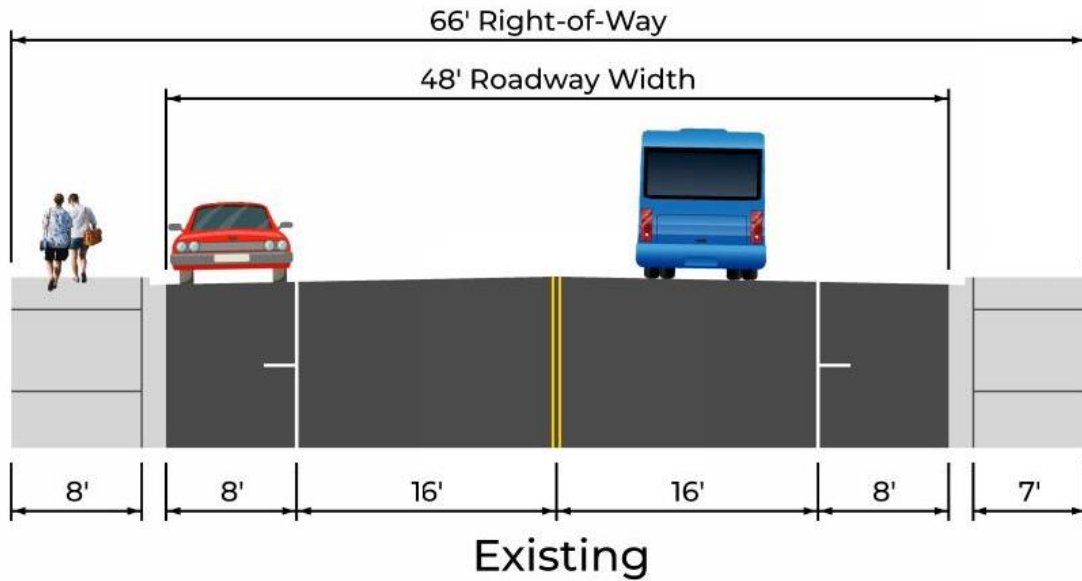
# CONCEPT DESIGN: **SOUTH BOULEVARD TO MAIN STREET**

Continued from Previous Slide



1. Protected two-way cycle track, raised from Keeney to Main Street
2. Curb extensions, wider sidewalks, and new crosswalks at Madison Street, Washington Street, and Main Street
3. Loading zone near Kedzie Street
4. Public Space Activation Opportunities at South Boulevard and Main Street CTA station

# TYPICAL SECTION: MAIN STREET TO DEMPSTER STREET



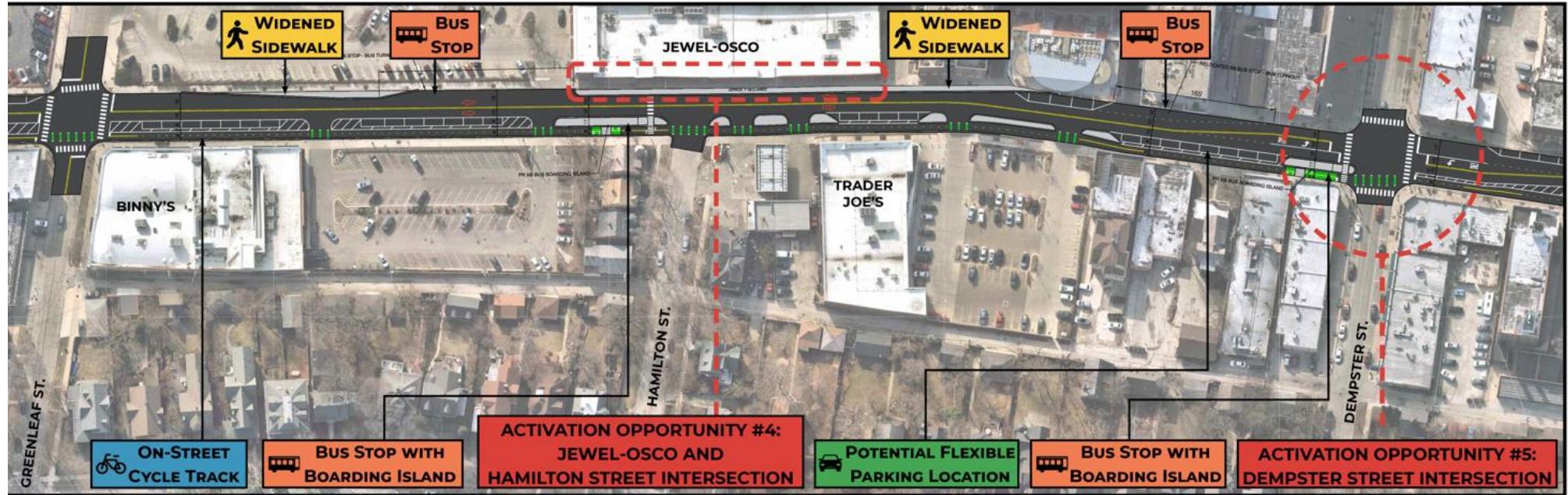
# CONCEPT DESIGN: MAIN STREET TO DEMPSTER STREET



