NORTH SHORE CHANNEL TRAIL

Feasibility Study

Final Report | May 2025









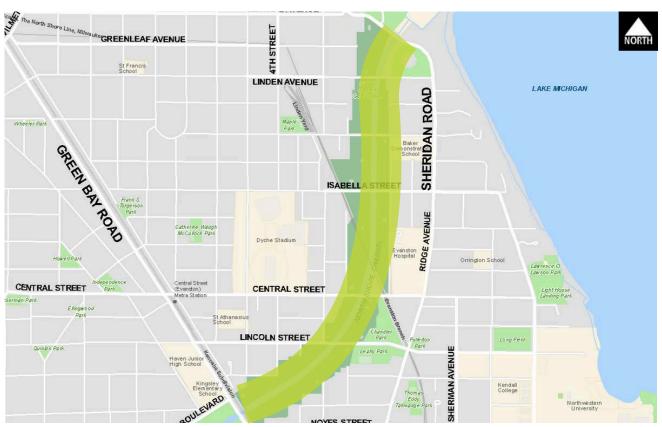
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ECTION

Project Introduction

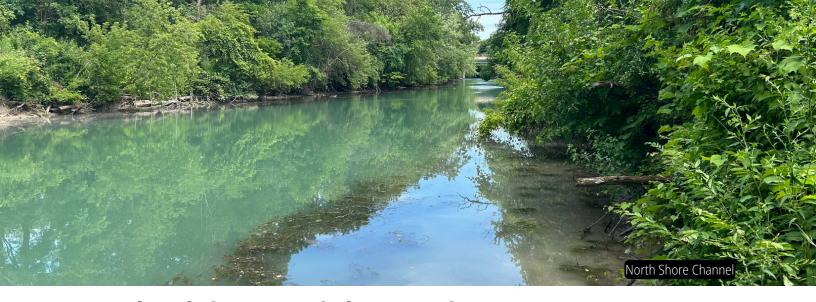
The Wilmette Park District – in partnership with the Village of Wilmette and City of Evanston – is leading a planning effort to explore connections for an off-road trail system between the existing multi-use path along the North Shore Channel south of Green Bay Road (near the Evanston Skate Park) to the existing bike lanes on Sheridan Road in Wilmette at the Baha'i House of Worship. The gap is approximately 1.5 miles long.



An interconnected trail system would provide continuous bike and pedestrian access to community destinations in the area, including Wilmette's 60-acre lakefront park, two CTA Purple Line stations, Northwestern University's Ryan Field, The Evans at Canal Shores golf course, Evanston Hospital, the Baha'i House of Worship and local businesses.

The Wilmette Park District applied for an Invest in Cook grant in March 2023 and received \$40,000 for a feasibility study to determine if the trails could be connected. The Village of Wilmette (Village) and City of Evanston (City) also provided resources for the study to determine if such a trail is feasible.





Goals of the Feasibility Study



Help the Park District, Village and City research, analyze and determine if and how a connection could be constructed along the North Shore Channel Trail



Provide a recommended plan, budget and timeline for the construction of a connection trail



Improve trail access to community destinations and under-served areas of Evanston and Wilmette



Connect existing trail systems across multiple municipalities



Provide safe and comfortable travel for bicyclists and pedestrians throughout the North Shore Channel corridor

Through community and stakeholder outreach and feedback, the most important features were determined to be:

Safety of the traveling public





Connectivity and integration with existing transportation infrastructure

Trail accessibility and compliance with the Americans with Disabilities Act





Mitigating impacts on local communities and resources, including The Evans at Canal Shores golf course

Supporting multiple modes of non-motorized transportation along the proposed trail





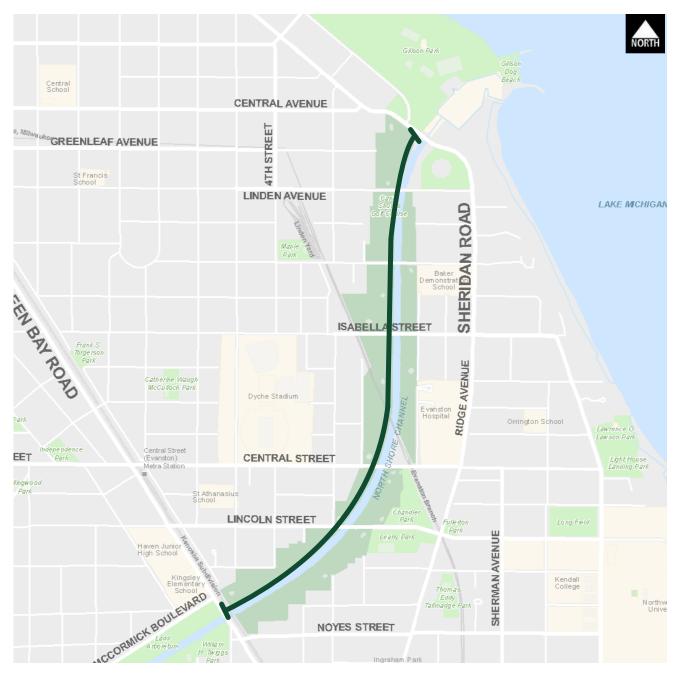
Preservation of natural amenities, green space and wildlife habitats

SECTION

Location/Jurisdiction

The proposed improvements are located within the Village of Wilmette and City of Evanston in Cook County, Illinois.

The proposed multi-use trail will exist along the North Shore Channel between Green Bay Road and Sheridan Road. The proposed trail will begin at the north end of the existing North Shore Channel Trail at Green Bay Road and continue along the North Shore Channel to Gillson Park on the north side of Sheridan Road.



The property containing the proposed multi-use trail is owned by the Metropolitan Water Reclamation District of Greater Chicago (MWRD) and leased to the Village of Wilmette and City of Evanston, who in turn lease to The Evans at Canal Shores golf course. The North Shore Channel is managed by the MWRD.

SECTION

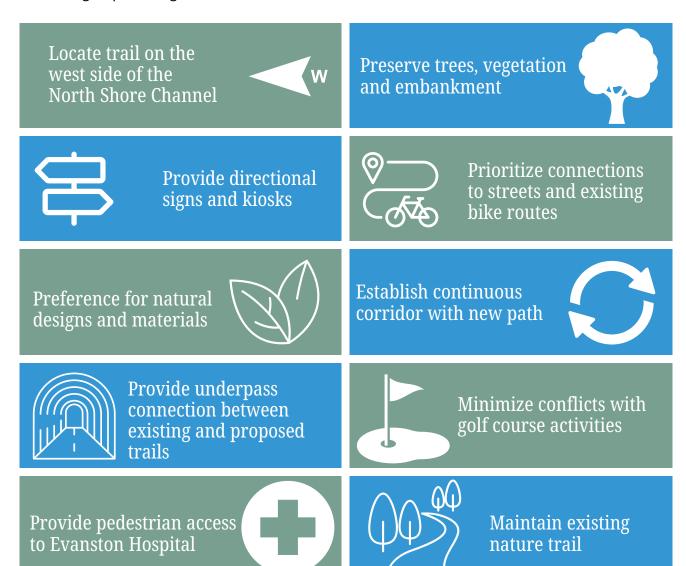
Community & Stakeholder Input

Focus Groups & Open Houses

Throughout this study, the project team met with representatives of the Wilmette Park District, Village of Wilmette, and City of Evanston to guide the feasibility study development. Community and stakeholder input was solicited via two online public surveys and four focus group meetings.

The following stakeholders were engaged to participate and distribute the survey and to attend focus groups meetings: Cook County Department of Transportation and Highways, Wilmette Park District, Village of Wilmette, City of Evanston, Evanston Environmental Association, Evanston Transit Alliance, Bike Wilmette, Canal Shores Golf Course, Women's Golf League, Wilmette Kenilworth Chamber of Commerce, Go Green Wilmette, RTA, Metra, CTA, Pace, Northwestern University, North Channel Community Rowing, Evanston North Shore Bird Club, Evanston Hospital, Bahai Temple, Haven School, Kingsley School, Baker Demonstration School, St. Athanasius School, Orrington School.

Four in-person focus groups took place at the Wilmette Community Recreation Center in August and December 2024. Refer to the report appendix for a list of meeting participants and input received at the focus group meetings.



Online Surveys & Interactive Maps

Two online surveys - which included interactive maps to comment on - were publicized and garnered more than 1,400 respondents. Common themes from the surveys and interactive maps included:

Construct bike facility to connect Twiggs Park trail to Sheridan Road bike lanes



Improve mobility and safety for all who walk, cycle or drive





Improve safety infrastructure at specific crossings



Emphasize connection and integration with existing infrastructure and assets

Enhance pedestrian facilities at popular locations, like parks, transit and schools



Connect to recreational points of interest





Provide an uninterrupted corridor from North Shore Trail to Gillson Park



Mitigate impacts on communities, golf course and local resources

Support multiple modes of transportation on the proposed trail



Preserve natural amenities, green space and wildlife habitats



ECTION

Existing Conditions/Use

The project area along the North Shore Channel contains The Evans at Canal Shores, a public golf course that exists on both sides of the channel. The channel banks are heavily vegetated and a nature trail runs along both sides of the channel. The nature trail passes below the eight existing bridges that span the channel throughout the project area. Several of these bridges carry local bike routes across the North Shore Channel through the Village of Wilmette and City of Evanston.

The North Shore Channel project area currently hosts a number of activities and users. The channel attracts kayakers, rowers, and those who enjoy fishing. The trail invites dog walkers, birdwatchers, and general recreational use. The golf course hosts a wide range of skill levels including introductory lessons for golfers.

Although regional bike routes exist at the

termini of the proposed trail, there is a gap and lack of connectivity between regional routes; namely, the existing North Shore Channel Trail (south of Green Bay Road), the Green Bay Trail, and the Sheridan Road bike route. Various disconnected facilities and points of interest have the potential of being connected; these places include: various schools, Evanston Hospital, Baha'i House of Worship, Gillson Park, various parks, CTA stations, Divvy bike stations, Northwestern University's Ryan Field, and local business districts.



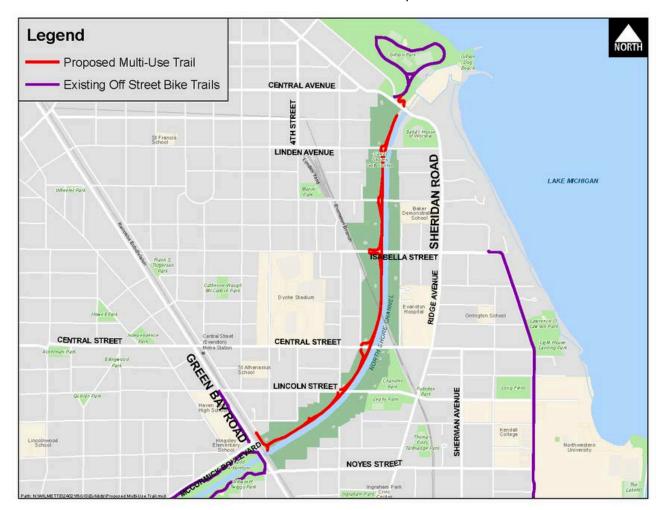


SECTION

Proposed Improvements & Features

An important purpose of the proposed improvements is to provide a safe, comfortable, and attractive experience for trail users to travel along the North Shore Channel. Another important purpose of the proposed improvements is to provide connectivity between disconnected regional and local bike routes and to provide trail users with access to local points of interest.

This project proposes constructing a paved, 10-foot-wide multi-use trail, with two-foot shoulders on both sides, for a total width of 14 feet. The trail will travel 1.5 miles along the west side of the North Shore Channel between Green Bay Road and Sheridan Road. The west side was the preference identified by project stakeholders, primarily for ease of connection. At the southern terminus – Green Bay Road – the proposed trail will connect to the existing North Shore Channel Trail and continue north along the west side of the Channel to the Gillson Park lakefront pedestrian trail entrance at the northern terminus – the Sheridan Road underpass.

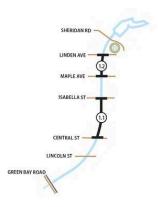


The proposed alignment offers an uninterrupted offroad corridor for trail users to travel from south of Green Bay Road to Sheridan Road and Gillson Park.

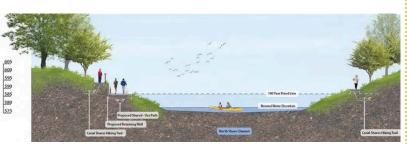
Proposed Mainline Path

The study investigates two path alternatives for the proposed alignment between Green Bay Road and Sheridan Road.

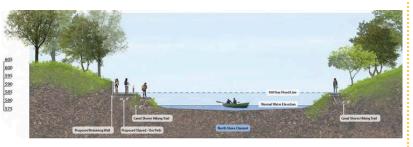
Alternative #1



The first alternative consists of cutting a 14-foot-wide trail into the current bank, above the 100-year flood elevation. The path would be 10 feet wide with two-foot-wide shoulders on both sides. This alternative would also include a retaining wall along the outside of the path.

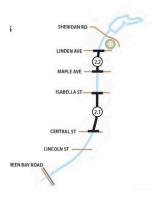


1.1 Typical Section from Central to Isabella St. (Looking north)



1.2 Typical Section from Maple Ave. to Linden Ave. (Looking north)

Alternative #2



The second alternative consists of an elevated path constructed on cylindrical concrete piers along the west edge of the channel. This alternative would be located approximately 20 feet closer to the channel than Alternative #1. The top of the 14-foot-wide pedestrian bridge path would be constructed above the 100-year flood elevation.



2.1 Typical Section from Central to Isabella St. (Looking north)



2.2 Typical Section from Maple Ave. to Linden Ave. (Looking north)

Proposed Connections & Termini

This feasibility study investigated several alternatives to provide access to the proposed trail at the southern terminus north of Green Bay Road. These alternatives include pedestrian bridge options over the channel that would provide access to the proposed trail from the east side of the North Shore Channel via Noyes Street or Grant Street, and underpass options along the channel or beneath the Union Pacific railroad embankment. (It is not recommended to use the existing cart path bridge across the North Shore Channel because it is not wide enough for trail use and widening the bridge is not an economical option.) While on-street connections are feasible, they are not within the scope of this study. All proposed connections require further coordination with The Evans at Canal Shores, MWRD, and Union Pacific Railroad.

Connection Alternatives Considered



Connecting the existing North Shore Channel Trail to the proposed path via an underpass below Green Bay Rd. and the railroad bridge OR at-grade across Green Bay Rd. and through the railroad embankment



Connecting Noyes St. to Poplar Ave. via a bridge adjacent to the railroad bridge over the North Shore Channel



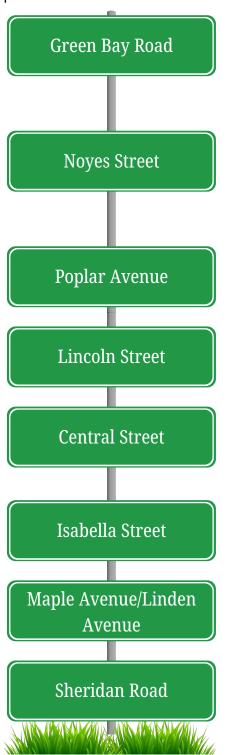
Connecting Noyes St. to Poplar Ave. via the existing pedestrian bridge northeast of Green Bay Rd.



Connecting Noyes St. to Colfax St. via a bridge in The Evans at Canal Shores golf course

Connections To Existing Routes

The proposed layout of the trail provides connections to the existing routes that cross the North Shore Channel between Green Bay Road and Sheridan Road: Poplar Avenue, Lincoln Street, Central Street, Isabella Street, Maple Avenue, and Linden Avenue. These proposed connections were identified as preferred locations because the routes contain existing bike routes or connections to points of interest.



If the option for an underpass below the Green Bay Road bridge and the adjacent railroad bridge is approved, the proposed path will create an uninterrupted 1.8-mile shared-use corridor from the Ladd Arboretum along the existing North Shore Trail all the way to Gillson Park.

The connection at the southern project terminus to the North Shore Trail and Noyes Street provides a connection to Northwestern University, Noyes CTA "L" Station, downtown Evanston, Evanston Ecology Center, Ladd Arboretum, Evanston Skate Park, Twiggs Park, and grade schools.

The connection at Poplar Avenue connects the proposed trail with the Green Bay Trail.

The proposed connection to Lincoln Street provides access to local grade schools, Northwestern University, and parks.

Central Street will provide the trail access to Evanston Hospital, Central CTA "L" station, Divvy bike rentals, Orrington Elementary School, Lighthouse beach, Lawrence O Lawson Park, Ryan Field, and Central Street Commercial District.

Isabella Street provides access to Sheridan Road and Asbury Avenue bike routes.

Maple Avenue offers a connection to Linden CTA "L" Station, the 4th & Linden Commercial District, and the Baha'i Worship Center.

The proposed path's connection to Sheridan Road provides access to Gillson Park and Beach, downtown Wilmette, downtown Evanston, and Northwestern University and the Sheridan Road bike lane.

SECTION

Recommendations

Mainline Path Alternatives Comparison

	Alternative 1: Path Cut into Channel Bank	Alternative 2: Elevated Path on Piers
Constructability		✓
Minimized Impact on Natural Environment		
Minimized Impact on Channel Waterway		
Minimized Impact on Nature Trail		
More Separation from Golf Course		
Lower Design & Construction Costs		
Project Design Timeline		
Construction Timeline		
Less Complex		
Community Interest		
Safety, Accessibility, Connectivity		

Proposed Connections Alternative Comparison

	Pedestrian Underpass	Pedestrian Bridge 1	Pedestrian Bridge 2	Pedestrian Bridge 3
Constructability	1	V		
Minimized Impact on Natural Environment	1			
Minimized Impact on Channel Waterway		V		
Minimized Impact on Nature Trail	1			
More Separation from Golf Course	1			
Lower Design & Construction Costs		V		
Project Design Timeline	1			
Construction Timeline		V		
Less Complex			1	
Community Interest	1			
Safety, Accessibility, Connectivity	1			



Mainline Path Recommendation

Based on the results of this study, both trail options and all connection options are feasible. The public has shared mixed responses to trail options and connections, citing costs and environmental impacts as key concerns. During Survey #2, the Trail on Structure alternative was generally preferred over the Embankment Trail alternative. Community open-ended responses suggest additional study is required to better understand impacts to the existing hiking trails, trees and surrounding environment, as well as project and maintenance costs.

Although the west side of the North Shore Channel was chosen as the preferred side based on proximity to the existing Green Bay Trail to the north, the east side is likely as feasible. Due to a history of very poor soils along the channel, both trail alternatives are expected to have similar costs, as they may both require pile supports.

All connection alternatives should be carried forward as significant coordination is still required with MWRD, The Evans at Canal Shores golf course, the Union Pacific Railroad, and others. There is not enough information available at this time to provide an estimate of construction costs, however, we have estimated the cost of the next step (Phase I engineering) to be \$2 million to \$3 million.

Next steps should include identifying **a project sponsor(s)** and pursuing Phase I engineering dollars. A timeline for the Phase I study may be found below. Additional community outreach and feedback should be gathered during the next phase of planning to confirm design decisions, including potential trail connections and design treatments.

			2025										2026									
Perce	ent of Budget	Phase I Engineering	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August
1%	\$20,000	Data Collection																				
7%	\$140,000	Topographic Survey																				
7%	\$140,000	Environmental Surveys & Studies																				
4%	\$80,000	Alternative Analysis & 15% Design																				
5%	\$100,000	Public Involvement																				
15%	\$300,000	30% Design																				
15%	\$300,000	GeotechnicalInvestigations																				
2%	\$40,000	IDOT/Agency Geometric/Traffic Review																				
6%	\$120,000	Hydraulic Reports																				
20%	\$400,000	Structural T,S&L																				
5%	\$100,000	Public Involvement																				
5%	\$100,000	Project Development Report																				
1%	\$20,000	Design Approval																				

Exhibits

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Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET

CHICAGO, ILLINOIS 60611-3154

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312.751.6557 f: 312.751.6598 morakaliss@mwrd.org

March 28, 2025

Daniel O'Connell, Project Engineer Christopher B. Burke Engineering, Ltd. 9575 W. Higgins Road, Suite 600 Rosemont, IL 60018

Sent via email to: doconnell@cbbel.com

RE: Review of Wilmette Park District's preliminary plans for a shared-use path on the west side of the North Shore Channel from Green Bay Road to Sheridan Road on the District's North Shore Channel Parcels 1.05, 1.06, 1.08, 1.11, 2.05, 2.07, and 2.09 in Evanston and Wilmette, Illinois; Lease No.'s L-186 (Wilmette Park District) and L-063 (City of Evanston); File No. 25-MZ-001

Dear Mr. O'Connell,

The Metropolitan Water Reclamation District of Greater Chicago ("MWRD") received your preliminary plans submitted on behalf of Wilmette Park District ("Park District") by Christopher B. Burke Engineering, Ltd. for the Park District's request for an elevated pathway along the North Shore Channel. The MWRD has multiple concerns regarding the proposed path on the west side of the North Shore Channel and submits the following comments in response:

- The North Shore Channel is recognized as a navigable waterway. Any construction within the channel requires a permit from the United States Army Corps of Engineers.
- Any construction within the waterway may potentially restrict flow and reduce the channel's storage and conveyance capacity during rain events. A hydraulic study should be conducted to assess the hydraulic capacity and volume losses associated with the proposed project and the study should be submitted to the MWRD for review as soon as practicable.
- MWRD infrastructure and the North Shore Channel should be protected at all times and kept clear of construction debris. The MWRD's North-Side-11A Interceptor crosses the path of the project at Central Street, and also near the Wilmette Pumping Station at Sheridan Road. The proposed project design should avoid all above and below-ground MWRD infrastructure, including the construction of piers above or near the MWRD facilities. Furthermore, the elevated path and its structures should be designed not to interfere with any tide gate or other outfall structures.
- The path and its structures should not impede access for MWRD boat operations along the North Shore Channel. The turnaround location for the debris boats is approximately 200 feet downstream of the Wilmette Pump Station Bridge. The proposed walkway location

- should be designed such that it does not increase the difficulty of the MWRD's maintenance of the west bank via debris boats and consider MWRD boat operations, including the ability to turn the debris boats around.
- The design of the path should mitigate debris build-up underneath the structure, especially around the piers. In addition, the design should ensure that the areas underneath the walkway do not become inaccessible to the MWRD's debris boat boom. The Park District should consider placing the piers out of the water (normal water level) and further up the slope of the channel bank to prevent interference with debris boat operations.
- The design should include markings clearly delineating the path under the Sheridan Road Bridge. The MWRD also uses this area for work and parking. Clear markings and signage which includes markings on the pavement of the trail would help keep the public and the MWRD usage separate. The designated path should be closer to the Generator Building rather than the Pump Station, and further from the canal, to allow sufficient space for District personnel to conduct maintenance and lakeside activities.
- Since the proposed project includes greater than 0.50 acre of development and development in the flood protection area (FPA), a Watershed Management Ordinance (WMO) permit will be required. A WMO permit application and plan set should be submitted for the MWRD's review and approval. The procedures for electronic submissions, as well as the WMO, Technical Guidance Manual, and permit forms can be found at www.mwrd.org/wmo. Permit and plan documents should be submitted electronically via the WPASS system.
- Specific items for the Park District to consider during the WMO permit process are:
 - o Paths less than or equal to 14 feet in width, pervious land to remain pervious, and certain outdoor accessory features may be considered open space development, which is not subject to \$503 volume control or \$504 detention requirements.
 - o Development on property holdings immediately adjacent to the North Shore Channel is not subject to §504 detention requirements, per §504.19.B.
 - o Development within the FPA, including Zone A floodplain and riparian environments, must meet WMO Article 6 requirements.

If you believe a meeting with the technical departments of the MWRD may aid the Park District and your firm during your planning, please do not hesitate to contact me and I can arrange such a meeting.

Margarett Zilligen Senior Attorney

BJD:MSZ:vp

cc: wuf@mwrd.org; durkinm@mwrd.org; staudachere@mwrd.org
mkerr@cbbel.com; jmariano@teskaassociates.com; mresnick@wilpark.org;
matthewarooney@gmail.com

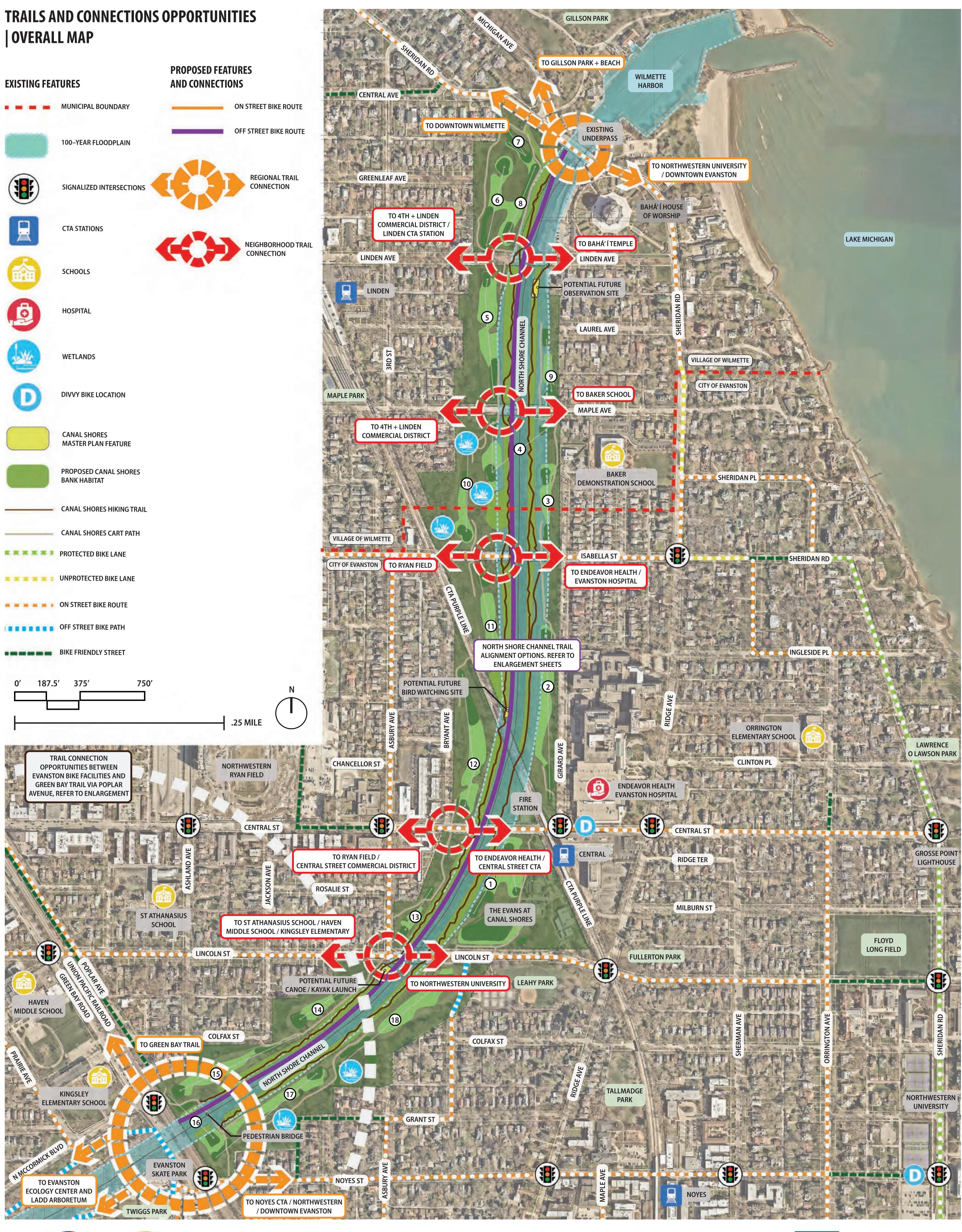




















TRAILS AND CONNECTIONS OPPORTUNITIES | ENLARGEMENT MAP **EXISTING FEATURES CANAL SHORES MASTER PLAN FEATURES EXISTING FEATURES AND CONNECTIONS** PROPOSED FEATURES AND CONNECTIONS **CANAL SHORES CANAL SHORES HIKING TRAIL** 100-YEAR FLOODPLAIN ON STREET BIKE ROUTE **MASTER PLAN FEATURE CANAL SHORES CART PATH MULTI-USE PATH TRAIL OPTION 1 OR 2 PROPOSED CANAL SHORES SIGNALIZED INTERSECTIONS BANK HABITAT** (U1)**OPTION U1: PEDESTRIAN UNDERPASS CONNECTION** PROTECTED BIKE LANE (B1) **OPTION B1: PEDESTRIAN BRIDGE CONNECTION** UNPROTECTED BIKE LANE **CTA STATIONS** (B2) **OPTION B2: PEDESTRIAN BRIDGE CONNECTION** ON STREET BIKE ROUTE **SCHOOLS** (B3) OFF STREET BIKE ROUTE **OPTION B3: PEDESTRIAN BRIDGE CONNECTION (S1) BIKE FRIENDLY STREET OPTION S1: ON STREET BIKE ROUTE CONNECTION WETLANDS DIVVY BIKE LOCATION** TRAIL CONNECTION OPPORTUNITIES BETWEEN NORTHWESTERN **EVANSTON BIKE FACILITIES AND GREEN BAY TRAIL CHANCELLOR ST** VIA POPLAR AVENUE, REFER TO ENLARGEMENT CENTRAL ST **CENTRAL ST HARRISON ST** ON WEED TO SHAPE TO S ST ATHANASIUS SCHOOL NORTH SHORE CHANNEL TRAIL ALIGNMENT OPTIONS. REFER TO ENLARGEMENT SHEETS UNDERPASS AND BRIDGE CONNECTION OPTIONS, REFER LINCOLN ST TO ENLARGEMENT MIDDLE SCHOOL **ON STREET CONNECTIONS OPTION COLFAX ST B3** 15 **KINGSLEY ELEMENTARY SCHOOL GRANT ST PEDESTRIAN BRIDGE** EVANSTON SKATE PARK NOYES ST NOYES ST **LEONARD PL PAYNE ST EVANSTON ECOLOGY CENTER**





INTERNATIONAL

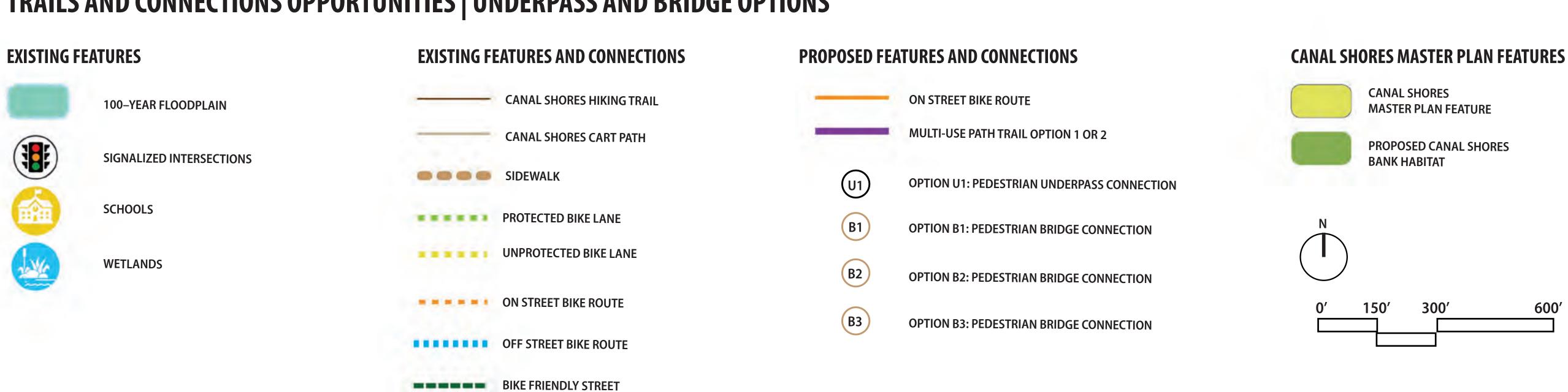
FRIENDSHIP GARDEN





SIMPSON ST

TRAILS AND CONNECTIONS OPPORTUNITIES | UNDERPASS AND BRIDGE OPTIONS





15 KINGSLE I
ELEMENTARY SCHOOL KINGSLEY dimminit. PEDESTRIAN BRIDGE EVANSTON SKATE PARK NOYES ST

Underpass Option 1 (U1): Connecting Green Bay Road to Proposed Shared-Use Path

Bridge Option 1 (B1): Connecting Noyes Street and Poplar Avenue





Bridge Option 2 (B2): Connecting Noyes Street and Poplar Ave

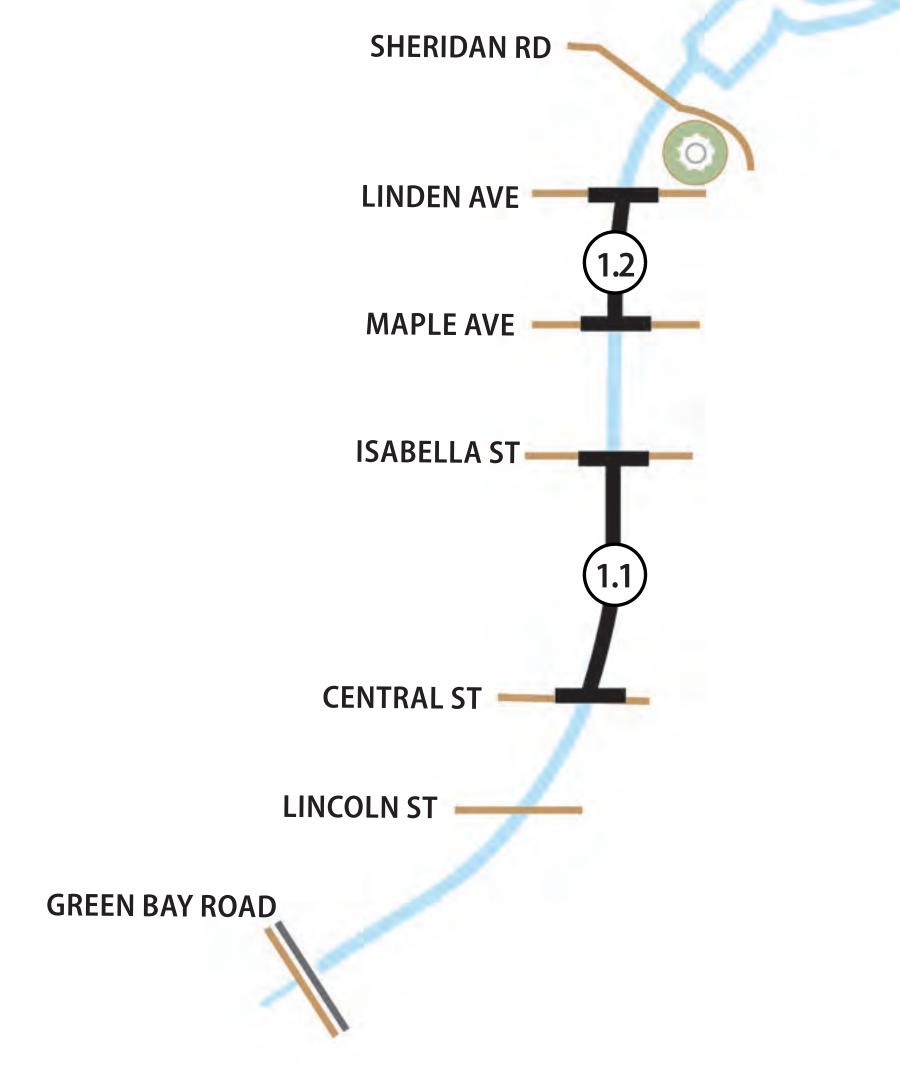
Bridge Option 3 (B3): Connecting Noyes Street and Colfax Street