Continued on Next Slide

1. Protected two-way cycle track
2. Bus boarding islands at Hamilton and Dempster Streets
3. Sidewalk widened on west side of Chicago at Main and from Greenleaf to Dempster
4. 8 curb extensions on west side from Main to Greenleaf
5. Crosswalk improvements at Main, Greenleaf, and Hamilton
6. Public Space Activation Opportunity in front of Jewel-Osco

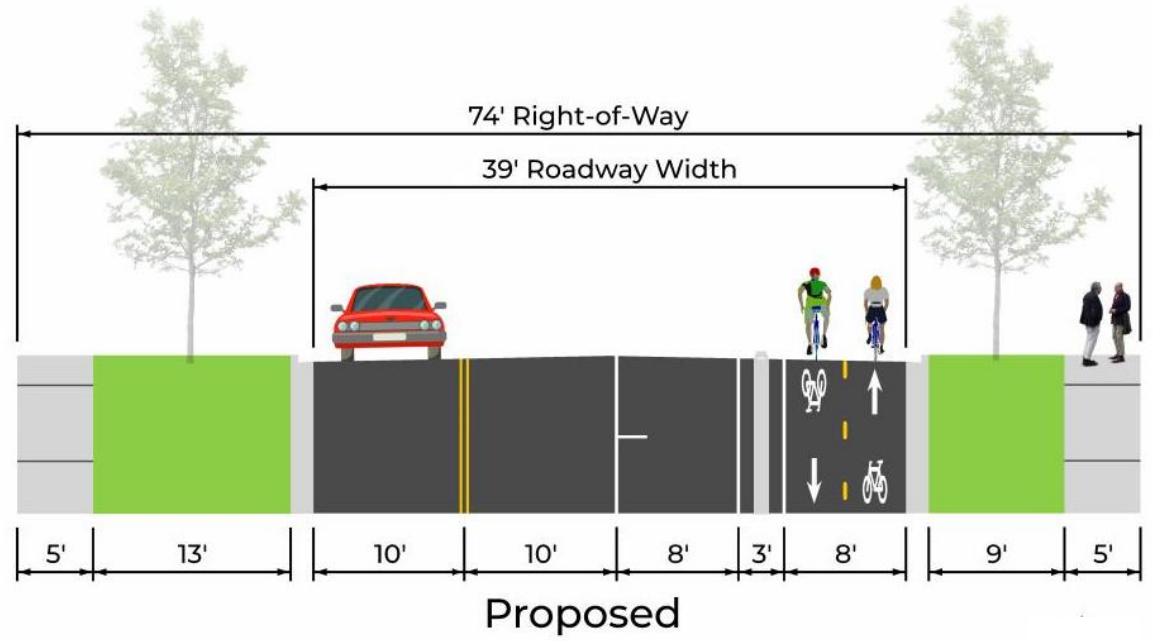
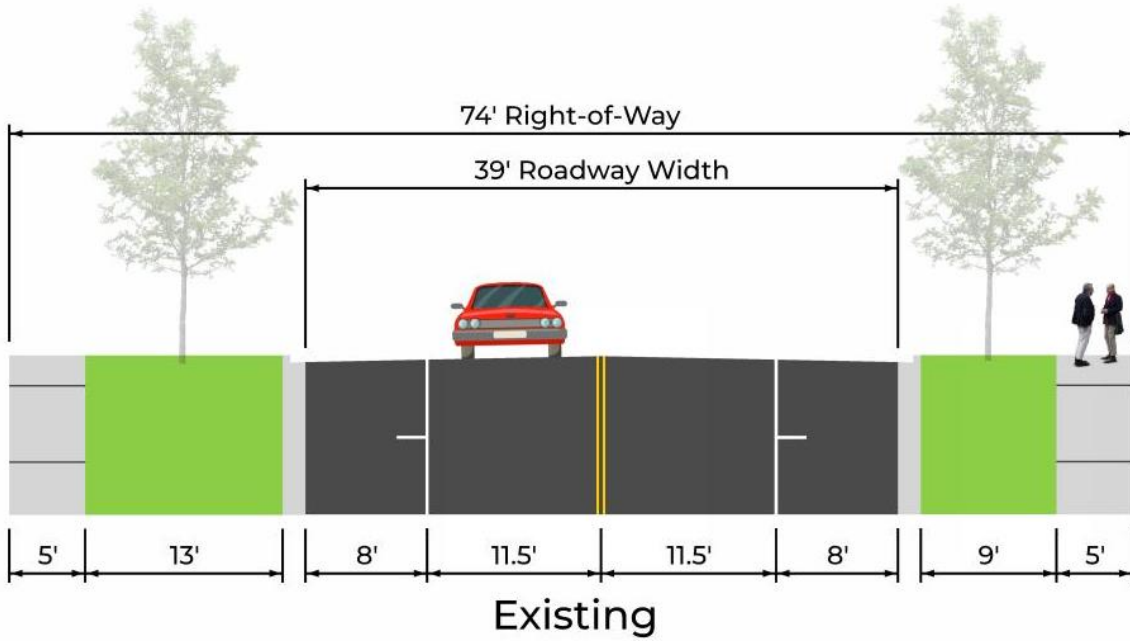
# CONCEPT DESIGN: MAIN STREET TO DEMPSTER STREET