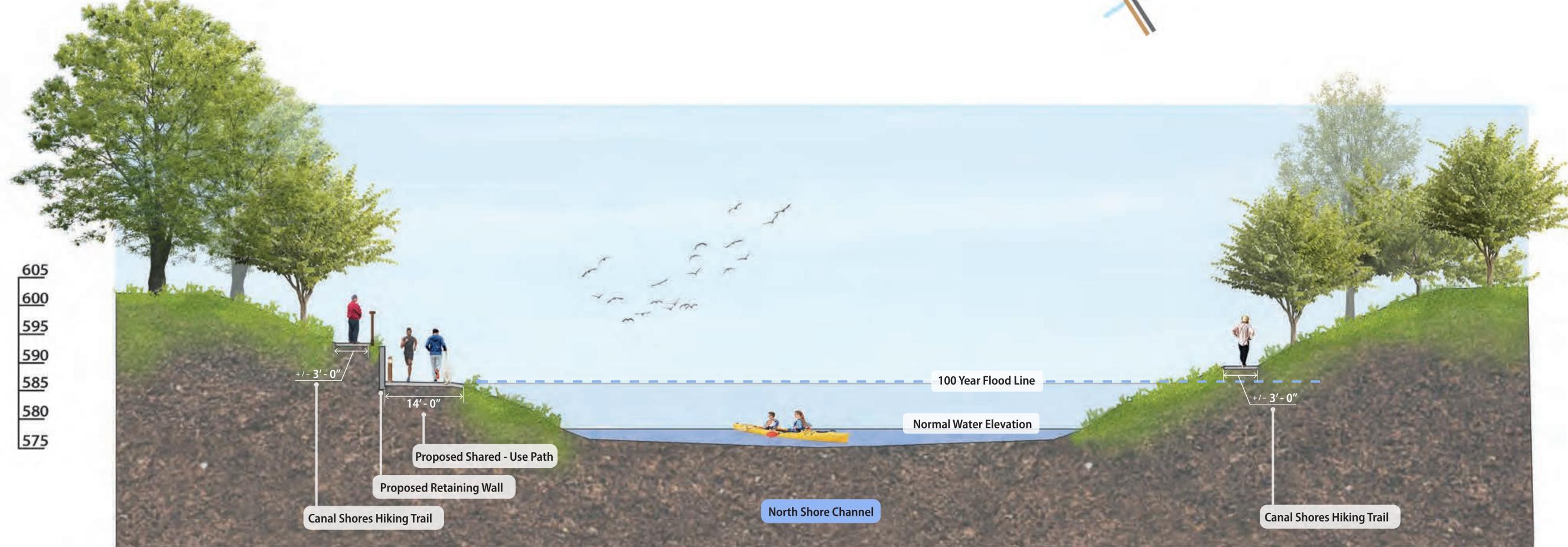




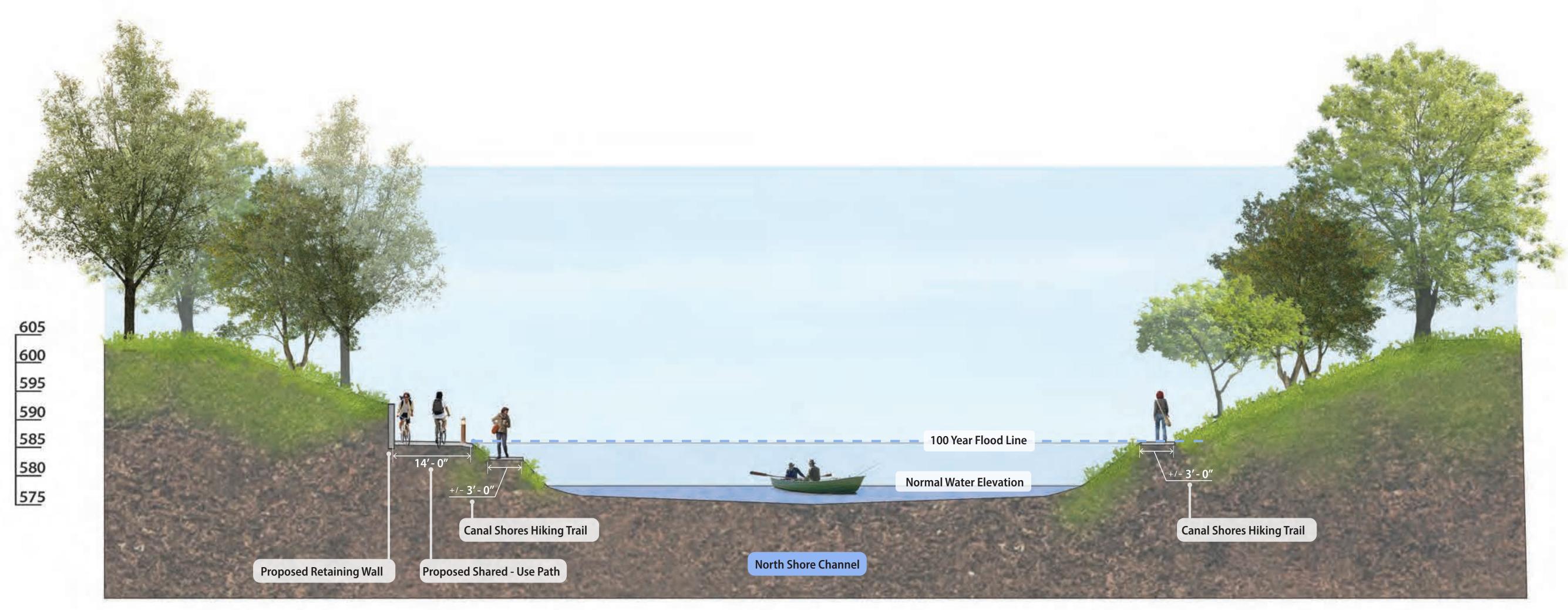








1.1 Typical Section from Central to Isabella St — Looking North



1.2 Typical Section from Maple Ave to Linden Ave – Looking North

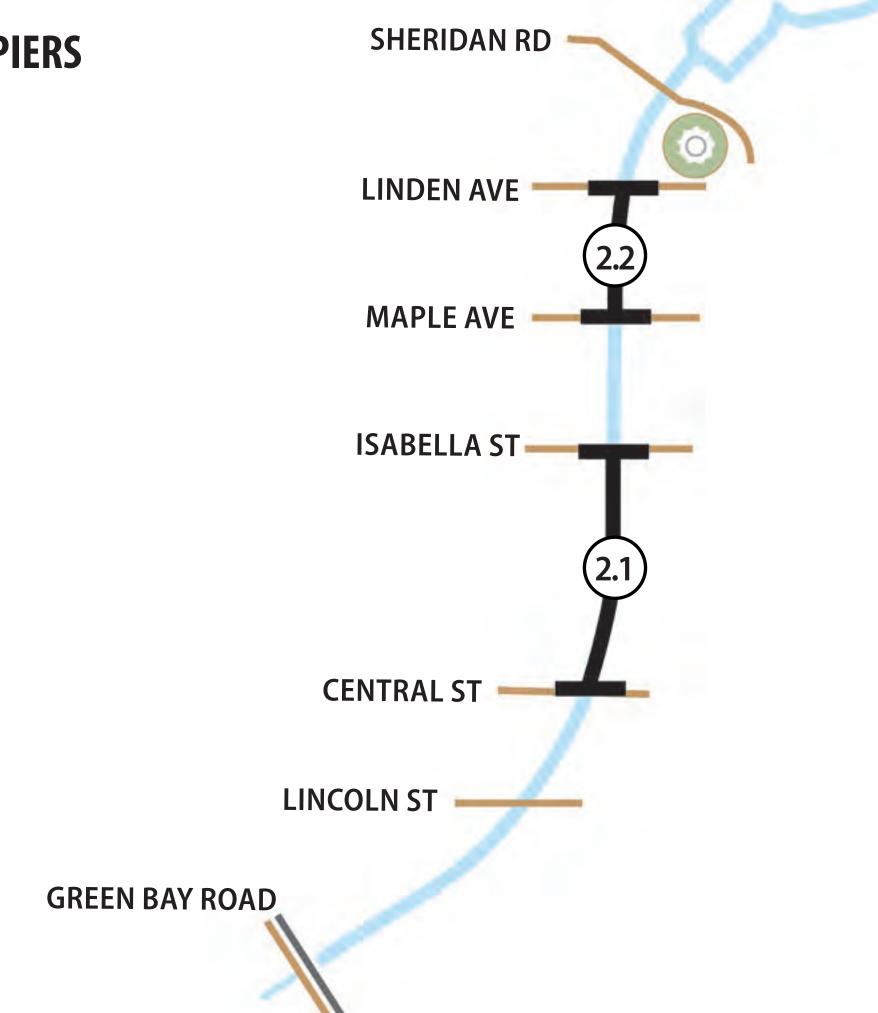


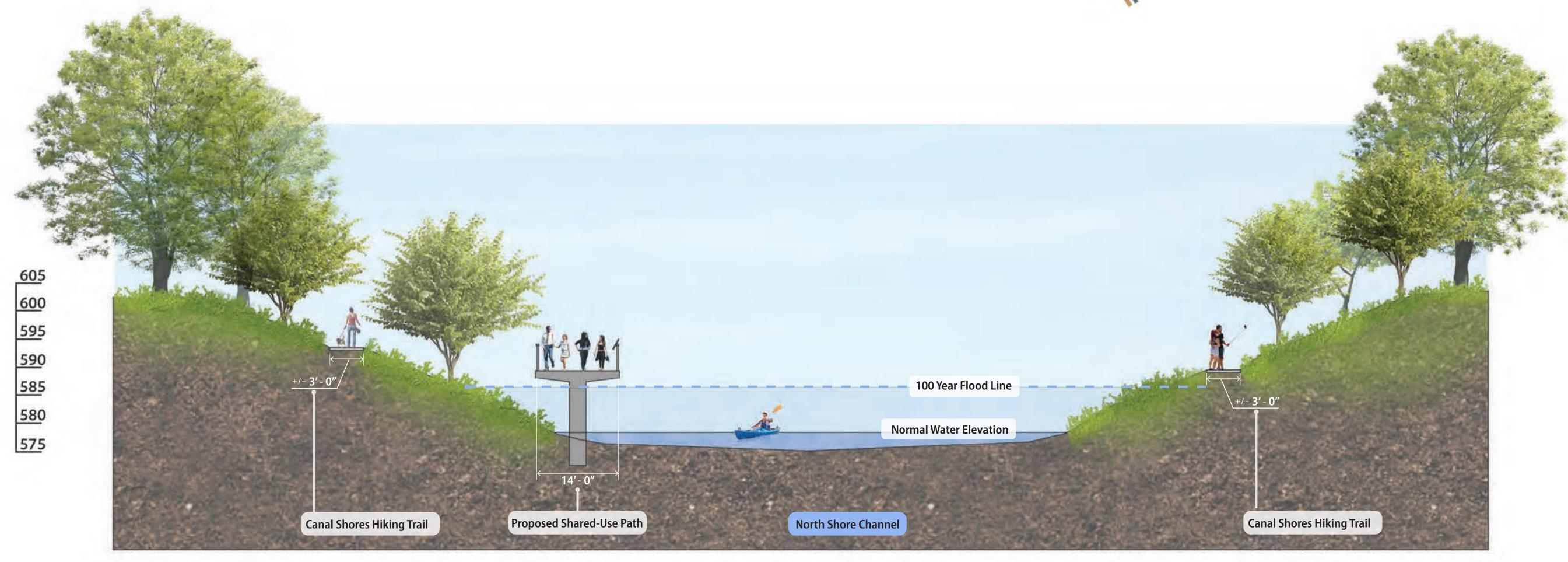




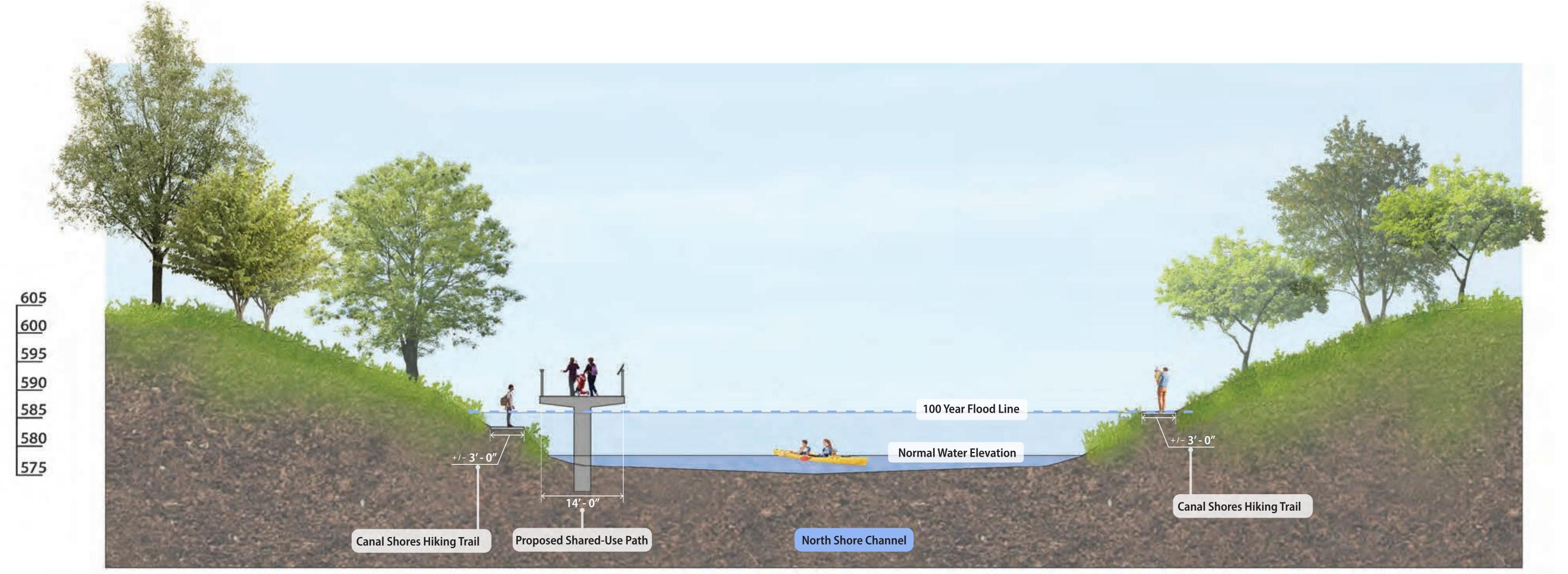


TRAILS AND CONNECTIONS OPPORTUNITIES | OPTION 2. SHARED—USE PATH ON STRUCTURAL PIERS





2.1 Typical Section from Central to Isabella St — Looking North



2.2 Typical Section from Maple Ave to Linden Ave – Looking North



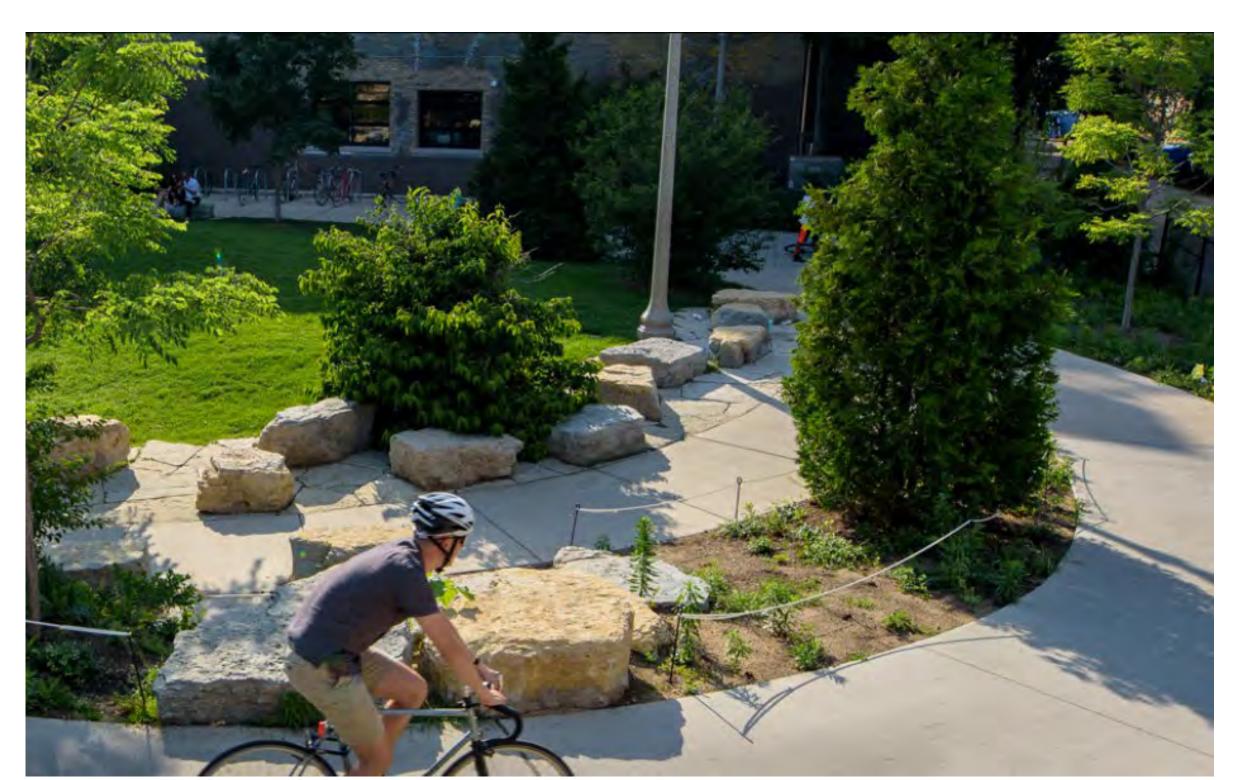






PRECEDENT PHOTOS | TRAILS + TRANSITIONS

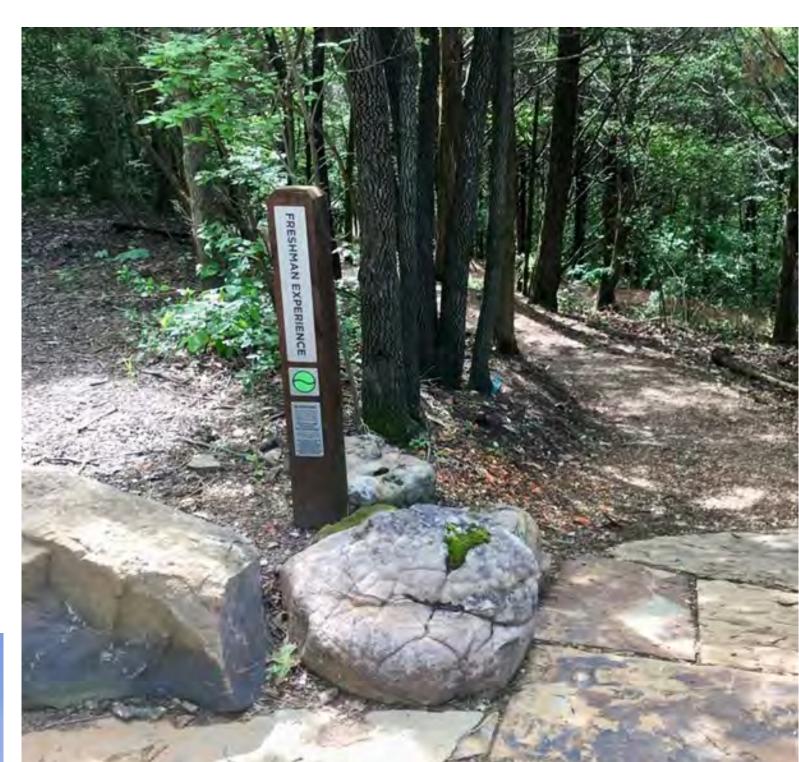






PRECEDENT PHOTOS | AMENITIES + PLACEMAKING









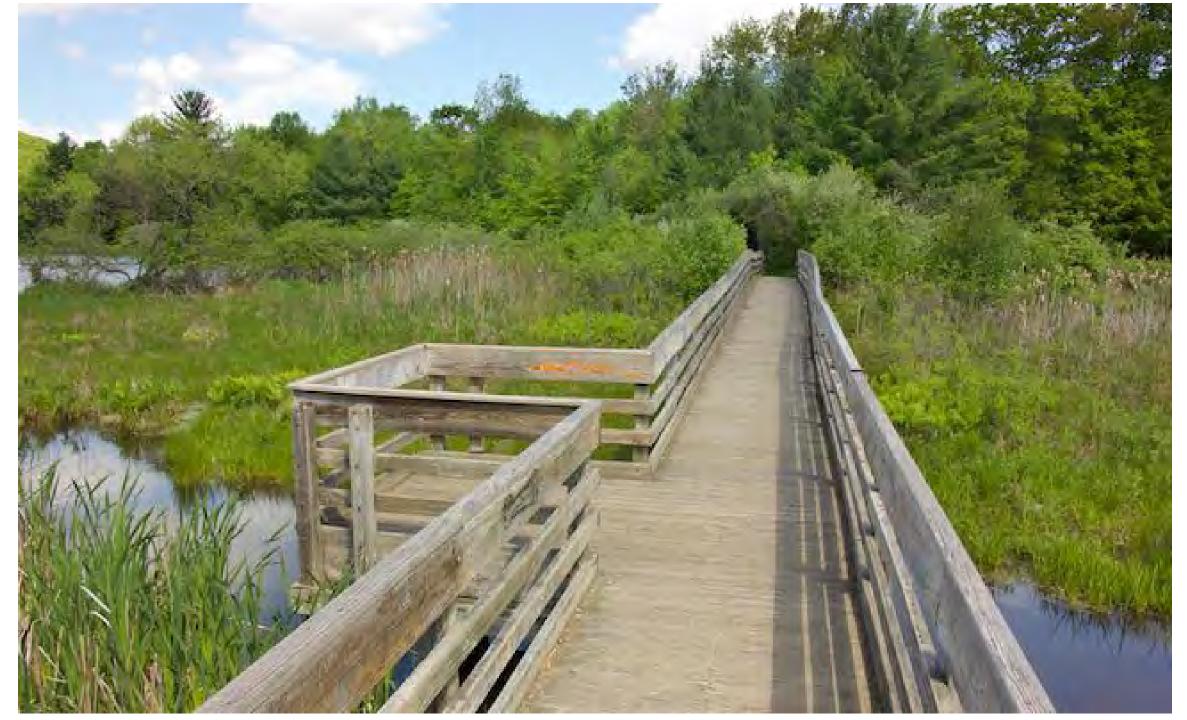








PRECEDENT PHOTOS | TRAILS ON STRUCTURES



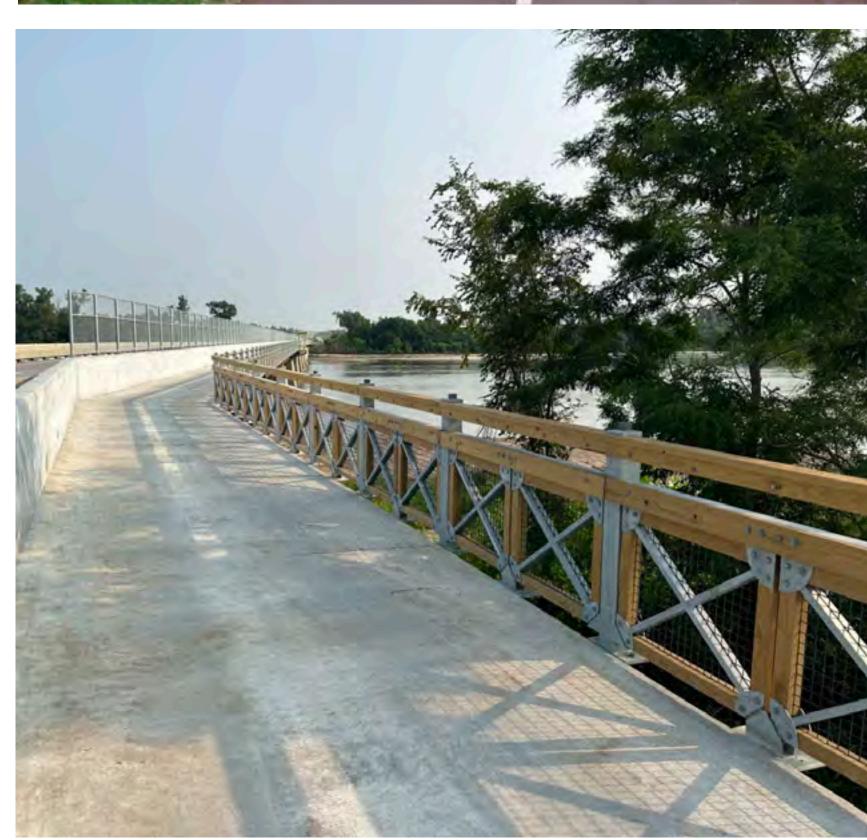




PRECEDENT PHOTOS | BRIDGES + UNDERPASSES







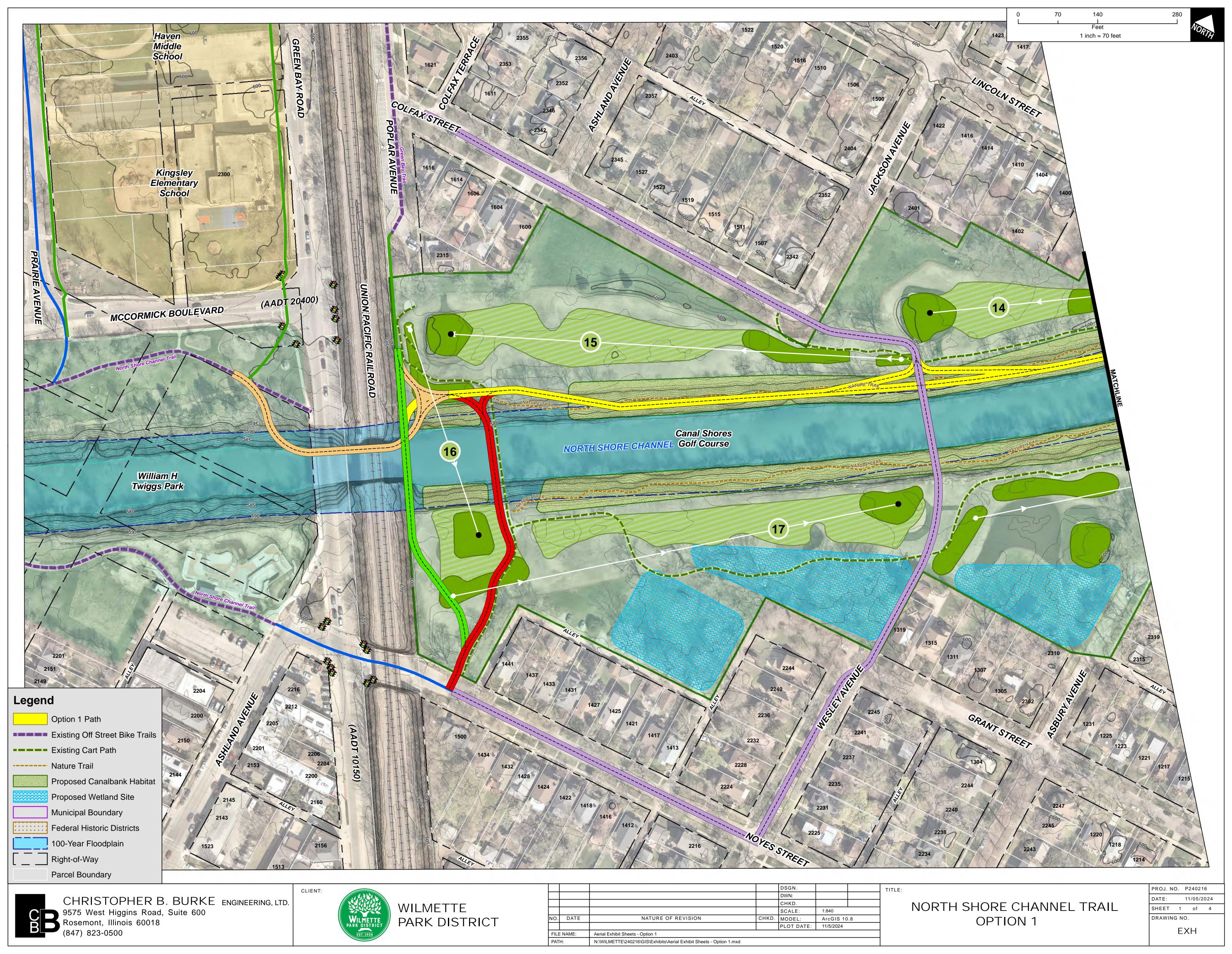


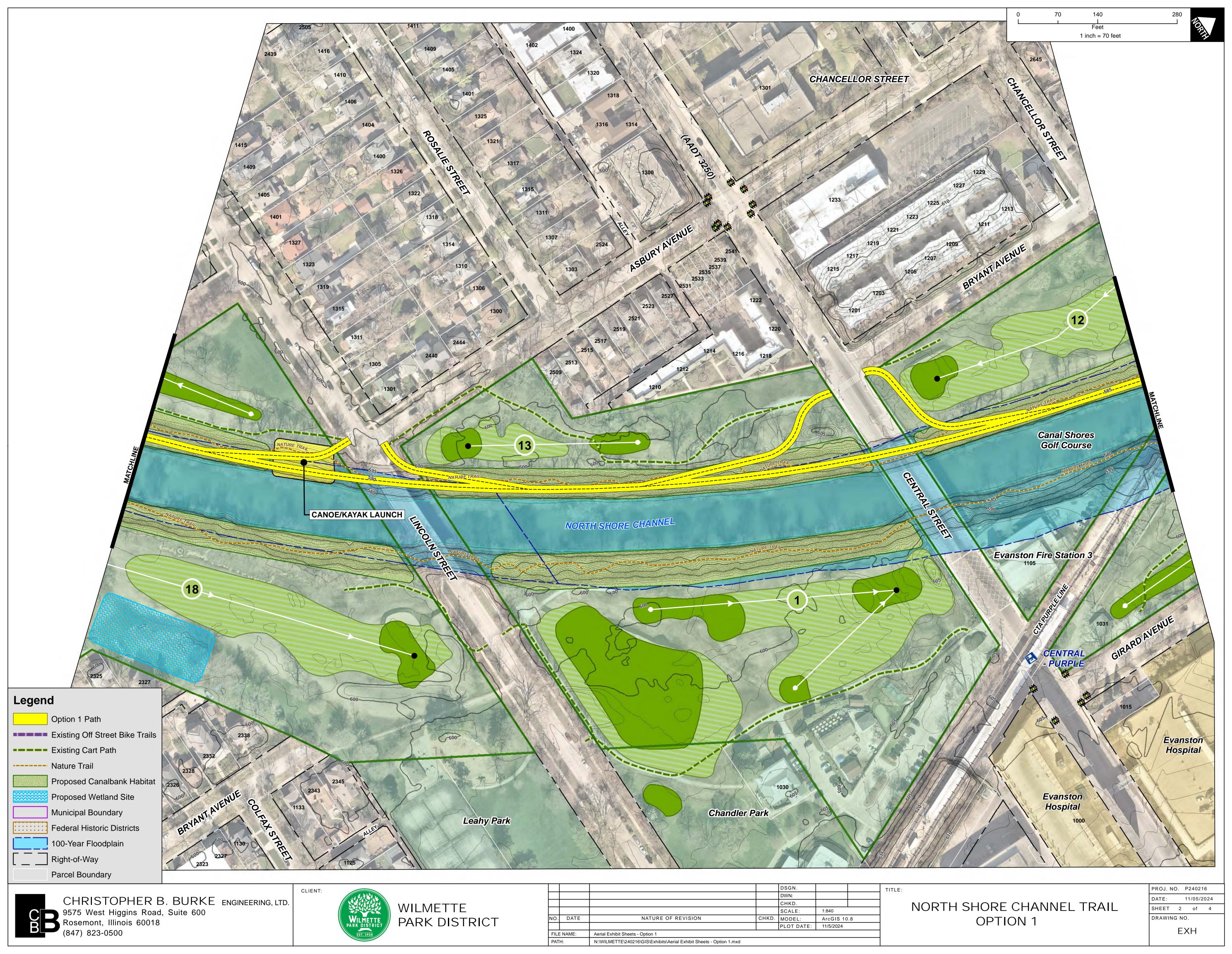


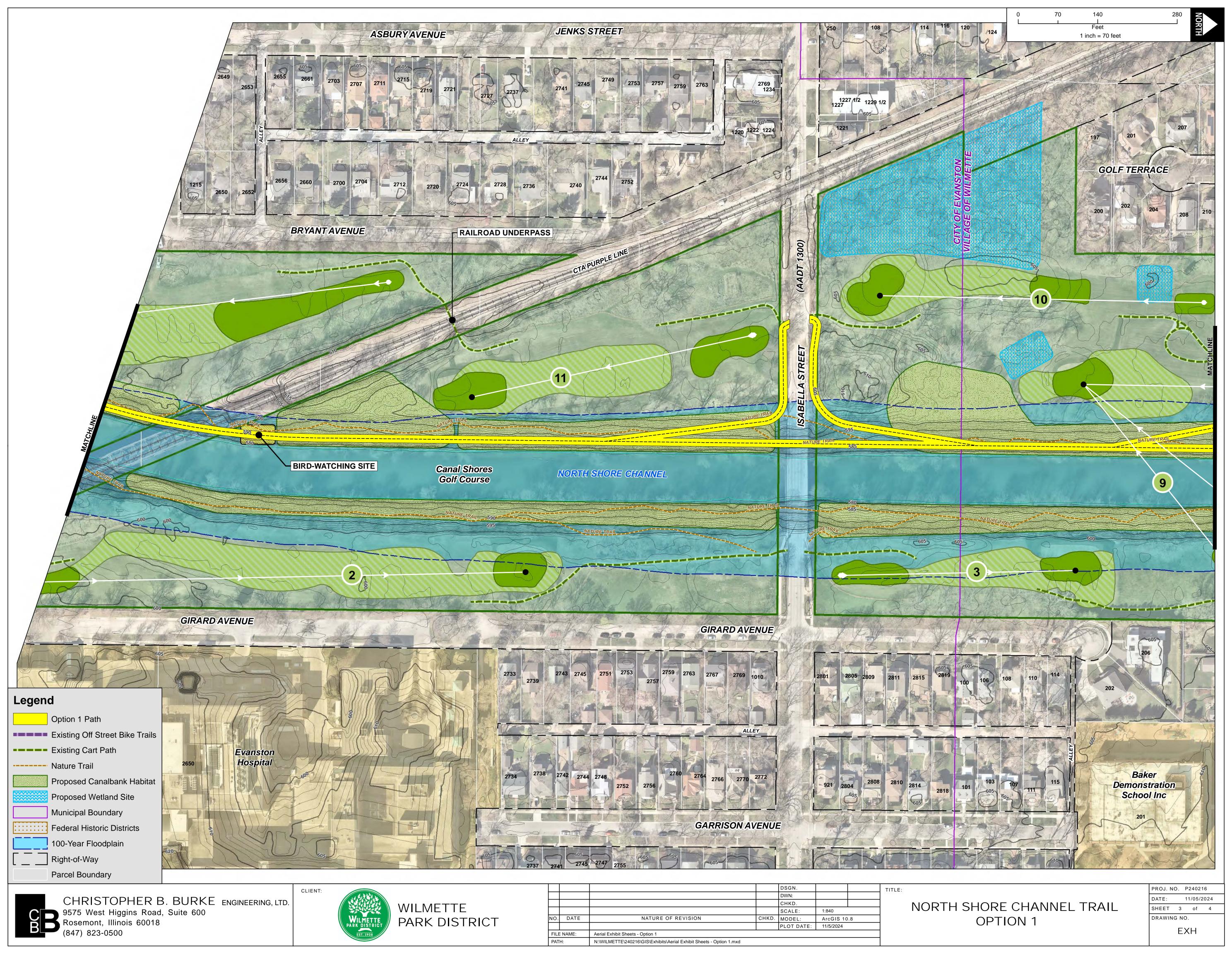


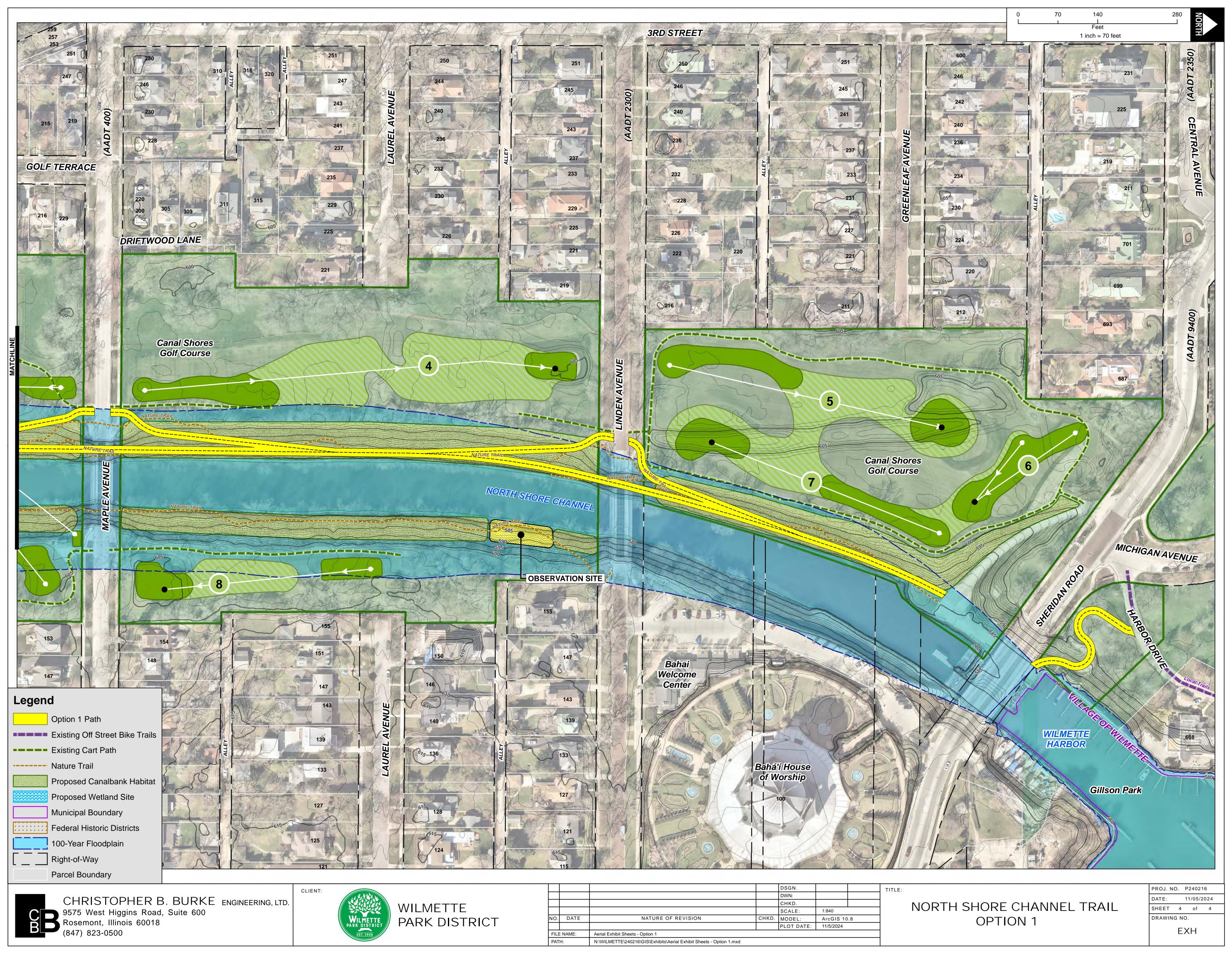


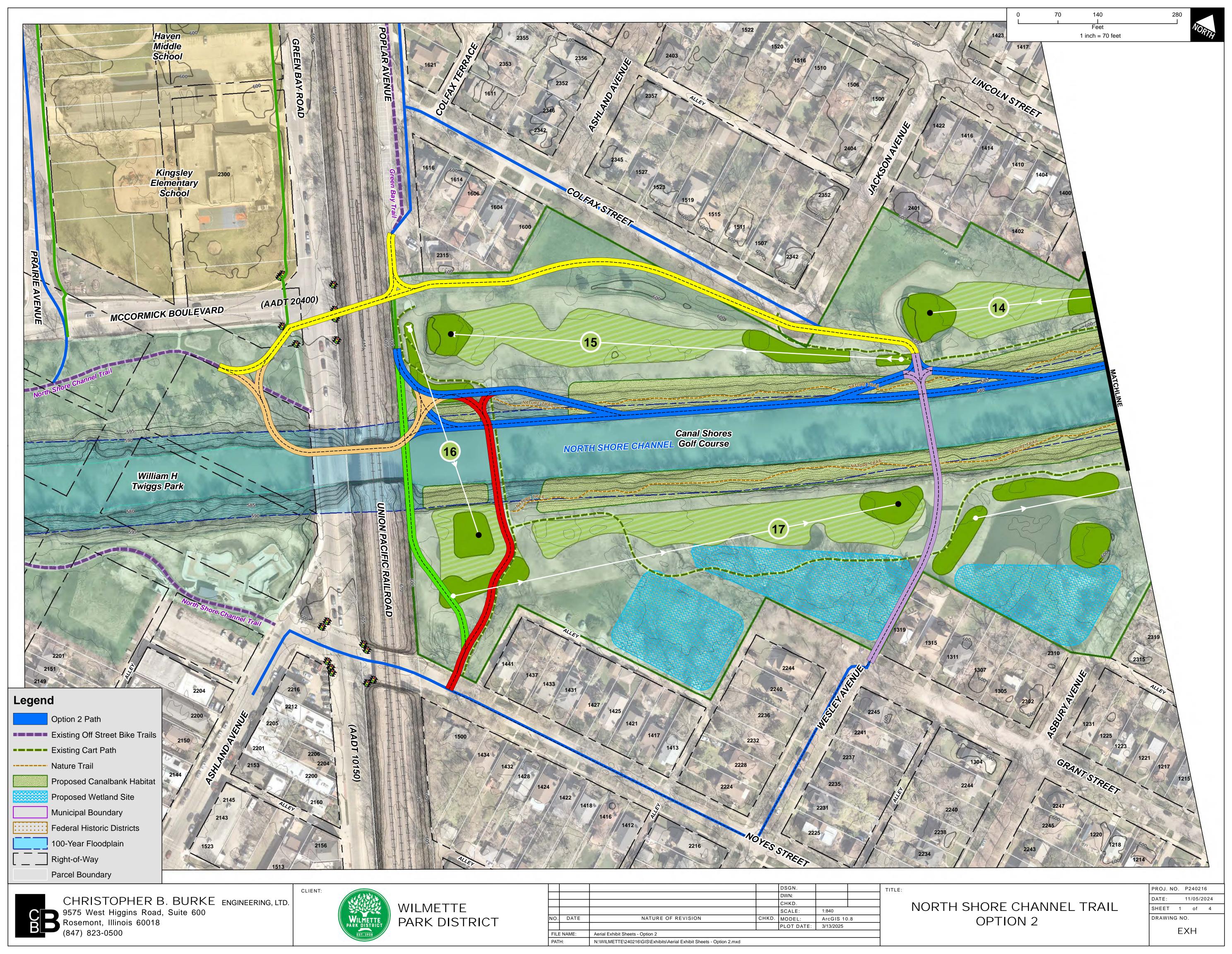




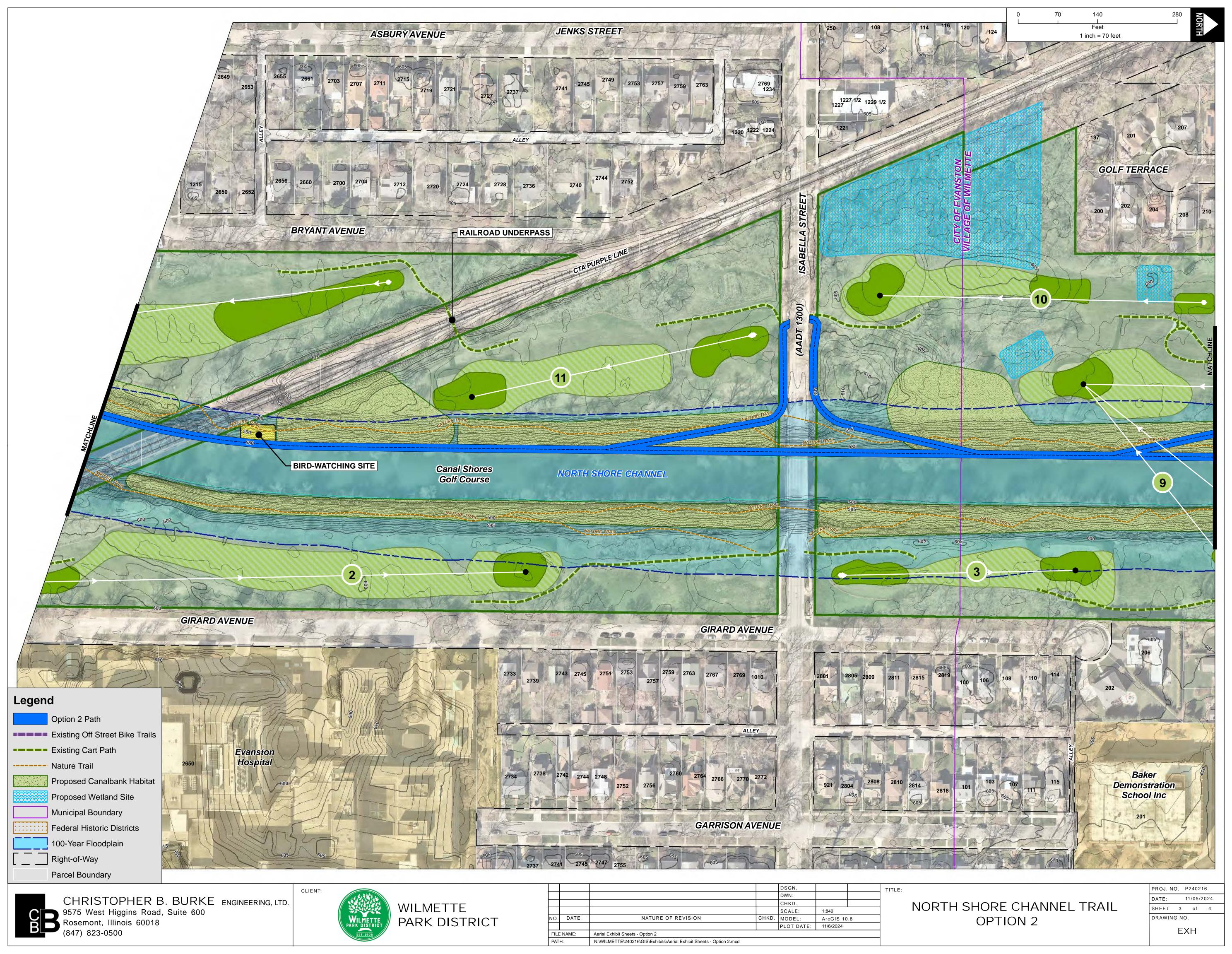


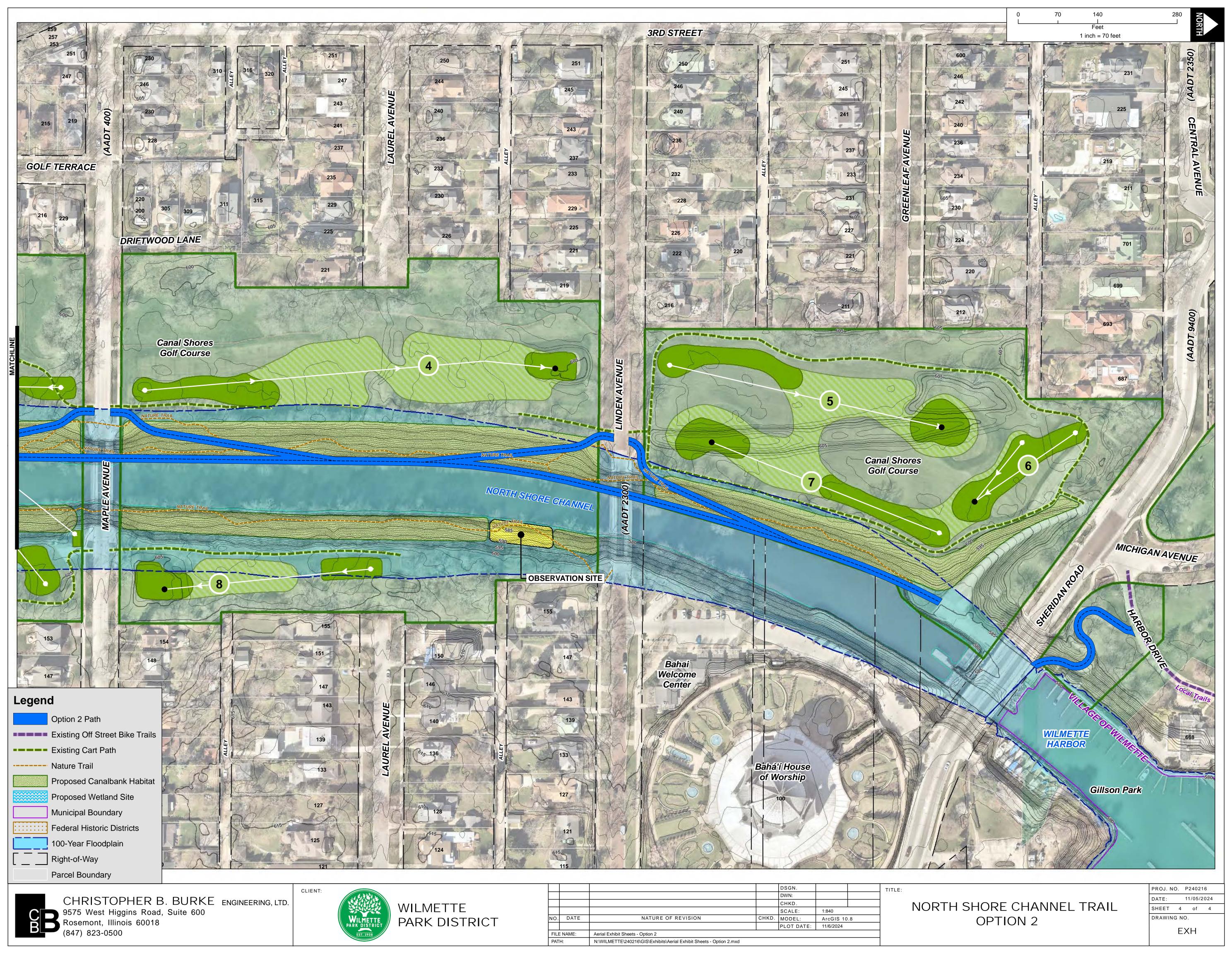














Community Engagement Summary

COMMUNITY SURVEY #1

North Shore Channel Trail Feasibility Study

Report Prepared by Teska Associates, Inc.
Community Survey #1 Summary Report · September 2, 2024



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01 · Overview

Project Introduction

The Wilmette Park District, in partnership with the Village of Wilmette and City of Evanston, is leading a planning effort to connect a trail system between the existing bike lanes on Sheridan Road in Wilmette (Baha'i House of Worship) to the existing multi-use path along the North Shore Channel at Green Bay Road (near the Evanston Skate Park). This gap is approximately 1.5 miles long.

An interconnected trail system would provide continuous bike and pedestrian access to community destinations in the area, including Wilmette's 60-acre lakefront park, two CTA Purple Line stations, Northwestern University's Ryan Field, Evanston Hospital, the Baha'i House of Worship and local business districts. The purpose of the public feedback survey is to understand more about the study areas, including how they function today and how community needs can be met moving forward.

The Wilmette Park District applied for an Invest in Cook grant in March 2023 and received \$40,000 towards a feasibility study to determine if the trails can be connected. The Park District, Village of Wilmette and City of Evanston will also provide resources for the study to surmise if such a trail is possible.

The Feasibility Study aims to:

- Help the Wilmette Park District, Village of Wilmette and City of Evanston research, analyze and determine if and how a connection could be constructed on the North Shore Channel Trail.
- Provide a recommended plan, budget and timeline for the construction of a connection trail.
- Improve trail access to underserved areas of Evanston and Wilmette.
- Unite existing trail systems across multiple municipalities.



Executive Summary

The North Shore Channel Trail Feasibility Study Community Survey and Comment Map were key steps in engaging and hearing from residents and community members as part of the Wilmette Park District's North Shore Channel Trail Feasibility Study.

Open from June 26, 2024, to August 15, 2024, the Community Survey received a total of 1,029 responses from a broad range of community members and visitors to the Study Area. A deep dive into demographics is provided on the pages that follow with some highlights provided in the sidebar at right. The Comment Map, open for the same period as the Community Survey, received over 380 comments from over 150 individual contributors.

Community Survey questions were developed to help the feasibility study team understand the bicycling behaviors and preferences of people in and around the Study Area.

The Comment Map utilized a geolocated commenting tool to assess specific areas of concern or celebration within and around the Study Area near the North Shore Channel. These spatialized responses revealed community mindsets around the potential of constructing a bike facility that connects the City of Evanston's multi use trail at Twiggs Park to the Sheridan Road bike lanes.



Participant Snapshot

See demographic section for details

90%

STUDY AREA RESIDENTS

The majority of responders live in Wilmette or Evanston

48%



25-55 YEARS OF AGE

Almost half of responders are between 25 and 55

95%

RECREATIONAL RIDERS

Most responders biked for recreation in the last year



Top Engagement Themes

A review of open-ended responses from both the Community Survey and the Comment Map revealed that respondents care greatly about their existing community assets and want to improve mobility for all individuals in the area. Several key elements appeared across a multitude of comments.

These top-level themes of the feedback are summarized below:

Safety for all individuals who walk, cycle, or drive

Enhance safety features for all users of trails and the right of way. Employ context sensitivity for locations in the study area that pose potential points between cyclists and pedestrians and vehicles.





Connectivity and integration with existing infrastructure and assets

Improve the connectivity between not only the Sheridan Road bike lane network and the multi-use path along the North Shore Channel but also with assets like Ryan Field, the CTA, the lake front, Green Bay Trail via Poplar Avenue, and local businesses

Mitigated impacts on local communities and resources

Be mindful of the eventual location of the new trail, especially as it relates to the impact on local residents' safety and privacy, access to institutions like the Canal Shores Golf Course, and any potential increase in traffic.





Support for multi-modality along a potential future trail

Promote accessibility by both bicyclists and pedestrians on future connective trails. Consider integrating facilities for pedestrians alongside bicycle lanes where needed.

Preservation of natural amenities, green space, and wildlife habitats

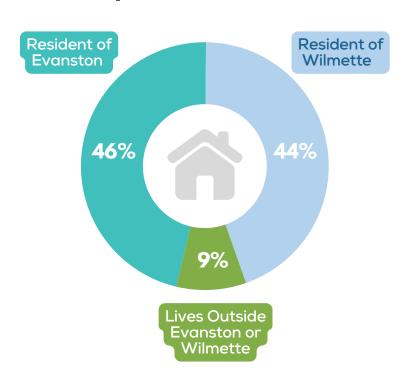
Prioritize existing habitats for wildlife, including mature trees and native plants. Protect access to public green spaces and promote enjoyment of natural landscapes.



Survey Demographics

The Study Area encompasses important community assets and touches several neighborhoods. The Community Survey and Comment Map reached a diverse set of respondents with hopes and concerns for the future connective trail. We heard from residents of both Evanston and Wilmette in almost equal measure, as well as individuals from outside of both municipalities who frequently visit, work in, or attend school in the area.

How are you connected to Evanston and Wilmette?





"Bikers don't see this as a town-specific issue, but rather see the whole journey end-to-end, so I hope you will collaborate with other towns along the bike trails, including Kenilworth, Winnetka, Glencoe, Highland Park, Highwood, Fort Sheridan, Lake Forest."

"I'd likely start biking to work as the connection would make me feel safer doing so."

"Wilmette and Evanston are some of my favorite places to bike and shop on weekends. I live on the north side of Chicago."

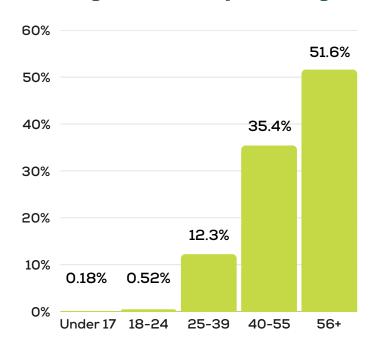
- Open-ended responses from the Community Survey

What is your gender?



Survey Demographics (continued)

Which age bracket do you belong to?

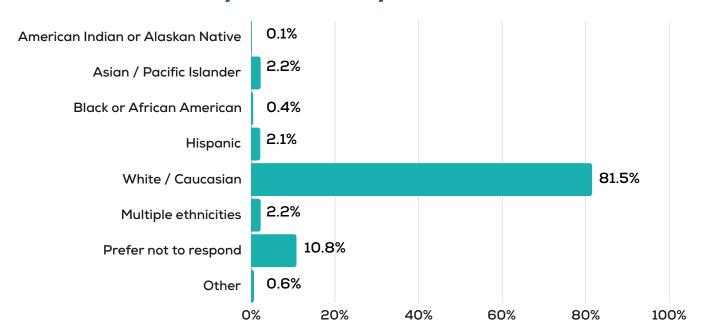


"As the father of 4 young bike-riding children we need more protected east/west lanes, there is virtually no safe route today."

"Biking safety is my first priority as my son bikes daily from East Wilmette to WJHS."

"The more connected the bikeways, the more likely they will be used by all age groups."

Which race or ethnicity best describes you?



1 in about 13 respondents have a special interest in accessibility*



*Includes the 7.8% of responders who identified as a person with a disability, as a caregiver to a person with a disability, or a friend or family member of a person with a disability

02 · Context

Survey Methodology



Quantitative & Qualitative Balance

Close-ended questions were predominately used to generate quantitative data with measurable variables. The answers to these close-ended questions are objective and can be presented back in accessible formats showing overall percentages with how respondents answered – see graphs and charts that follow.

Open-ended questions were used more sparingly to generate local insights on general topics. Best practice is to include fewer open-ended questions to ensure survey completion given these types of responses take more time. The North Shore Channel Trail Feasibility Study Community Survey included one open-response question at the end of the survey to allow responders to express opinions, thoughts, and concerns that were not otherwise covered by the survey.

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Question Structure & Settings

A balanced set of questions and answer choices were provided and worded to be neutral and avoid bias. It is important to allow all respondents to provide honest feedback based on varying perspectives.

Per best practice, to increase response rate and user experience with completing the survey, we made the majority of questions optional. This increases participation and allows respondents to skip those questions they feel unsure about or simply don't feel comfortable answering, as may be the case with demographic questions.



Reporting & Results

In terms of data review and reporting, many of the survey questions allowed participants to select multiple answer options. In these cases percentages reported will add up to over 100%; i.e. 60% selected X, another 50% selected Y, etc.

To discourage misrepresentation of data and skewing of results by participants, the survey was set to only allow one entry per device and answer types were set to randomize, meaning they would appear in a different order each time it was taken.