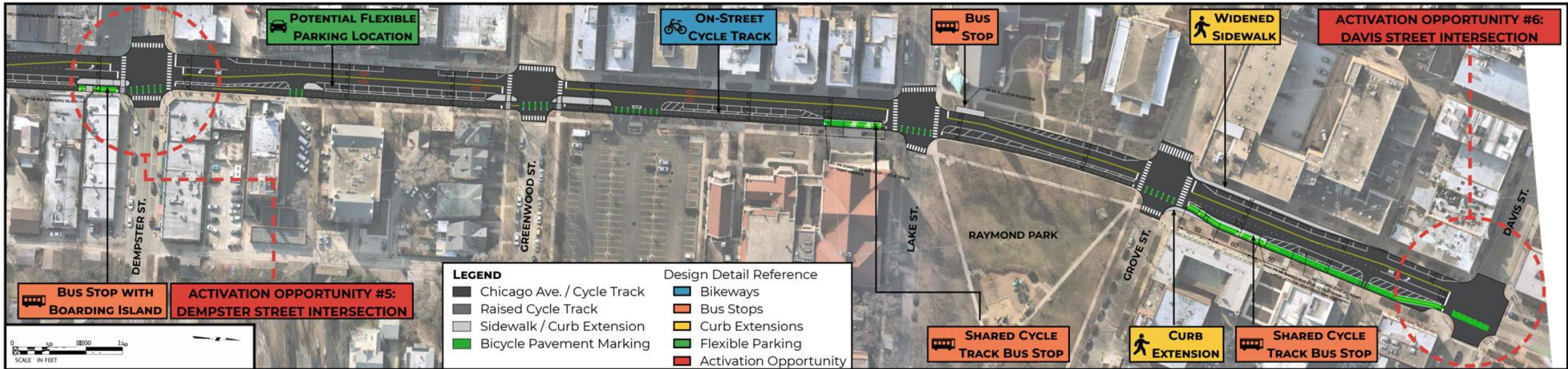
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1. Protected two-way cycle track
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5. Crosswalk improvements at Main, Greenleaf, and Hamilton
6. Public Space Activation Opportunity in front of Jewel-Osco