Ongoing Engagement & Marketing

Feedback as part of the Community Survey and Comment Map does not stand alone. Public input from all types of project engagement will inform the themes and guide the development of the feasibility study and design concepts.

In addition to dedicated engagement marketing as highlighted on the pages that follow, there have been additional, intentional engagement activities that have taken place to date. These in-person engagement meetings included focus groups and meetings with key stakeholders. These meetings supplemented the findings from the accessible online engagement activities: the Community Survey and Comment Map:

- Stakeholder Interviews & Focus Groups
 Jun Aug 2024 and Ongoing
- Park District, Village, and City Staff Meetings -Ongoing

Outreach

How do we get to 1,000+ responses?

The Community Survey and Comment Map were launched on June 26, 2024, one month into the data collection in support of the Feasibility Study. Following the launch of the Survey and Comment Map, marketing continued to roll out for the next 6 weeks via print and digital means.

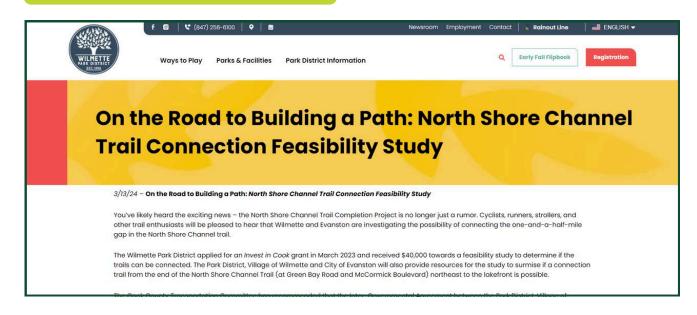
The Wilmette Park District promoted the project via their newsletter in May 2024, followed by an e-blast sent July 10 to the Park District's e-distribution list, reaching thousands of subscribers.

The Village of Wilmette, City of Evanston and other local stakeholders promoted the survey through their regular communication platforms, including websites and social media. Postcards and posters were also shared, posted, and distributed at events and focus groups.

The Wilmette Park District announced their receipt of an Invest in Cook grant and the upcoming launch of the Feasibility Study on their website on March 13, 2024.



Outreach materials promoting the Community Survey formatted for print distribution and social media posts

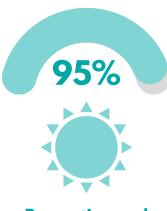


03 · Findings

Summary of Survey Results by Question

Select the top three reasons for your bike trips in the last year:

Note: Survey participants were allowed to select up to three answer options. Results below reflect the total percentage of participants who chose that option. The top three reasons are shown below.



Recreation and **Exercise**

Recreation and exercise was the top choice across all age groups and residential geographies



Many respondents specified that they complete bicycle trips as part of running day-to-day errands

Shopping and

Dining



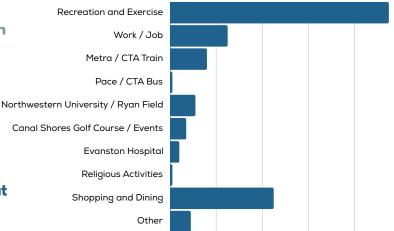
In addition to their own commutes, 2% of responders reported using a bike to transport children

"Nove biking to get places, and I also like to run/walk for exercise, and walk my dog. Walkers and bikes can be dangerous for each other, and my preference for biking is to be on a road as a car is."

"It's a beautiful area to use for exercise so happy for any possible improvements."

"I love being able to bike for most of my errands and activities. Any dedicated trail that connects shopping areas is a huge draw for me!"

Detailed response breakdown



Respondents could select "Other" as the reason for their bike trips and fill in their own answer. Of this option, the most popular responses were:







school & activities

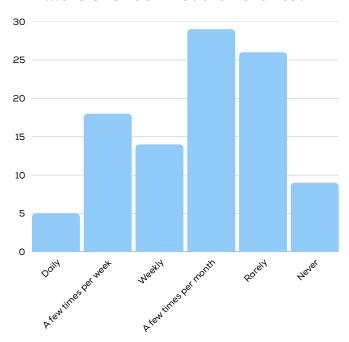




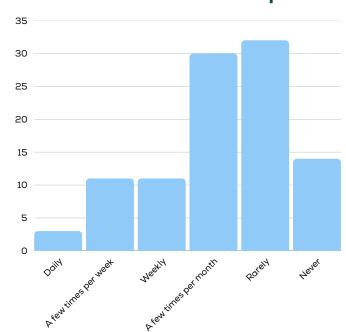


In good weather, how often do you use...





...the North Shore Trail bike path?



4.

If an off-street bike/pedestrian connection were provided between Sheridan Road in Wilmette and the North Shore Bike Trail at Green Bay Road in Evanston, how likely are you to use this connection in good weather?



78% Very Likely



12% Neutral



10% Not Likely

"This connection is SO essential. When Evanston is spending millions on other things, making a one-block connection so that the path can function as designed should be a given. PLEASE understand the importance of this connection for the short and long-

"I don't think this project is a priority. Routing bikes on streets for the few blocks is just fine. Money should be spent on other areas."

"Prefer short term solution of linking trails thru existing roadways, paths and alleys until funding is available for overpasses or new trails."



5. Please prioritize the additional features below in the order of your preference:

Note: Survey participants were asked to rank functions from most desirable to least. Results below reflect the order of preference, with 1 being most preferred and 8 being least preferred. It is also important to note that this survey question received the lowest participation, with only 72% of survey takers completing it.



High-visibility crosswalks



Pedestrian crossing signs



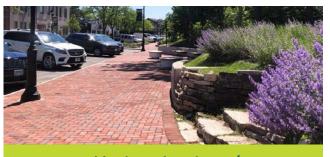
Directional and wayfinding signs



Water fountains / water filling stations



Tree plantings



Native plantings / 6 stormwater capture



Benches



8 Bike repair stations

Summary of Results of Comment Map

Comments made on the comment map were separated into four categories: Places I Love, Issues and Challenges, Bike/Pedestrian Needs, and Ideas and Opportunities. Across the 380+ ideas, comments largely aligned with the themes laid out in the Top Engagement Themes section: Safety, Connectivity and Integration, Impacts on Local Communities, Multimodality, and Natural Preservation. Additionally, we honed in on comment clusters in the gateways of the Study Area in the north and south: near the Baha'i House of Worship and the Evanston Skate Park.



Comment Category Frequency

Idea or Opportunity: 71 Bike/Ped Need: 71 Issue or Challenge: 167

Word Cloud of Frequently Used Phrases



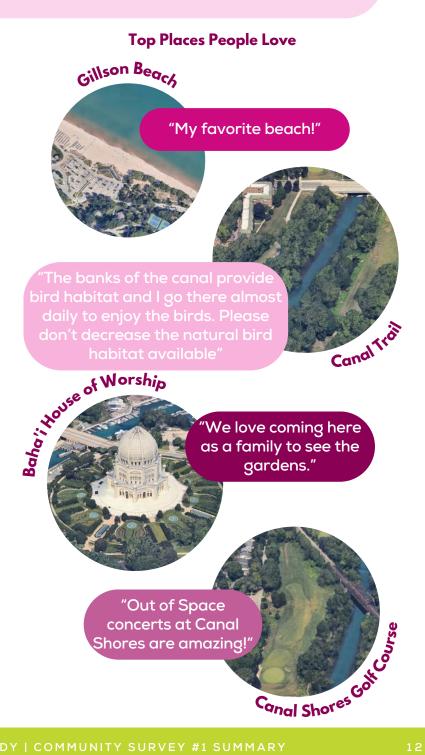
Summary of Results: Places I Love

There's a lot to love in the Study Area and nearby. Participants in the Comment Map exercise note strong support for preserving green and natural areas, such as gardens, key habitats and migration corridors, and peaceful trails. Participants also appreciate the great access to beaches and child-friendly playgrounds that currently exist in this area. There's strong support across comments for local businesses and events, such as Double Clutch Brewery and the concerts at Canal Shores, which add to the community's vibrancy.

Frequently Mentioned "Loves"

birds golf course canal beach path wildlife habitat trail

Comments by Location 4% Outside of Evanston or Wilmette 50% Wilmette 46% **Evanston**



Summary of Results: Issues & Challenges

The Issues & Challenges category received the most comments, at 167 total. Participants in the Comment Map exercise strongly advised against the location of a bicycle path in close proximity to residential areas out of concern for noise, safety, and privacy. Respondents also note key intersections that are dangerous for cyclists, pedestrians, or vehicle drivers. They also identified locations where right of way enhancements, such as crosswalks, stop signs, and traffic calming treatments should be considered. Consistent with responses in the Community Survey, participants express both support for a path and concerns over safety, finances associated with the creation of a new path, and natural habitat protection. Overall, comments in this category on the comment map stress the importance of context sensitivity when it comes to locating a new multimodal off-street path.

Top Issues and Challenges

These were the most common themes across Comment Map participants who made comments in the Issues and Challenges category.



Traffic Safety

Participants in the Comment Map noted numerous places within and around the Study Area that pose issues for traffic safety. Some common hot spots included the alley near by the Jewel Osco grocery store, high vehicle speeds along Sheridan Road near the Channel, and the crossings at Noyes, Ashland, and Green Bay Road. Many comments called for cycling facilities that were off-street to ensure safety for all who use the roads.



Preservation of Nature

Respondents' comments across all parts of the Study Area expressed concern for the preservation of natural habitats for local wildlife. open green spaces, mature trees, and key migratory corridors for birds and insects. They reiterated the need for facilities that allow residents and visitors to enjoy peaceful moments in nature without excessive disruption or destruction as a result of the construction of a trail in the Study Area.



Context Sensitivity

Comments stressed the importance of context sensitivity in the eventual location of a trail, especially as it relates to interference with the golf course and nearby private residences. As discussed in the Methodology section, many respondents misinterpreted the Study Area boundary as a proposed bike trail. The location of a future bicycle trail will take into account the concerns raised in these comments.



"I enjoy biking, but not at the risk of getting hit by golf balls."

"This whole section of woods is very well used by migratory birds. Best place for the path is across the river and as far west as possible. Migrants use the whole riverbank on both sides."

"I have concerns about impact on golf course and safety. Want to be sure this does not run along the fairways but more like a river walk/path so has some separation."

Summary of Results: Bike/Ped Needs

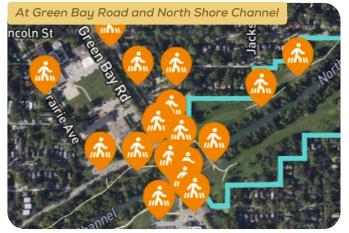
Aside from a potential trail itself, there is a need for improved biking and pedestrian crossings and signage. Many participants in the Comment Map exercise highlight the need for improved safety infrastructure at specific crossings, particularly where trails intersect busy streets like Green Bay Road and Sheridan Road. Concerns include blind spots, fast-moving traffic, and lack of signage. Participants also requested enhanced pedestrian facilities, especially nearby popular locations like schools and parks. Access to key locations like Metra, CTA, and business areas was brought up as a concern across multiple comments, as well.

Bike/Ped Need Hot Spots

These locations saw the highest number of Bike/Ped need comments on the Comment Map.



The area near the Wilmette Metra was a target of numerous comments expressing the need for better signage and warnings along the bicycle lane to prevent conflicts between pedestrians and bicyclists. Comments also draw attention to the busy and dangerous crossings on Green Bay Road at Central and Wilmette.



Comments along Green Bay Road on both sides of the North Shore Channel call for better crossing infrastructure for cyclists and for pedestrians. Many comments advocate for an off-street crossing option, such as a flyover or a crossing under the road and tracks. Many comments also mention that connecting the North Shore Channel and Green Bay Road Trails via Poplar Avenue are good opportunities.

29%

of comments were placed near the Wilmette Metra Station

25%

of comments were placed at Green Bay Road and North Shore Channel

"We need a safe below-grade connection to Gillson."

"There really should be a crosswalk here [at Central and Eastwood] and even a crossing guard on school days" "Pedestrian (walkers, runners) safety needs are critical at all intersections, especially high traffic/speed ones."

"Biking and walking between the two legs of the route will need protected infrastructure at this point on Sheridan as it is a high-volume and relatively high-speed stretch of road. Constraining both to the existing sidewalk is not optimal or safe for both walkers and bikers."

"We call this the "Run for your Life!" crossing [at Green Bay and Oakwood], since the cars don't stop and to cross here, a pedestrian has to run for their life."

Summary of Results: Ideas/Opportunities

Participants raised a number of creative suggestions and concerns about local infrastructure and community amenities. They propose several improvements, including adding speed bumps and merging parking lots for better traffic flow. Responders recommended enhancing bike routes along popular corridors, connecting to existing trails, and creating protected bike lanes and underpasses to avoid disrupting green spaces. Participants also commonly requested more bike parking and better safety measures at busy intersections.

Opportunities for Connectivity



Several participants noted the possibility of connecting a future bike trail to the existing waterfront facilities underneath Sheridan Road.



Asbury Avenue (in blue) was repeatedly mentioned as a potential connector street between Lincoln, Central, and Isabella.



Responders proposed ideas for connecting the North Shore Channel Trail to the existing paths on Green Bay; many mentioned an underpass.

Opportunities for New Facilities



Participants called for more bicycle parking facilities, especially around Metra and CTA stops.



Traffic calming measures were mentioned repeatedly, especially in high-speed or high-conflict areas.



Several responders suggested ideas for recreational assets like kayak rentals and new eateries in the area.

"I feel strongly a surface street solution needs to be found vs creating a bike path along the canal"

"What if we ran the bike trail as a multi-use trail right alongside the channel?...I recognize this is incredibly costly, but it can also democratize access to the Channel"

"Having a community coffee shop would cement and foster the community even more."

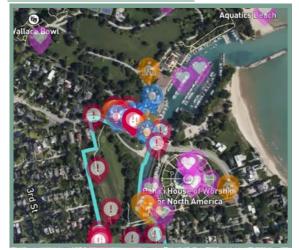
"I wish we had more opportunities to enjoy and focus on the North Shore Channel."

"Opportunity to continue the community-built walking trail down to the Ecology Center."

Summary of Results: Spatial Trends

Below is a summary of comments in the key points of ingress and egress of the Study Area to the northeast and southwest: near the **Baha'i House of Worship and the Evanston Skate Park**. Both of these areas include high-traffic corridors, Sheridan Road and Green Bay Road respectively, and each attracted comments suggesting trail options that would direct pedestrian and bicycle traffic off grade.

Northeast Subarea



From Laurel to Wilmette Harbor; 3rd Street to Lake Michigan

This northeast point of ingress and egress to the Study Area and North Shore Trail is in close proximity to popular community assets, complicating access for travelers by foot, bike, and car.

Comments in the northeast segment of the Study Area, near the Baha'i House of Worship celebrate the temple's natural beauty and accessible gardens. They also call out the importance of the natural area just west of the temple as it provides a suitable habitat for local species.

Numerous comments lament the issues for pedestrians and others trying to access Gillson Park. They call for additional pedestrian infrastructure, such as flashing warning lights and more signage, to ensure that those crossing Sheridan Road to and from the park area remain safe from vehicles and cyclists. Several participants bring up the possibility of utilizing the existing sidewalks along the Channel and Wilmette Harbor to connect the bicycle trail to bike lanes along Sheridan Road.

Southwest Subarea



Along Green Bay Road/Metra; near North Shore Channel and Evanston Skate Park

This southwest gateway to and from the Study Area and North Shore Trail is near the Evanston Skate Park and the highly trafficked Green Bay Road.

Many of the Idea/Opportunity comments in this area bring up infrastructure ideas for traversing the Metra tracks and busy Green Bay Road, namely below-grade crossings. The complexity of the intersection between Ashland, Green Bay, and Noyes also prompted participants to request that cycling infrastructure in this area go beyond painted pavement to help separate cyclists from vehicles.

Like the subarea to the northeast, this area of green space serves as a habitat for birds and turtles, and responders support the protection of these areas against disruption. Participants celebrated unique assets in this area like the Evanston Skate Park and bridge across the channel.

04 · Next Steps

Project Phases & Timeline

The North Shore Channel Trail Feasibility Study engagement activities are now closed, but their findings will continue to impact the project at all phases.

Insights into community member cycling, walking, and driving behaviors and preferences are key elements of this feasibility study. Our aim is to assess if and how a potential connective path could aid in overall mobility between Wilmette and Evanston and beyond.

The findings from these engagement activities will take center stage as we work to develop potential connective path design concepts. These concepts will be shared with the public to collect an additional round of community feedback and review.

The final stage will include a draft study assessing the overall feasibility of a bicycle path that bridges the 1.5-mile gap between the existing North Shore Channel Trail and Sheridan Road cycling facilities.

Thank you again to all who took part in the survey and engagement activities! Please keep in touch with the project website for additional updates as we move into the concept development phase.



Scan here to access the project website and learn more about the North Shore Channel Trail Feasibility Study!

PHASE 1 Data Collection May 2024



PHASE 2

Community Outreach Summer 2024



PHASE 3

Design Concept Development Fall 2024



PHASE 4

Final Draft of Feasibility Study Early 2025





Community Engagement Summary

COMMUNITY SURVEY #2

North Shore Channel Trail Feasibility Study

Report Prepared by Teska Associates, Inc.
Community Survey #2 Summary Report · March 26, 2025



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04 Next Steps

Project	Phases &	Timeline
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01 · Overview

Project Introduction

The following report presents a summary of Community Survey #2. For a summary of Community Survey #1, please refer to Community Survey #1 Summary Report dated September 2, 2024.

The Wilmette Park District, in partnership with the Village of Wilmette and City of Evanston, is leading a planning effort to connect a trail system between the existing bike lanes on Sheridan Road in Wilmette (Baha'i House of Worship) to the existing multi-use path along the North Shore Channel at Green Bay Road (near the Evanston Skate Park). This gap is approximately 1.5 miles long.

An interconnected trail system would provide continuous bike and pedestrian access to community destinations in the area, including Wilmette's 60-acre lakefront park, two CTA Purple Line stations, Northwestern University's Ryan Field, Evanston Hospital, the Baha'i House of Worship and local business districts. The purpose of the public feedback survey is to understand more about community needs and preferences as a potential trail concept moves forward.

The Wilmette Park District applied for an Invest in Cook grant in March 2023 and received \$40,000 towards a feasibility study to determine if the trails can be connected. The Park District, Village of Wilmette and City of Evanston will also provide resources for the study to surmise if such a trail is possible.

The Feasibility Study aims to:

- Help the Wilmette Park District, Village of Wilmette and City of Evanston research, analyze and determine if and how a connection could be constructed along the North Shore Channel Trail.
- Provide a recommended plan, budget and timeline for the construction of a connection trail.
- Improve trail access to underserved areas of Evanston and Wilmette.
- Unite existing trail systems across multiple municipalities.



Executive Summary

The second North Shore Channel Trail Feasibility Study Community Survey was a key step in engaging and hearing from residents and community members as part of the Wilmette Park District's North Shore Channel Trail Feasibility Study.

Open from January 13, 2025, to February 28, 2025, the Community Survey received a total of 432 responses from a broad range of community members and visitors to the Study Area. A deep dive into demographics is provided on the pages that follow with some highlights provided in the sidebar at right.

Conceptual trail alternatives were presented and community survey questions were developed to help the feasibility study team understand the public's desired trail concepts when it comes to three key features:

- 1. Conceptual Trail Alignment Alternatives
- 2.Conceptual Crossing Alternatives at Green Bay Road/Union Pacific Railroad
- 3. Connections Between Conceptual Trail Facilities and Surrounding Roadways

The survey was accompanied by a packet of proposed design concepts and maps to help respondents understand the types of designs and spatiality of improvements under consideration.



Participant Snapshot

See demographic section for details

87%



STUDY AREA RESIDENTS

The majority of responders live in Wilmette or Evanston

57%



25-55 YEARS OF AGE

More than half of responders are between 25 and 55

11%



ACCESSIBILITY INTEREST

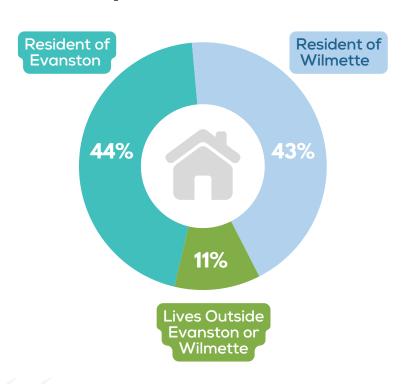
More than 1 in 10 respondents have/have a loved one with a disability or are a caregiver

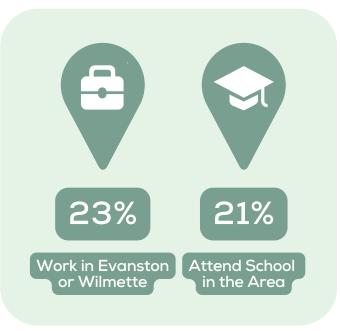


Survey Demographics

The Study Area encompasses important community assets and touches several neighborhoods. The Community Survey and trail concepts reached a diverse set of respondents with hopes and concerns for the future connective trail. We heard from residents of both Evanston and Wilmette in almost equal measure, as well as individuals from outside of both municipalities who frequently visit, work in, or attend school in the area.

How are you connected to Evanston and Wilmette?





"I hope that you can make this something special that is worth traveling to, and not just an amenity for the people who live along the trail." "I am an avid bicyclist and have often wished there were connections between the McCormick trail, the Green Bay Trail and Gillson Park/Sheridan Rd."

"As a woman, I need to feel safe in order to use routes; ensuring routes are as safe & direct as possible is paramount!"

- Open-ended responses from the Community Survey

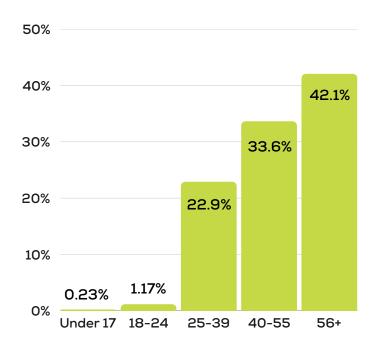
What is your gender?



Prefer Not to Say Other

Survey Demographics (continued)

Which age bracket do you belong to?

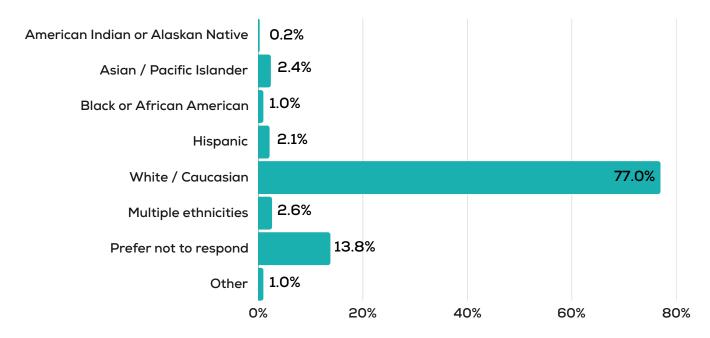


"Trails need to be workable for parents with young kids on bikes and scooters. Runners and bikers can use trails."

"I bike everyday to work, and also multiple times a week recreationally. This project would be transformative for our community."

"I'm a daily biker in Evanston (teach at Northwestern) and I love using the Green Bay trail to bike to the Botanic Garden with my kids!"

Which race or ethnicity best describes you?



More than 1 in 10 respondents have a special interest in accessibility*



*Includes the 11.2% of responders who identified as a person with a disability, as a caregiver to a person with a disability, or a friend or family member of a person with a disability

Survey Methodology



Quantitative & Qualitative Balance

Close-ended questions were predominately used to generate quantitative data with measurable variables. The answers to these close-ended questions are objective and can be presented back in accessible formats showing overall percentages with how respondents answered – see graphs and charts that follow.

Open-ended questions were used to accompany concept ranking questions to prompt respondents to express thoughts on each theme. The North Shore Channel Trail Feasibility Study Community Survey included an additional open-response question at the end of the survey to allow responders to express opinions, thoughts, and concerns that were not otherwise covered by the survey.