# TYPICAL SECTION: **DEMPSTER STREET TO DAVIS STREET**



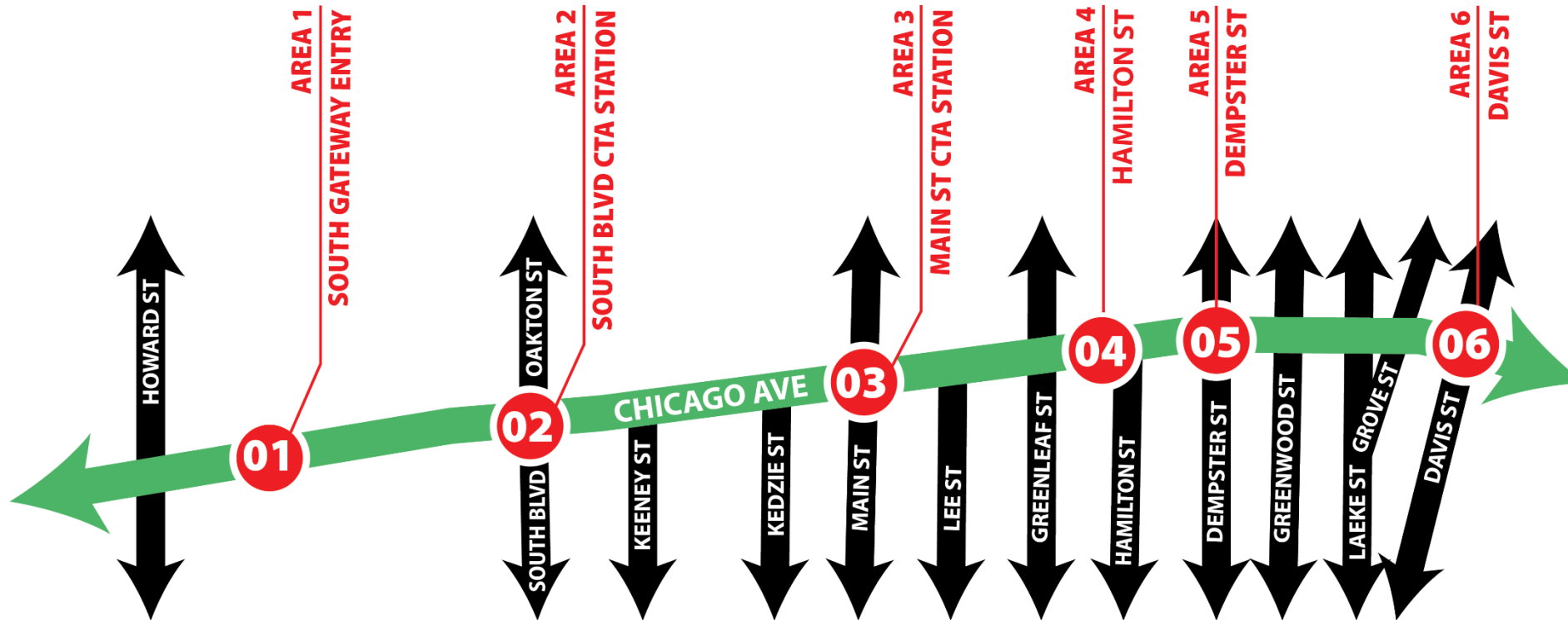
# CONCEPT DESIGN: **DEMPSTER STREET TO DAVIS STREET**



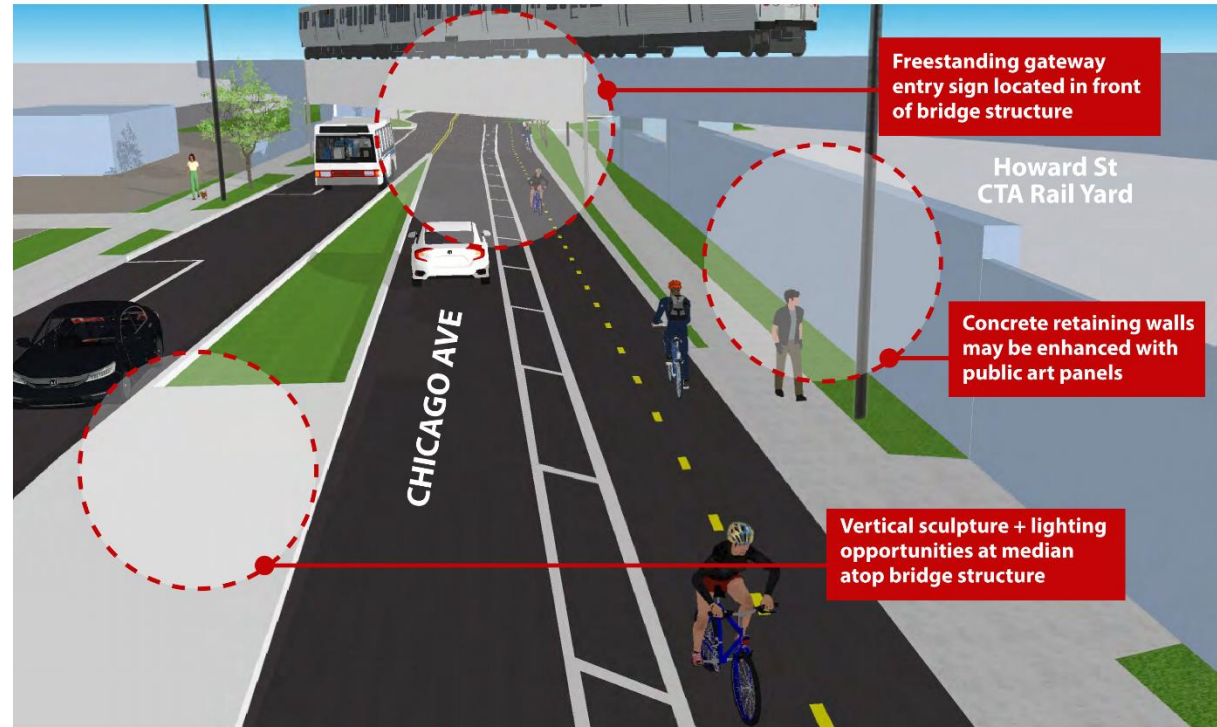
1. Protected two-way cycle track connecting to existing bike lanes north of Davis Street
2. Bus boarding island at Dempster Street
3. Curb extensions and a widened sidewalk at Grove Street
4. Refreshed crosswalks throughout
5. Public Space Activation Opportunities at Dempster Street and Davis Street intersections

# PUBLIC SPACE ACTIVATION

- Opportunities to activate public space were identified based on public input
- Activation opportunities are described at 6 key areas along the corridor
- These sites are outside of the Chicago Avenue right-of-way over which the City of Evanston has control, but they represent opportunities to partner with other organizations
- Concepts may be applied to other locations as interest and funding permit