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Ongoing Engagement & Marketing

Feedback as part of the Community Survey does not stand alone. Public input from all types of project engagement will inform the themes and guide the development of the feasibility study and design concepts.

In addition to dedicated engagement marketing as highlighted on the pages that follow, there have been additional, intentional engagement activities that have taken place to date. These in-person engagement meetings included focus groups and meetings with key stakeholders. These meetings supplemented the findings from the accessible online engagement activities.

- Stakeholder Interviews & Focus Groups · Ongoing
- Park District, Village, and City Staff Meetings · Ongoing

Outreach

Getting to over 400 responses

The preliminary trail concepts and second Community Survey were launched on January 13, 2025, and ran for six weeks, until February 28, 2025. Following the launch of the Concepts and Survey, marketing continued to roll out for the next 6 weeks via print and digital means.

The Wilmette Park District promoted the project via the Park District's project website, newsletter and edistribution list, reaching thousands of subscribers. Community Survey #1 yielded over 1,000 responses. Hundreds of participants provided their email addresses to be notified of future project related events. Those participants were invited to participate in Community Survey #2.

Additionally, the Village of Wilmette, City of Evanston and other local stakeholders promoted the survey through their regular communication platforms, including websites and social media. Postcards and posters were also shared, posted, and distributed at events and focus groups.

The Wilmette Park District posted a brochure of proposed concepts and case study photos of design features to accompany the survey on January 13, 2025.





Outreach materials promoting the Community Survey formatted for print distribution and social media posts



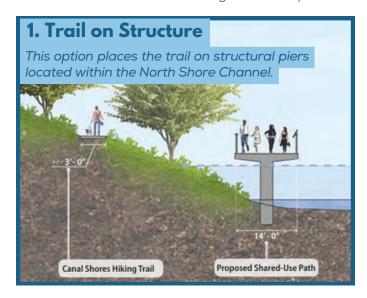
03 · Findings by Section

Summary Results: Trail Alignment

Participants in the Community Survey were asked to rank their preferred trail alignment concepts, taking into account each option's benefits and drawbacks. Respondents chose the proposed **Trail on Structure**, which would be a separate system of constructed paths and have less impact on nature, as their preferred concept over the **Embankment Trail**, which would be constructed in the existing natural embankment along the channel.

Please rank the trail alignment types in the order of your preference:

Note: Survey participants were asked to rank alignments from most desirable to least. Results below reflect the order of preference, with 1 being most preferred and 2 being least preferred. 74 respondents (17%) skipped this question. Typical sections from Central to Isabella for each trail alignment concept are illustrated below.





Respondents were asked to provide open-ended comments about trail alignments following the ranking. Top themes of these comments are below:

1. Environmental Preservation:

There is a strong desire to protect the existing natural environment, and concerns that the embankment trail option would disrupt existing hiking trails, trees and habitats.

2. User Safety:

It is important to many responders that the trail be a safe and accessible trail for all users. Concerns about safety for children, seniors, and other vulnerable users were expressed.

3. Cost and Feasibility

Many open-ended comments mentioned the financial implications of the project and the potential costs to taxpayers.

"We should keep the trees and the beauty of the trails."

"Constructing adjacent hiking and biking trails can be dangerous and problematic. Of primary concern should be safety."

"My priority is feasibility of getting this trail complete. I love the idea of not impact to existing shoreline/environment with a structure, but I fear high cost to build this type of structure is going to prohibitive to getting this complete."

Summary of Results: Crossings at Green Bay & Union Pacific Railroad

Participants in the survey were asked to consider multiple crossing options for getting across **Green Bay Road and the Union Pacific Railroad tracks**, an area that poses safety concern for potential trail users. Respondents considered three different bridge options, as well as an underpass and a series of on-street surface routes.

Please rank the trail connections in the order of your preference:

Note: Survey participants were asked to rank crossings from most desirable to least. Results below reflect the order of preference, with 1 being most preferred and 5 being least preferred. 66 respondents (15%) skipped this question. Precedent photos of the connection concepts are illustrated below.











Respondents were asked to provide open-ended comments about trail connections following the ranking. Top themes of these comments are below:

1. User Safety:

Respondents heavily favored options that provided grade separation (underpasses or bridges) to minimize conflicts with vehicular traffic and improve the overall user experience.

2. Golf Course Interference

Respondents remarked upon the impact of the trail crossing on the Canal Shores golf course. Many expressed a desire to minimize disruption to golfers and the golf course itself.

"As soon as someone gets hit by a golf ball, the trail will be closed. = money wasted."

"Allowing bikes to go under Green Bay Road and under railroad would be the safest."

"The only option that is not incompatible with the golf course is the surface road option. The others all present serious issues of injury to bikers and disruption of play on the golf course."

Summary of Results: Roadway Connections

Respondents to the survey were asked to prioritize the most critical **roadway and neighborhood connections** for the new trail, keeping in mind connections will be implemented through a phased approach.

Please rank the roadway connections in the order of your preference:

Note: Survey participants were asked to rank connections from most desirable to least. Results below reflect the order of preference, with 1 being most preferred and 7 being least preferred. 71 respondents (16%) skipped this question. Photos of key community assets associated with the connections are illustrated below.



(to Downtown Wilmette, Gillson Park + Beach, Downtown Evanston, Northwestern University)



(to Green Bay Trail, Evanston Ecology Center + Ladd Arboretum, Noyes CTA, Northwestern University, Downtown Evanston)



(to Ryan Field, Central Street Commercial District, Endeavor Health, Central Street CTA)



(to 4th + Linden Commercial District, Linden CTA Station, Bahai Temple)



(to Ryan Field, Endeavor Health / Evanston Hospital)



(to St. Athanasius School, Haven Middle School, Kingsley Elementary, Northwestern University)



(to 4th + Linden Commercial District, Baker School) Respondents were asked to provide openended comments about trail connections following the ranking. Top themes of these comments are below:

1. Maximizing Ridership and Regional Connections

Respondents favored roadway connections that would have maximum impact in the broader region.

2. Efficiency and Practicality

Respondents noted that all connections will cost money and favored those where ridership or infrastructure already exists.

"Connections to CTA and the most heavily trafficked routes in Evanston should be prioritized to encourage the most usage possible."

"It seems logical to maximize use of existing infrastructure (roads & sidewalks) and minimize cost."

"Don't need to prioritize streets that aren't busy anyway. Easy to go on side streets for most of these."

04 · Next Steps

Project Phases & Timeline

The North Shore Channel Trail Feasibility Study engagement activities are now closed, but their findings will continue to impact the project at all phases.

Insights into community member cycling, walking, and driving behaviors and preferences are key elements of this feasibility study. Our aim is to assess if and how a potential connective path could aid in overall mobility between Wilmette and Evanston and beyond.

The findings from these engagement activities will take center stage as we work to develop the final connective path design concepts.

The Final Feasibility Study Report will assess the overall feasibility of a bicycle path that bridges the 1.5-mile gap between the existing North Shore Channel Trail and Sheridan Road cycling facilities.

Thank you again to all who took part in the survey and engagement activities! Please keep in touch with the project website for additional updates about this planning effort.

PHASE 1
Data Collection
May 2024



PHASE 2

Community Outreach Summer 2024



PHASE 3

Design Concept Development + Community Outreach

Fall 2024 -Winter 2025



PHASE 4

Final Draft of Feasibility Study Spring 2025





Scan here to access the project website and learn more about the North Shore Channel Trail Feasibility Study!



WILMETTE PARK DISTRICT

NORTH SHORE TRAIL FEASIBILITY STUDY

Focus Group Meeting

August 6, 2024 | Community Recreation Center | 1:00 – 3:00 pm August 13, 2024 | Community Recreation Center | 1:00 – 3:00 pm

The purpose of the Focus Group was to engage community stakeholders and gather feedback about issues and opportunities surrounding the North Shore Trail area.

Meeting invitations were issued to community stakeholders by the Wilmette Park District via email. A copy of the stakeholder list is attached.

Focus Group meetings were conducted on August 6 and August 13.

The following stakeholders attended the focus group meetings:

CONSULTANT TEAM	AUGUST 6, 2024	AUGUST 13, 2024
	COMMUNITY STAKEHOLDERS	COMMUNITY STAKEHOLDERS
CBBEL	CANAL SHORES	EVANSTON COUNCIL MEMBER
Mike Kerr	 Matt Rooney, Board President 	 Eleanor Revelle, 7th Ward
 Daniel O'Connor 		
TESKA	EVANSTON TRANSIT ALLIANCE	COOK COUNTY DEPARTMENT OF
 Jodi Mariano 	John Fervoy	TRANSPORTATION AND HIGHWAYS
	Jeff Balch	Benet Haller
	CITY OF EVANSTON	WILMETTE RESIDENT
	 Sarah FioRito, Transportation and 	Jeff Axelrod
	Mobility Coordinator	
	Chris Sous, Engineering	

A summary of meeting discussion items follows below, organized by topic:

BIKE TRAIL CONSIDERATIONS

- Should continue beneath the bridges.
- Should be connected to neighborhoods.

 Should be on the west side to connect to Poplar / Green Bay Trail at the southern terminus and avoid the Baha'l Temple parking lot at the northern terminus. A west side trail would provide direct access to Gilson Park Beach.

POPLAR AVENUE CONNECTIONS

- Poplar provides the connection north to Green Bay Trail. This is a key linkage and the plan should accommodate this connection.
- Consider an underbridge connection at Poplar that is hung below RR and GB Rd bridges.

KEY NEIGHBORHOOD CONNECTIONS

- Central Street (economic corridor)
- Lincoln Street (neighborhoods / schools)
- Maple (to 4th / Linden)

CANAL SHORES GOLF COURSE AND OPEN SPACES

- Canal Shores wants to protect existing hiking trails. The trails were developed during covid and are cared for and used by community members. Trails provide a continuous 3-mile loop at the east and west sides of the channel.
- Canal Shores leases land from the Wilmette Park District; Park District leases land from MWRD.
- The hiking trails may not have been constructed with a permit.
- Canal Shores will allow access between greens/tees to connect neighborhoods to canal
- Canal Shores parks cars on NU game day at holes 1, 2, 11, 12, 14, 15.
- Kids ride bikes through golf course to get to/from school.
- Canal Shores has renumbered some golf holes.

BAHAI TEMPLE / GILSON PARK + BEACH

- A switchback / underpass exists at Sheridan Road, east and west of Sheridan Rd.
- Consider connections between Gilson Park + Beach and the new trail facility.

BIKE TRAIL REQUIREMENTS + OPPORTUNITIES

- Per CBBEL: we may get an exception to have a 12' wide pathway
- 10' vertical clearance is required beneath bridges; this requires approximately 320' If ramp
- Consider a free-standing trail structure (with railings) supported by piers, mounted in the canal adjacent to the embankment.

GILSON PARK CONNECTION

- This is a key connection between the North Shore Trail and Sheridan Road bike facility.
- The Park District has a plan for changes to Gilson Park, including Harbor Drive in this area. Obtain these plans for incorporation into the feasibility study.
- The existing underpass is a good facility for pedestrians in this area.

WILMETTE HARBOR

• The area where the North Shore Drainage Channel meets the lake is unsightly, including an unsightly pumping station. Can MWRD improve these areas?

LINCOLN STREET

- The Lincoln Street bridge is currently under redesign and will include designated bike lanes at the bridge.
- Lincoln Street may be considered for future bike lanes.

CONNECT TO BUSINESS DISTRICTS AND DESTINATIONS

- Central Ave business district
- 4th / Linden business district
- Hospital

PROPOSED CANOE / KAYAK LAUNCH AT CANAL SHORES AND LINCOLN STREET

 Per Council Member Revelle, a community meeting was hosted recently for this project by one of the Rowing Groups who sponsored this project. The proposal was met with neighbor concern. The project has been shelved.

OFF-STREET TRAIL ALIGNMENT

• The west side of the Channel was considered the best option for the trail.

The meetings adjourned at approximately 2:45 pm.

Encl: Stakeholder list, sign in sheet, presentation materials

WILMETTE PARK DISTRICT – NORTH SHORE CHANNEL TRAIL STUDY

STAKEHOLDER LIST

ORGANIZATION	CONTACTS	
Cook County Department of	Bennet Haller, benet.haller@cookcountyil.gov	
Transportation and	Joe Seymour	
Highways		
Wilmette Park District	Alissa Paquette, apaquette@wilpark.org	
Village of Wilmette	Dan Manis, manisd@wilmette.com	
City of Evanston	Lara Biggs, lbiggs@cityofevanston.org	
	Sarah FioRito, Transportation + Mobility Coordinator, sfiorito@cityofevanston.org Chris Sous, Assistant City Engineer, csous@cityofevanston.org	
	Michael Callahan, mcallahan@cityofevanston.org	
Evanston Environmental	Matt Poole, Ecology Center Program Manager, mpoole@cityofevanston.org	
Association		
Evanston Transit Alliance	John Fervoy, jfervoy@sbcglobal.net	
Bike Wilmette	Jeff Axelrod, jeff@theaxelrods.com	
Canal Shores Golf Course	Matt Rooney, President, <u>matthewarooney@gmail.com</u>	
Women's Golf League	Judy Nickels, dnickels@msn.com	
Wilmette Kenilworth	info@wilmettekenilworth.com	
Chamber of Commerce	Terry Dason , director@wngchamber.com	
Go Green Wilmette	info@gogreenwilmette.org	
Transit Agencies	RTA - Michael Horsting, horstingm@rtachicago.org	
(RTA, Metra, CTA, Pace)	CTA – Christina Bader at cbader@transitchicago.com	
	Metra – David Kralik at dkralik@metrarr.com	
	Pace – Erik Llewellyn at erik.llewellyn@pacebus.com	
	Pace – Jessica Rybarczyk jessica.rybarczyk@pacebus.com	
	Pace – Kyle Sussman kyle.sussman@pacebus.com	
Northwestern University	Andrea Cehaic, Assistant Director at the Transportation Center,	
	andrea.cehaic@northwestern.edu	
Rowing Communities	North Channel Community Rowing, https://www.nccrowing.org	
	Michael Wyman, michael.wyman@nccrowing.org	
Birding Communities	Evanston North Shore Bird Club, https://www.ensbc.org	
	info@ensbc.org	
Evanston Hospital	Mark Schroeder, Director, Community Relations <u>mschroeder@northshore.org</u>	
Bahai Temple	how@usbnc.org	
Local Schools - Haven and	Haven Middle: Christopher Latting, Principal, <u>lattingc@district65.net</u>	
Kingsley, Baker	Kingsley Elementary: Tiffany Chapman, Assistant Principal,	
Demonstration School, St.	chapmant@district65.net	
Athanasius, Orrington	Baker Demonstration: Kate Cicchelli, Head of School,	
	kcicchelli@bakerdemschool.org	
	St. Athanasius: Judy Berg, Communications: jberg@saintas.net	
	Orrington: Sarah Yoo, Assistant Principal, yoos@district65.net	

WILMETTE PARK DISTRICT | NORTH SHORE CHANNEL TRAIL FEASIBILITY STUDY

Sign-In Sheet

Event: FOCUS GROUP MEETING

Date: August 6, 2024 Location: Wilmette Community Recreation Center

Name	Email	Connection to the North Shore Channel Trail Area
Jeff Balch	Balchawsky Cyahoo.com	Ev. Transit Alliance
Chris Sous	asous a city of evans TON, ORG	EVANSTON
MIKE KEKE	mkerrecbbel.com	(8672
Daniel O'Connell	doconnell@cbbel.com	CBBEL
MITT ROONEY	MATT HEWA ROONEY OGMAIL. OUN	CANAL SHORET
Sarah Fiorito	Sarara Stiorito@cityofevanston	org City of Evanston
John Feruay	ifervoye Steslobal. net	OND CITY of Evanston FTA: activists who called for

WILMETTE PAPEDISTRICT

N. SHOPE CHANNEL TRAIL

FOCUS GROUP MEETING — AUGUST 13, 2024

MAME EMAIL CONNECTION TO THE TRAIL. FUNDER/FAN Benet. Haller @ Benct Haller COOK COUNTY IL. GOV Daniel O'Connell Engineer doconnell@cbbel.com mkerrecbbel. com Engineer MIKE KEKL Counant Member erevelle e cityofevanstomera Elenar Revola jeff@theaxelods.com Organizo Jeff Axe Irod Longsope Architect. IMariano@ Tespa Associatec. com JODI MARIANO.













WILMETTE PARK DISTRICT

NORTH SHORE TRAIL FEASIBILITY STUDY

Focus Group Meeting

December 11, 2024 | Community Recreation Center | 10:00 – 11:30am

December 12, 2024 | Community Recreation Center | 10:00 – 11:30am

The purpose of the Focus Group was to present outcomes of community survey #1, existing conditions findings and preliminary trail concepts to community members and receive their feedback.

Meeting invitations were issued to community stakeholders by the Wilmette Park District via email. A copy of the stakeholder list is attached.

Focus Group meetings were conducted on December 11 and 13, 2024.

A summary of meeting discussion items follows below, organized by topic:

BIKE TRAIL FACILITY OPTIONS

- Some preferred Option 1 (embankment) over Option 2 (piers) due to cost
- Some preferred Option 2 (piers) over Option 1 (embankment) due to better visibility/safety, reduced impacts to existing trails and unstable soils at banks
- Concerns about impacts to trees and embankment to build the embankment option
- The golf course notes that the hiking trail is a loop and should be protected at both sides of the channel. Therefore Option 2 (piers) is most preferred.

BRIDGE CONNECTIONS NEAR GREEN BAY ROAD

- Bridge Option 3 preferred to avoid unstable soil conditions near Bridge Options 1-2 and minimized conflicts with golf course.
- Concerns about pedestrian/biker safety, visibility and potential conflicts with golfers
- An additional option was suggested to provide an underpass near the McCormick/Green Bay intersection. This provides access to the multi-use trail and Green Bay trail while avoiding conflicts at golf hole 16

CONNECTION TO 4TH AND LINDEN

Provide directional signs, kiosks and connections between 4th and Linden and the trail facility.

CONNECTION TO EVANSTON HOSPITAL

- Hospital provided a letter of support for this project.
 - Consider adding a pathway at the west side of Girard Ave ROW between Central Ave and Isabella St to
 offer nearby trail facilities to hospital staff/visitors and Central Ave CTA station areas. Note existing
 fence defines the golf course property. Trees would be impacted.
 - O Consider making use of the existing sidewalk at the east side of Girard Ave between Central Ave and Isabella St. This would be more accessible to the hospital and minimize tree conflicts.





SOUTH GOLF COURSE ISSUES + CONCERNS

- Golf hole #16 was unstable and has eroded. As a result, the 16 hole and 17 tee was recently relocated as shown below.
- Potential conflicts between golf balls and pathway users near the #16 tee as shown below



PLACEMAKING + AESTHETICS

- General preference for naturalistic designs and natural materials

NEXT STEPS: PUBLIC OUTREACH

A survey will be issued to share the outcomes of this project and to invite input. The following questions may be asked of the community:

- 1. Identify preferences for pathway option 1 or 2
- 2. Identify crossing preferences near Green Bay Road
- 3. Prioritize roadway connections
- 4. Prioritize design treatments

The meetings adjourned at approximately 11:45 pm.

Encl: Stakeholder list, sign in sheet, meeting photos, presentation materials

WILMETTE PARK DISTRICT – NORTH SHORE CHANNEL TRAIL STUDY

STAKEHOLDER LIST

ORGANIZATION	CONTACTS	
Cook County Department of	Bennet Haller, benet.haller@cookcountyil.gov	
Transportation and	Joe Seymour	
Highways		
Wilmette Park District	Alissa Paquette, apaquette@wilpark.org	
Village of Wilmette	Dan Manis, manisd@wilmette.com	
City of Evanston	Lara Biggs, lbiggs@cityofevanston.org	
	Sarah FioRito, Transportation + Mobility Coordinator, sfiorito@cityofevanston.org	
	Chris Sous, Assistant City Engineer, csous@cityofevanston.org	
	Michael Callahan, mcallahan@cityofevanston.org	
Evanston Environmental	Matt Poole, Ecology Center Program Manager, mpoole@cityofevanston.org	
Association		
Evanston Transit Alliance	John Fervoy, <u>ifervoy@sbcglobal.net</u>	
Bike Wilmette	Jeff Axelrod, jeff@theaxelrods.com	
Canal Shores Golf Course	Matt Rooney, President, <u>matthewarooney@gmail.com</u>	
Women's Golf League	Judy Nickels, dnickels@msn.com	
Wilmette Kenilworth	info@wilmettekenilworth.com	
Chamber of Commerce	Terry Dason , director@wngchamber.com	
Go Green Wilmette	info@gogreenwilmette.org	
Transit Agencies	RTA - Michael Horsting, horstingm@rtachicago.org	
(RTA, Metra, CTA, Pace)	CTA – Christina Bader at cbader@transitchicago.com	
	Metra – David Kralik at <u>dkralik@metrarr.com</u>	
	Pace – Erik Llewellyn at erik.llewellyn@pacebus.com	
	Pace – Jessica Rybarczyk <u>jessica.rybarczyk@pacebus.com</u>	
	Pace – Kyle Sussman kyle.sussman@pacebus.com	
Northwestern University	Andrea Cehaic, Assistant Director at the Transportation Center,	
	andrea.cehaic@northwestern.edu	
Rowing Communities	North Channel Community Rowing, https://www.nccrowing.org	
	Michael Wyman, michael.wyman@nccrowing.org	
Birding Communities	Evanston North Shore Bird Club, https://www.ensbc.org	
	info@ensbc.org	
Evanston Hospital	Mark Schroeder, Director, Community Relations <u>mschroeder@northshore.org</u>	
Bahai Temple	how@usbnc.org	
Local Schools - Haven and	Haven Middle: Christopher Latting, Principal, <u>lattingc@district65.net</u>	
Kingsley, Baker	Kingsley Elementary: Tiffany Chapman, Assistant Principal,	
Demonstration School, St.	chapmant@district65.net	
Athanasius, Orrington	Baker Demonstration: Kate Cicchelli, Head of School,	
	kcicchelli@bakerdemschool.org	
	St. Athanasius: Judy Berg, Communications: jberg@saintas.net	
	Orrington: Sarah Yoo, Assistant Principal, yoos@district65.net	

SIGN IN SHEETS

Name	Email	Connection to the North Shore Channel Trail Are
RonMilanosio	milanosio r Q Wilmotte com	Village of Wilmette
Kyle Sussman	Kosuffer Kyle sussman@f Kosuffer Kyle sussman@f non jennifer@ wilmethe Kenilwarth. glequicajeff@gmail.com jforvoy@Sbeglobal.net alex@midwestlfg.com	escepular Pace Rus
enviter Homen Gatesn	non jennifero wilmetekenilworth.	can Chember of Commo
Jeff Axelrof	alenvicis if a amail com	Recident loganizer
John Ferroy	iforvoya steglobulinet	FIA
Alex Johnson	alexa ilyestles com	Carl Shores

Name	Email	Connection to the North Shore Channel Trail Area
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Megan Miller	Megan. Miller @metrary. com	Metra
Megan miller Christina Bader	Chader @transit chicago com	CTA
Elenor Revelle	erevelle @ cityokevanstanian	Col
MATTR DONE!	MATTHEWA RECNEY OGMAIL COM	CAMPL SHORE
Adam Kriatkoski	akwiatkoski, Quilparkon	
FRIC KRZISTOFIAK	ERIC. KREYSTOFIAKE GMAIL	ETA
# Betli Drucker	druckerbethe qmail.com	Bike Walk Wilmette / Go Green Wilm