# 1. SOUTH GATEWAY ENTRY



Looking North

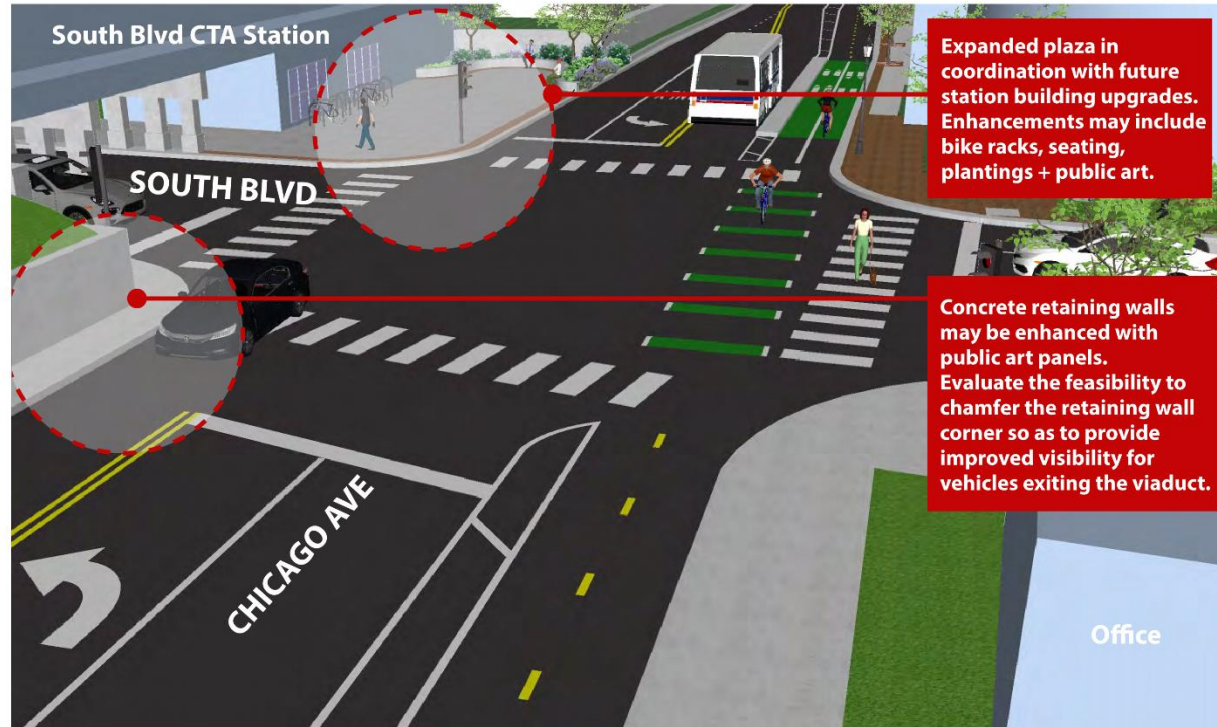
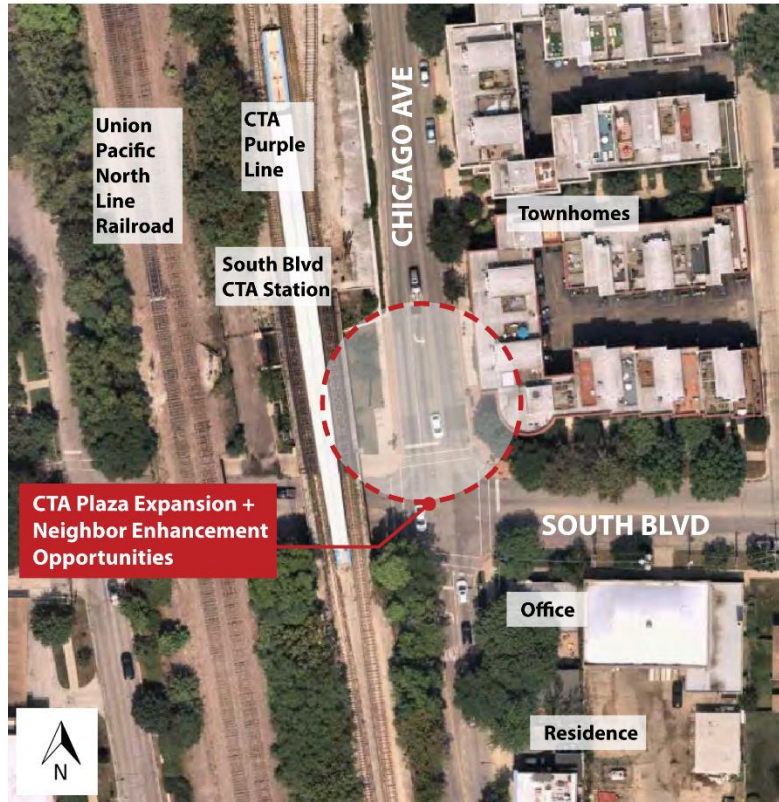


## Potential Enhancement Opportunities:

- Vertical sculpture and lighting
- Public art and vertical planting treatments on concrete walls
- Free-standing Evanston gateway signage



# 2. SOUTH BOULEVARD INTERSECTION



Looking North-West



## Potential Enhancement Opportunities:

- Public art and vertical planting treatments on retaining walls
- Expanded South Boulevard CTA plaza area with bike racks, seating, plantings, and public art

# 3. 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



Potential Enhancement Opportunities:

- Use of a retaining wall to create a flat plaza space at the Main Street CTA station
- Addition of seating, canopies, lighting, bike racks, plantings, and public art