MEETING PHOTOS











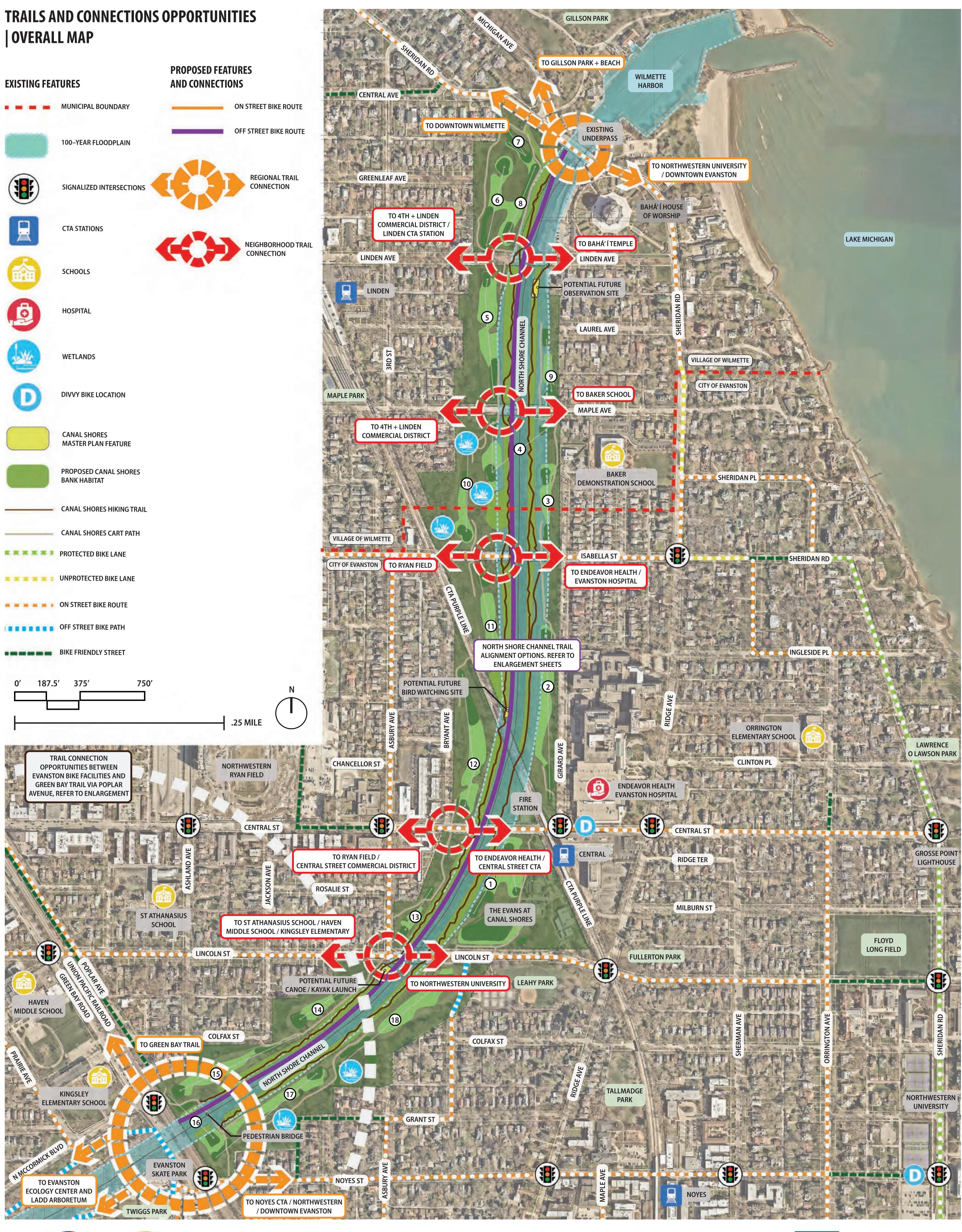




















TRAILS AND CONNECTIONS OPPORTUNITIES | ENLARGEMENT MAP **EXISTING FEATURES CANAL SHORES MASTER PLAN FEATURES EXISTING FEATURES AND CONNECTIONS** PROPOSED FEATURES AND CONNECTIONS **CANAL SHORES CANAL SHORES HIKING TRAIL** 100-YEAR FLOODPLAIN ON STREET BIKE ROUTE **MASTER PLAN FEATURE CANAL SHORES CART PATH MULTI-USE PATH TRAIL OPTION 1 OR 2 PROPOSED CANAL SHORES SIGNALIZED INTERSECTIONS BANK HABITAT** (U1)**OPTION U1: PEDESTRIAN UNDERPASS CONNECTION** PROTECTED BIKE LANE (B1) **OPTION B1: PEDESTRIAN BRIDGE CONNECTION** UNPROTECTED BIKE LANE **CTA STATIONS** (B2) **OPTION B2: PEDESTRIAN BRIDGE CONNECTION** ON STREET BIKE ROUTE **SCHOOLS** (B3) OFF STREET BIKE ROUTE **OPTION B3: PEDESTRIAN BRIDGE CONNECTION (S1) BIKE FRIENDLY STREET OPTION S1: ON STREET BIKE ROUTE CONNECTION WETLANDS DIVVY BIKE LOCATION** TRAIL CONNECTION OPPORTUNITIES BETWEEN NORTHWESTERN **EVANSTON BIKE FACILITIES AND GREEN BAY TRAIL CHANCELLOR ST** VIA POPLAR AVENUE, REFER TO ENLARGEMENT CENTRAL ST **CENTRAL ST HARRISON ST** ON STATE OF ST ATHANASIUS SCHOOL NORTH SHORE CHANNEL TRAIL ALIGNMENT OPTIONS. REFER TO ENLARGEMENT SHEETS UNDERPASS AND BRIDGE CONNECTION OPTIONS, REFER LINCOLN ST TO ENLARGEMENT MIDDLE SCHOOL **ON STREET CONNECTIONS OPTION COLFAX ST B3** 15 **KINGSLEY ELEMENTARY SCHOOL GRANT ST PEDESTRIAN BRIDGE** EVANSTON SKATE PARK NOYES ST NOYES ST **LEONARD PL PAYNE ST EVANSTON ECOLOGY CENTER**





INTERNATIONAL

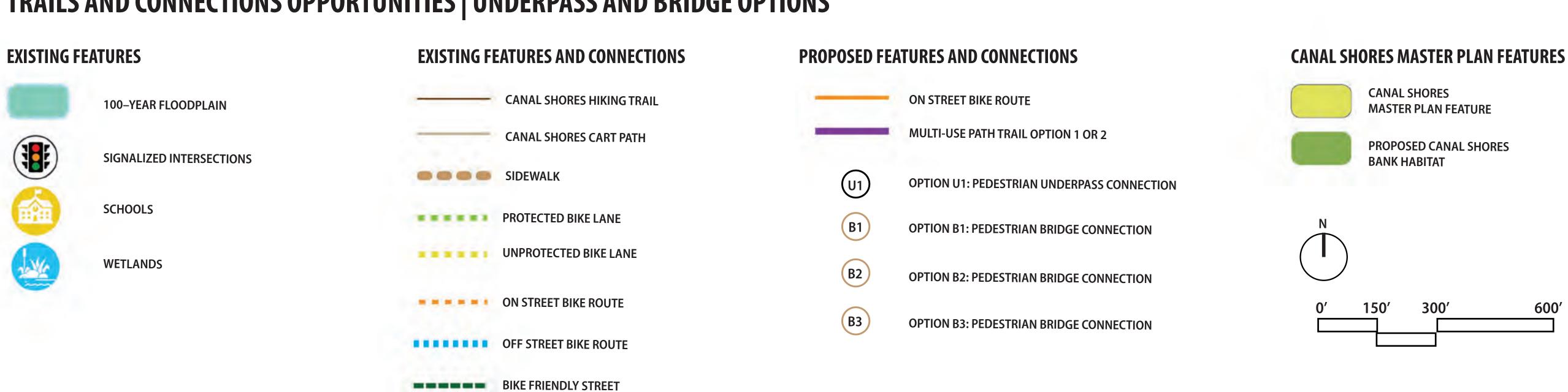
FRIENDSHIP GARDEN





SIMPSON ST

TRAILS AND CONNECTIONS OPPORTUNITIES | UNDERPASS AND BRIDGE OPTIONS





15 KINGSLE I
ELEMENTARY SCHOOL KINGSLEY dimminit. PEDESTRIAN BRIDGE EVANSTON SKATE PARK NOYES ST

Underpass Option 1 (U1): Connecting Green Bay Road to Proposed Shared-Use Path

Bridge Option 1 (B1): Connecting Noyes Street and Poplar Avenue





Bridge Option 2 (B2): Connecting Noyes Street and Poplar Ave

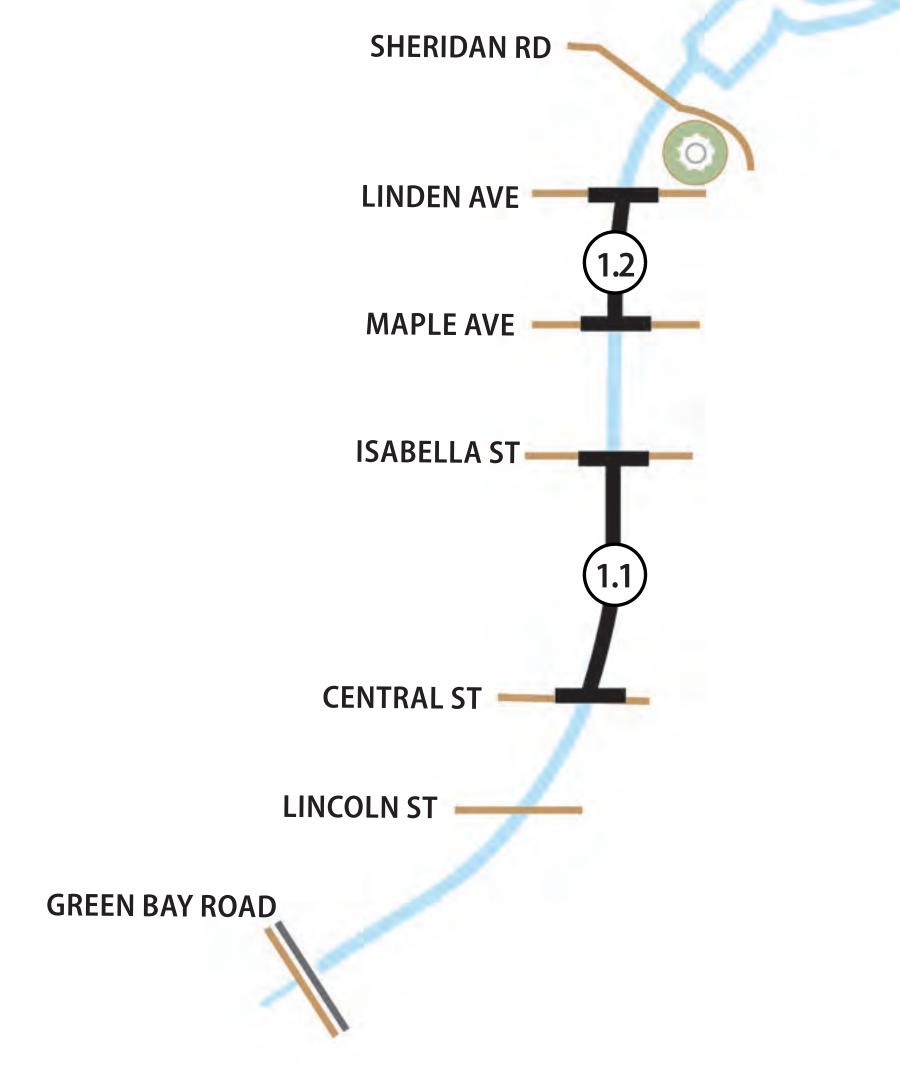
Bridge Option 3 (B3): Connecting Noyes Street and Colfax Street