# 4. JEWEL-OSCO + HAMILTON INTERSECTION



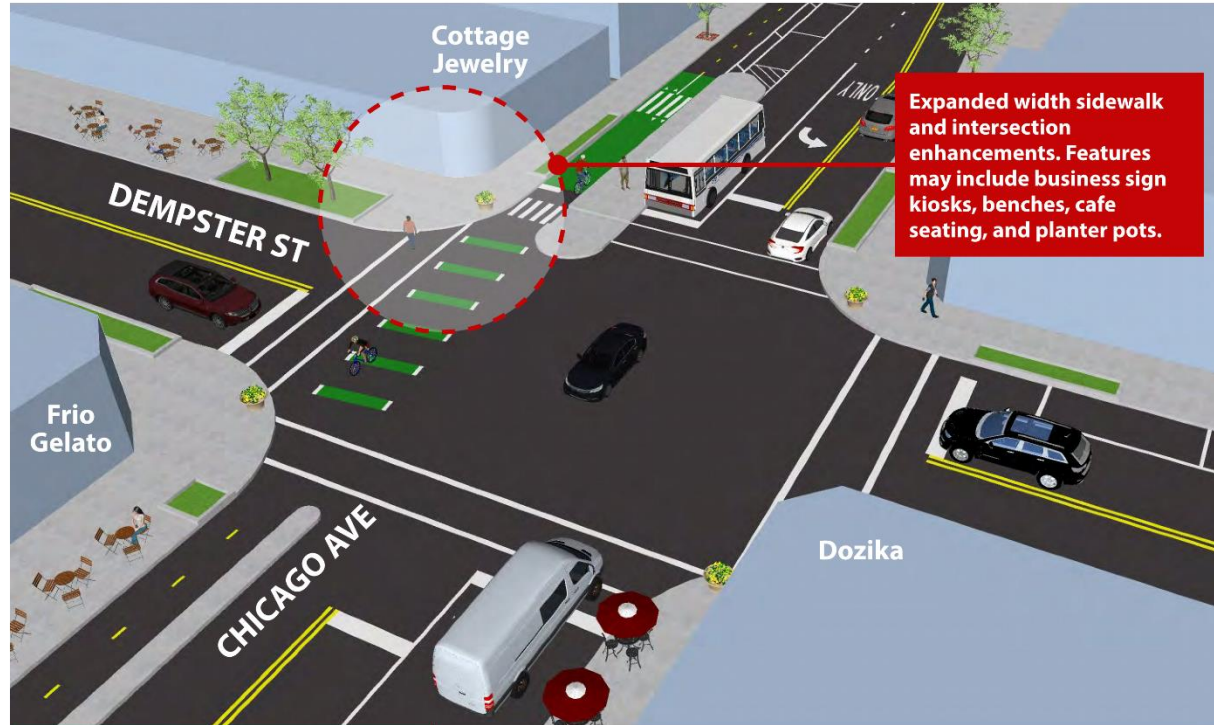
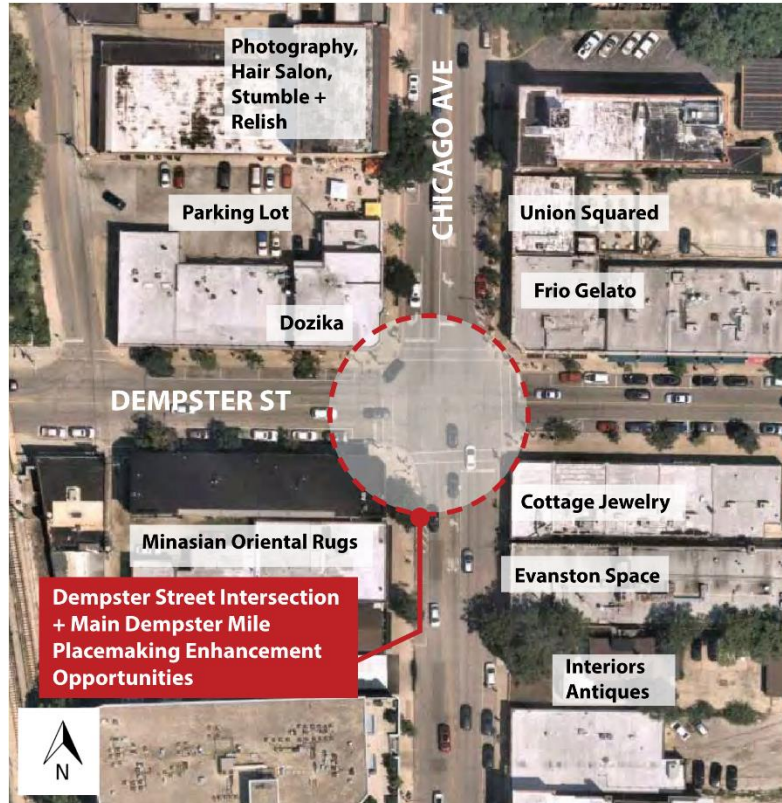
Looking North-West



Potential Enhancement Opportunities:

- Widened sidewalk in front of Jewel-Osco
- Intersection enhancements and crossing treatments
- Tree plantings, bollards, and bike racks

# 5. DEMPSTER STREET INTERSECTION



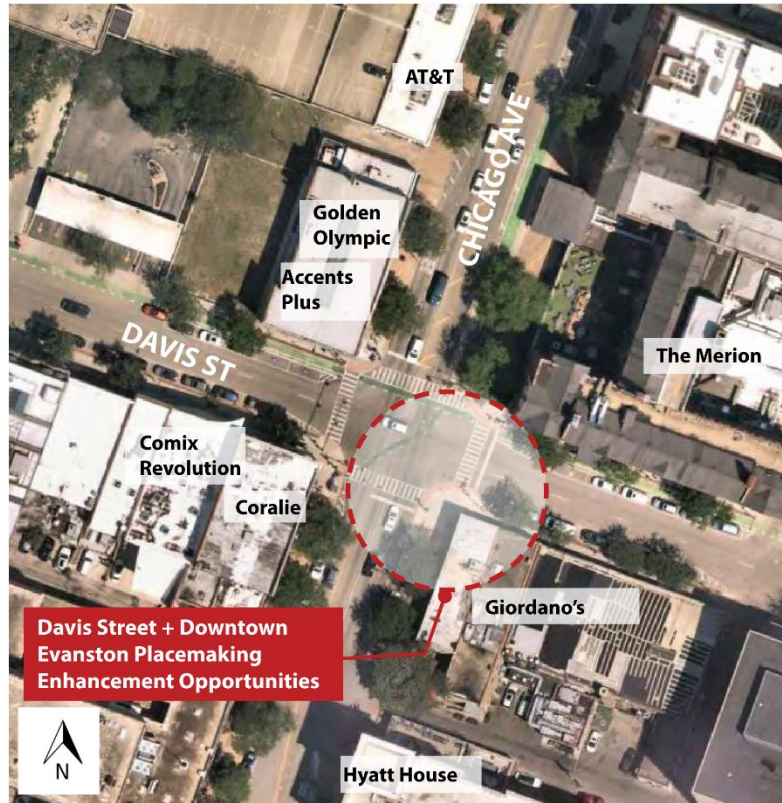
**Looking South-East**



## Potential Enhancement Opportunities:

- Widened sidewalk and placemaking elements
- Intersection enhancements and crossing treatments
- Business sign kiosks, benches and café seating, and planters

# 6. DAVIS STREET INTERSECTION



Looking South-West



Potential Enhancement Opportunities:

- Widened sidewalk and placemaking elements
- Outdoor seating and cafes
- Business sign kiosks, public art, and planters

# NEXT STEPS

- Additional Agency Coordination
- IDOT Project Development Report
- Grant Applications to fund Detailed Engineering (Phase II)



**Your input is important to the City of Evanston and to the success of this project**

**Please provide written comments today, or visit [www.cityofevanston.org/ChicagoAvenueMultimodal](http://www.cityofevanston.org/ChicagoAvenueMultimodal)**



City of Evanston  
**Chicago Avenue**  
MULTIMODAL CORRIDOR IMPROVEMENTS

**THANK YOU**

[www.cityofevanston.org/ChicagoAvenueMultimodal](http://www.cityofevanston.org/ChicagoAvenueMultimodal)