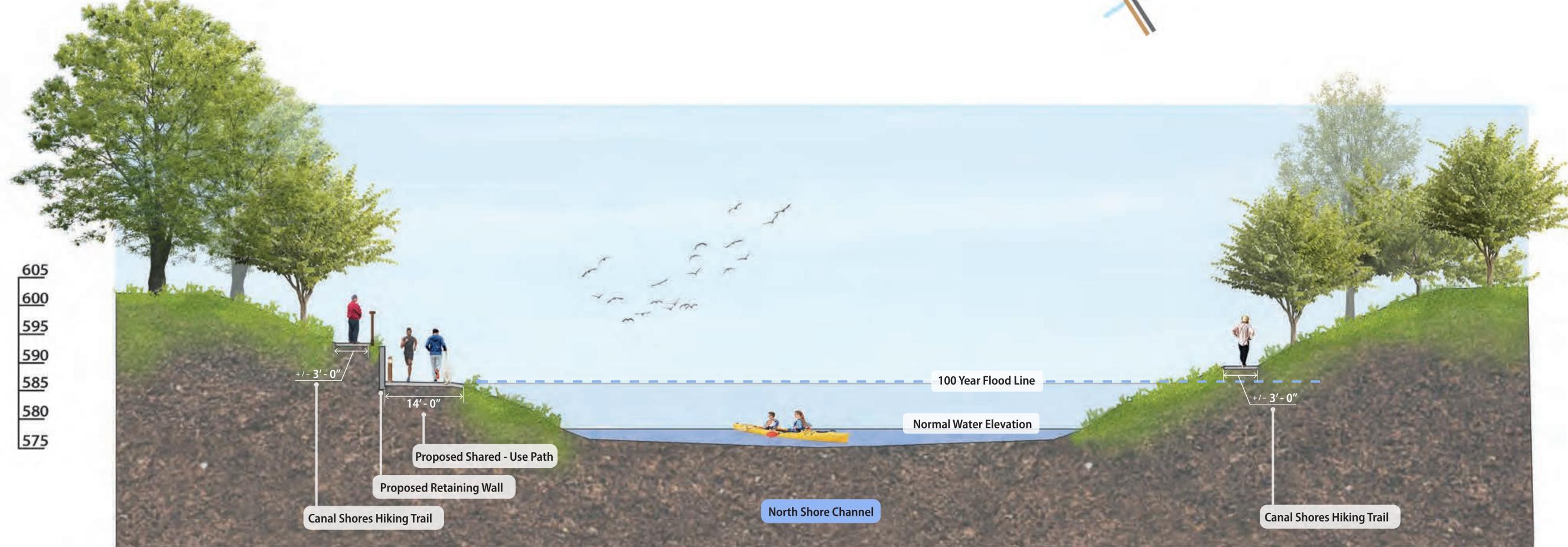




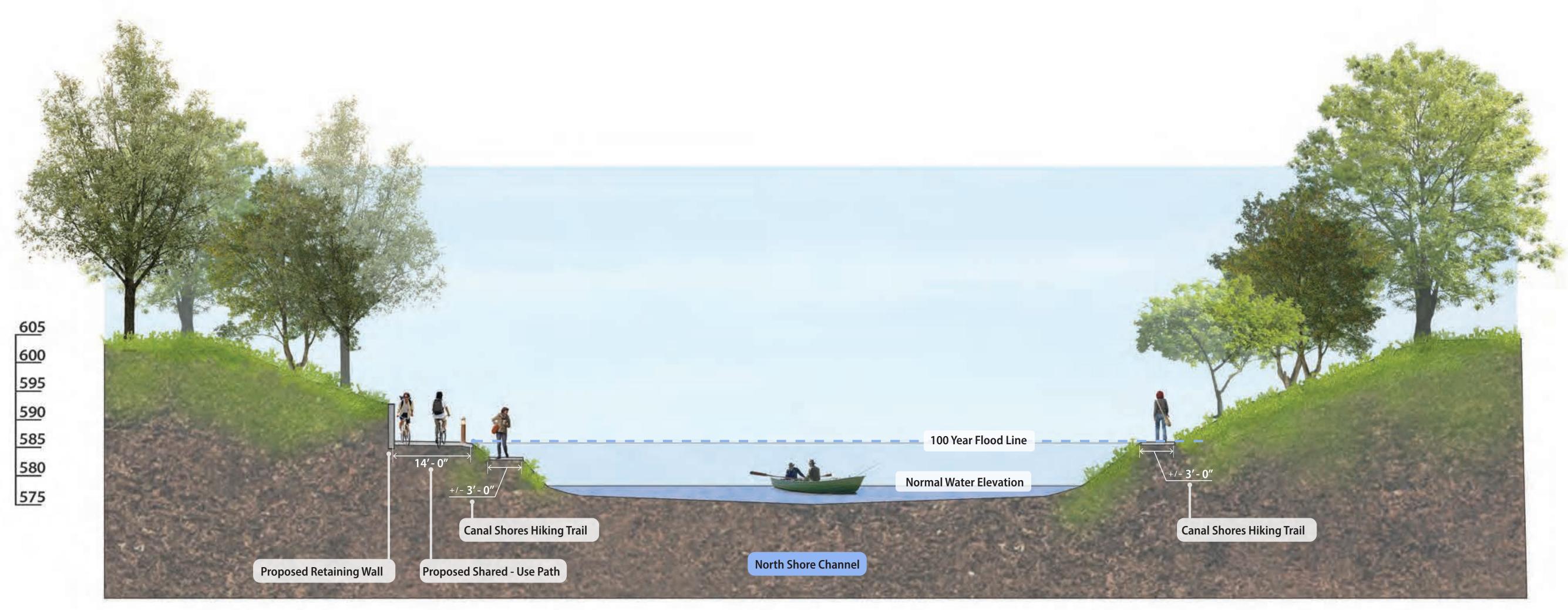








1.1 Typical Section from Central to Isabella St — Looking North



1.2 Typical Section from Maple Ave to Linden Ave – Looking North

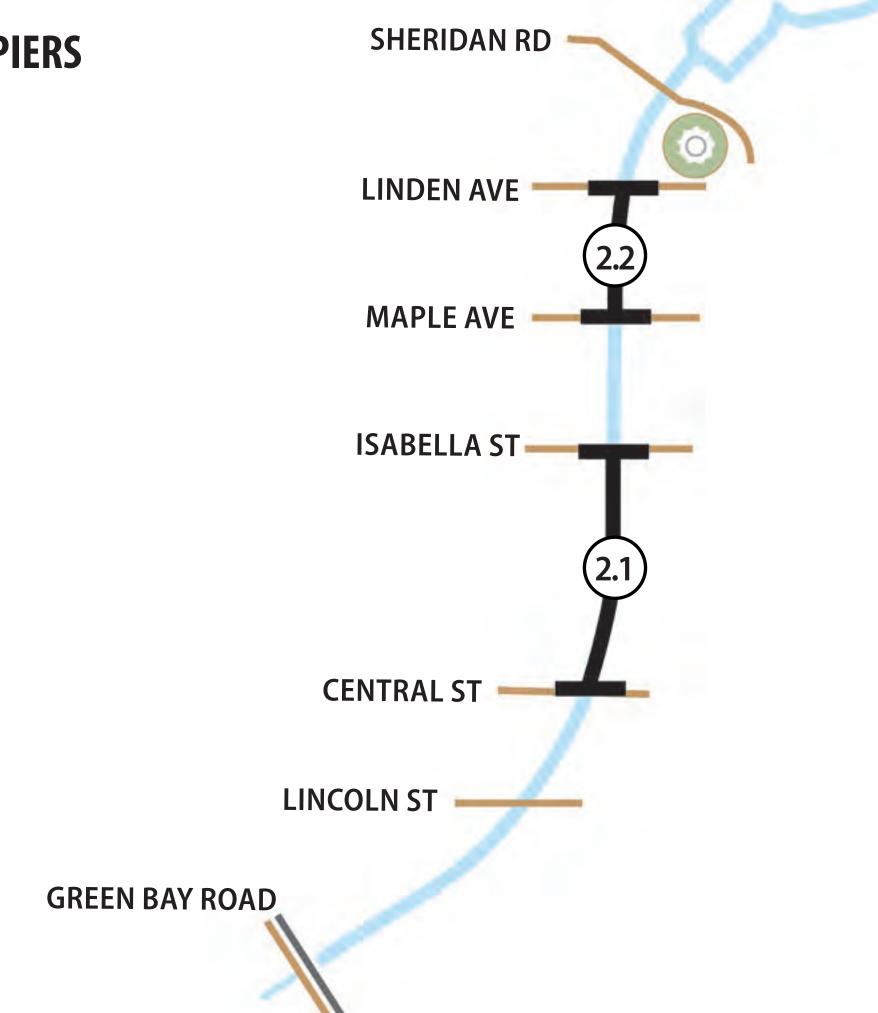


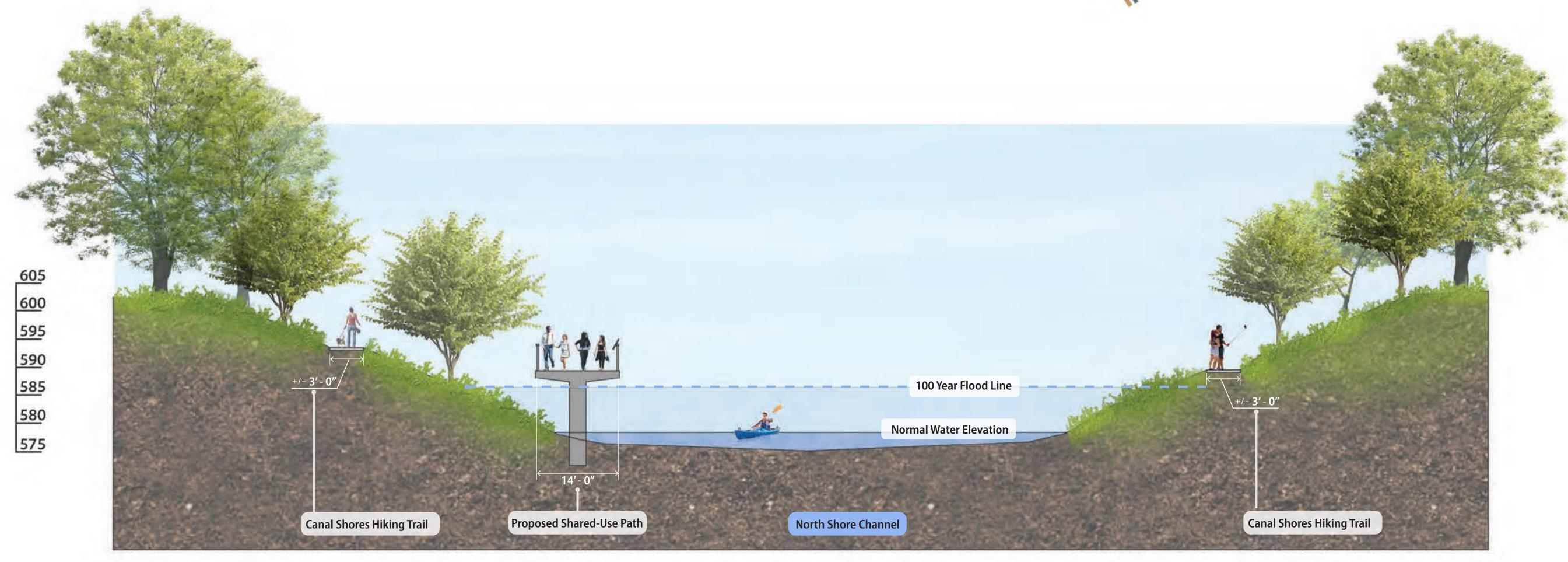




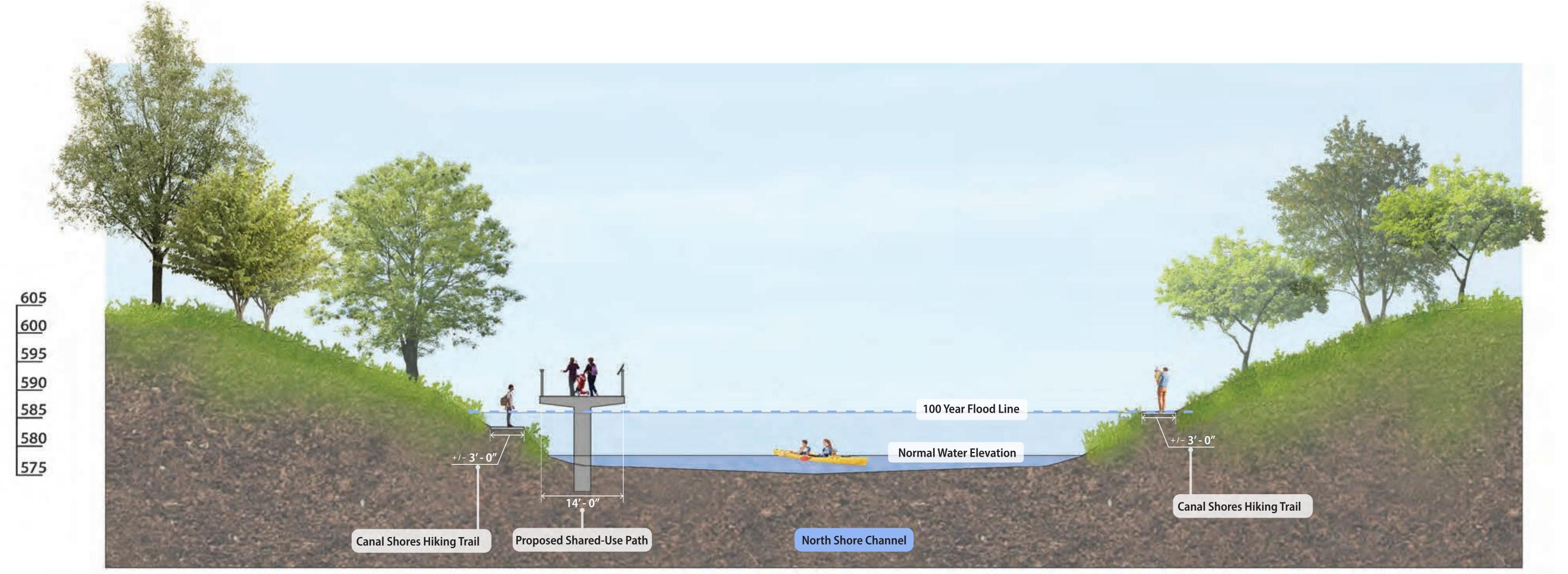


TRAILS AND CONNECTIONS OPPORTUNITIES | OPTION 2. SHARED—USE PATH ON STRUCTURAL PIERS





2.1 Typical Section from Central to Isabella St — Looking North



2.2 Typical Section from Maple Ave to Linden Ave – Looking North



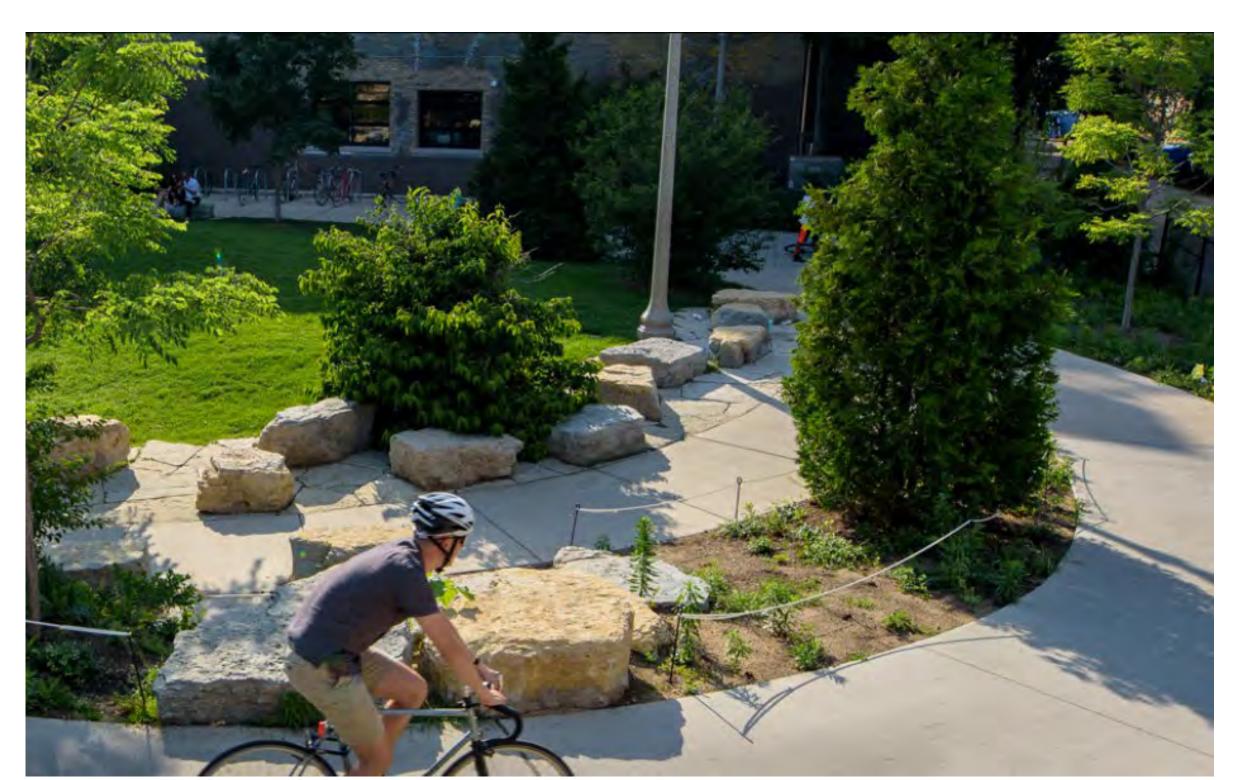






PRECEDENT PHOTOS | TRAILS + TRANSITIONS

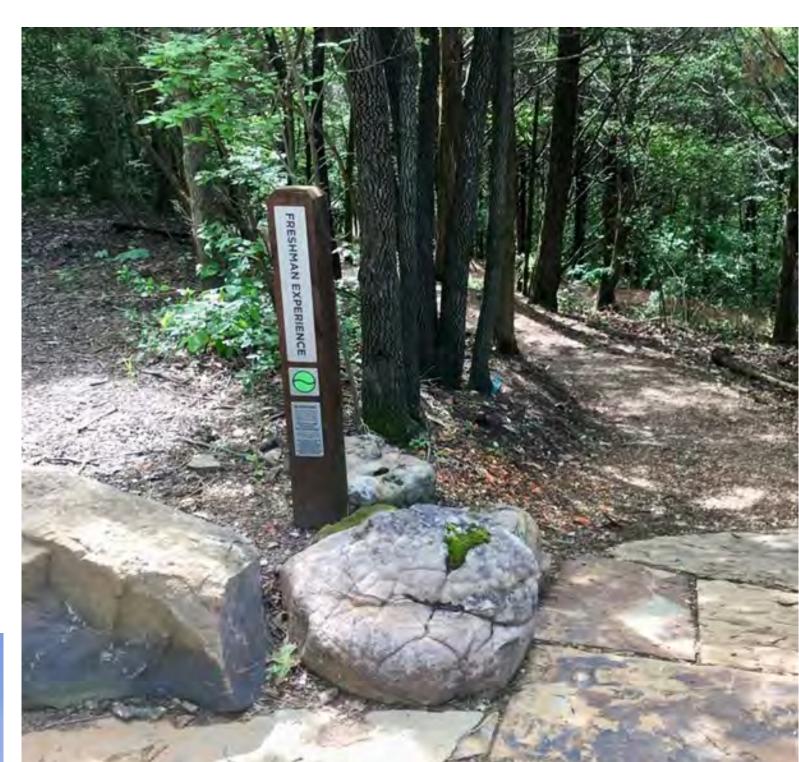






PRECEDENT PHOTOS | AMENITIES + PLACEMAKING









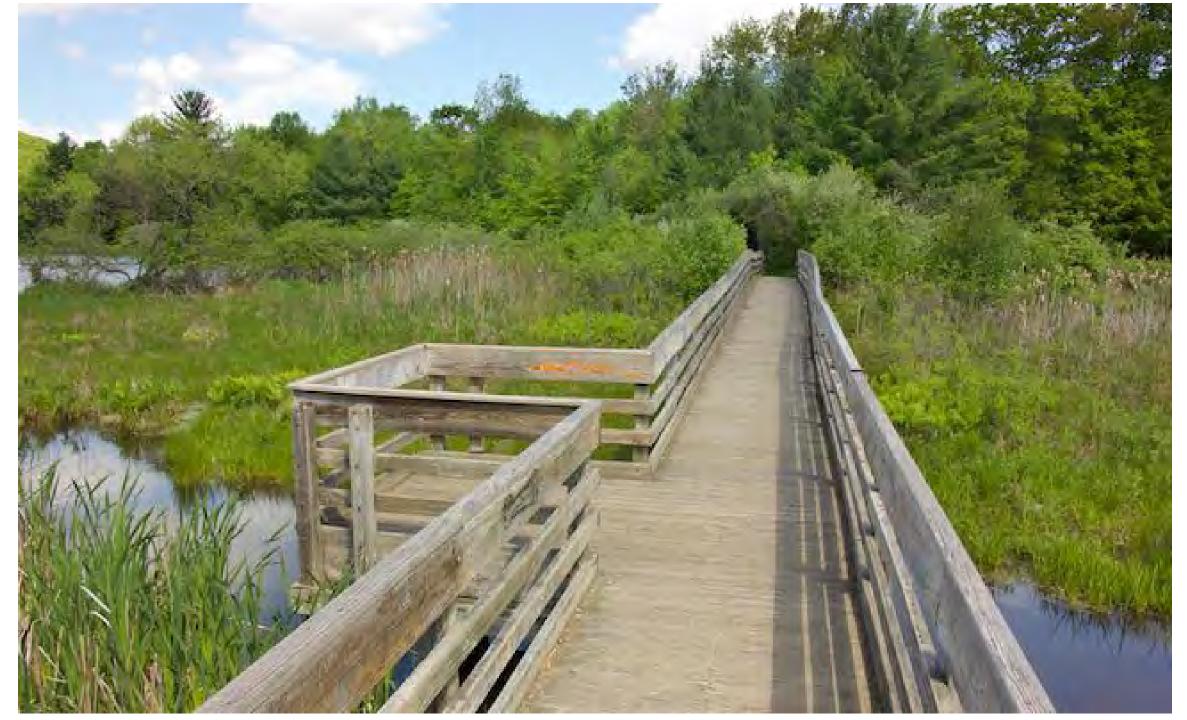








PRECEDENT PHOTOS | TRAILS ON STRUCTURES



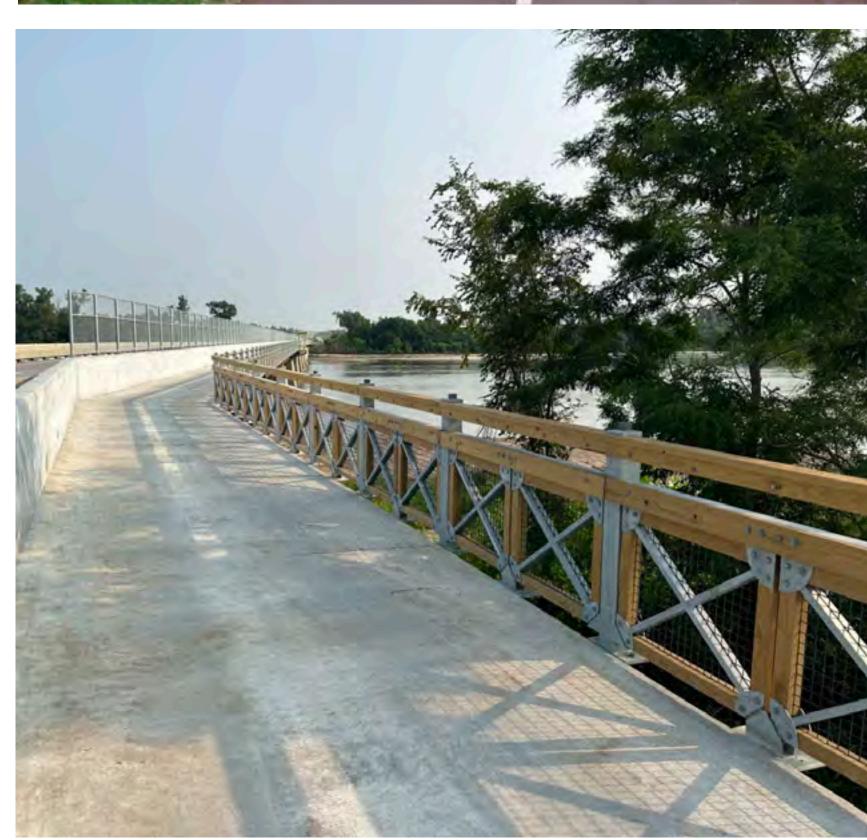




PRECEDENT PHOTOS | BRIDGES + UNDERPASSES







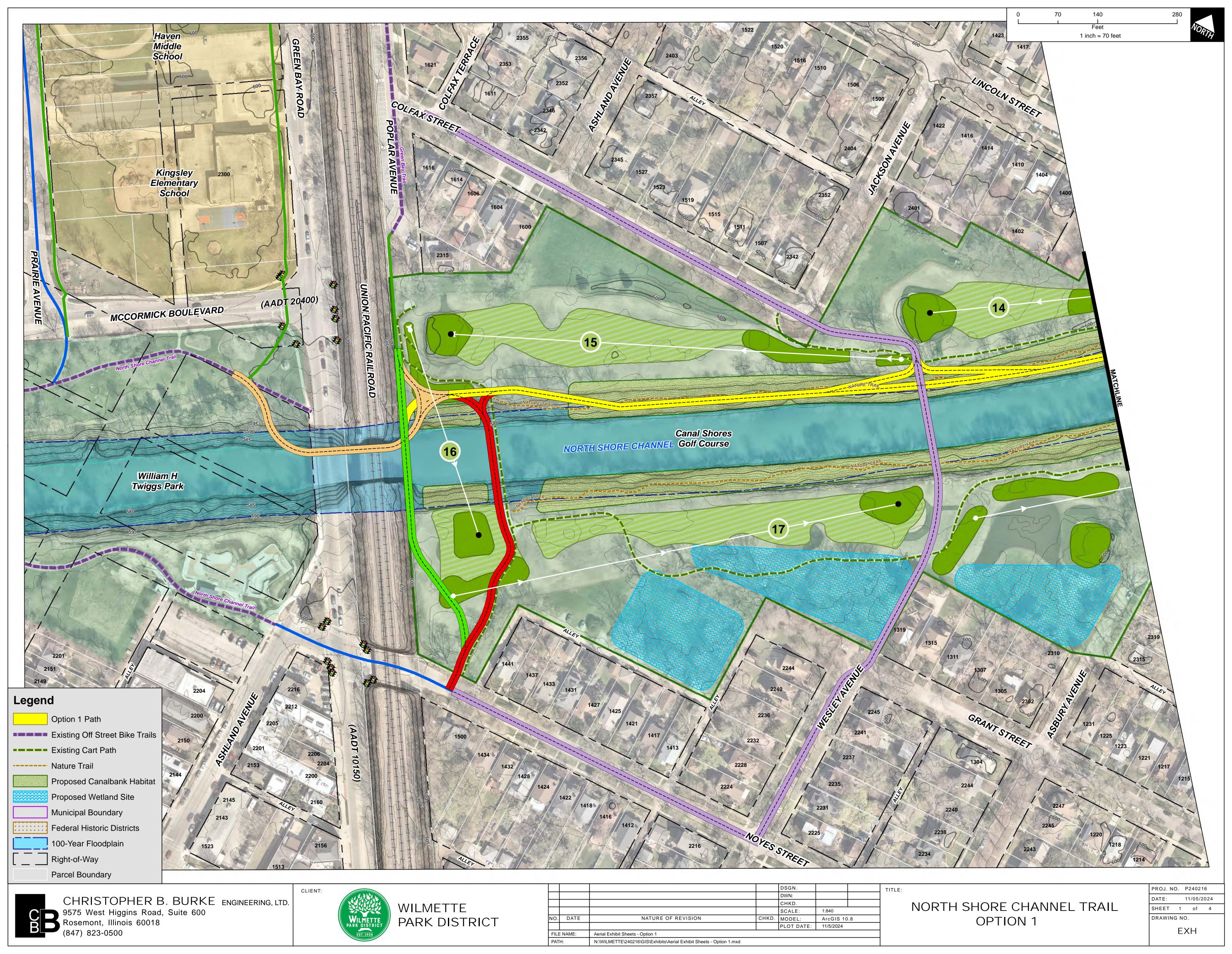


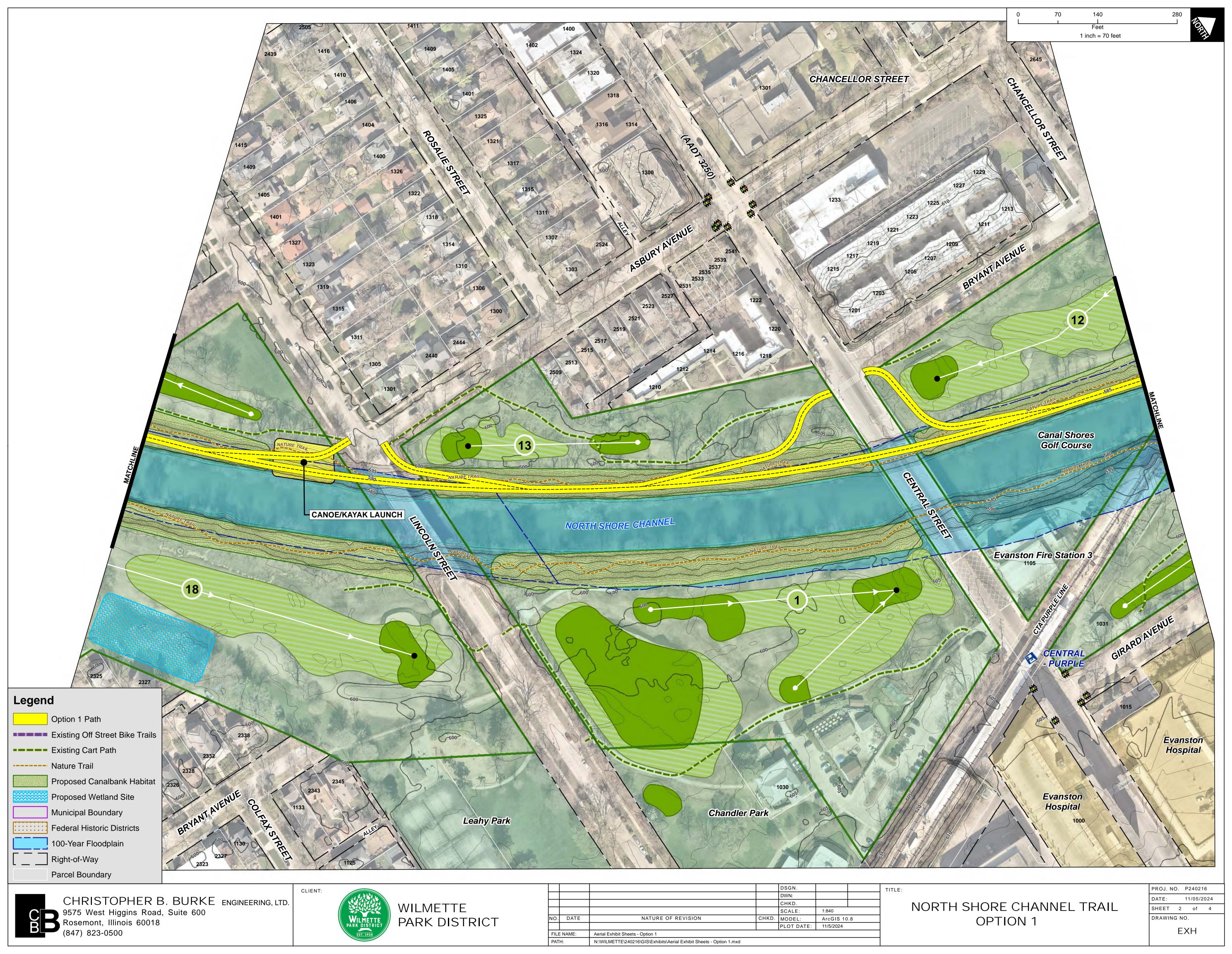


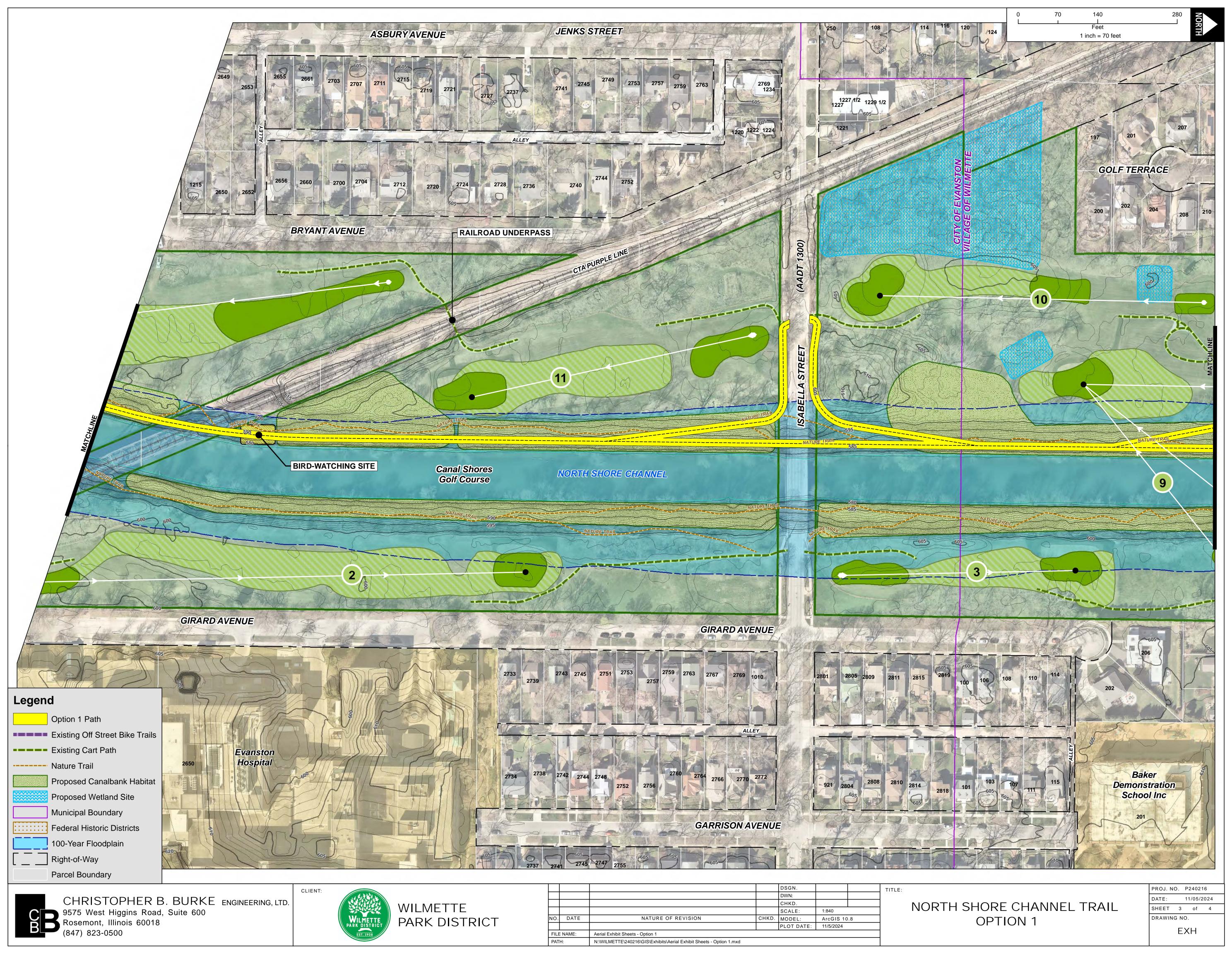


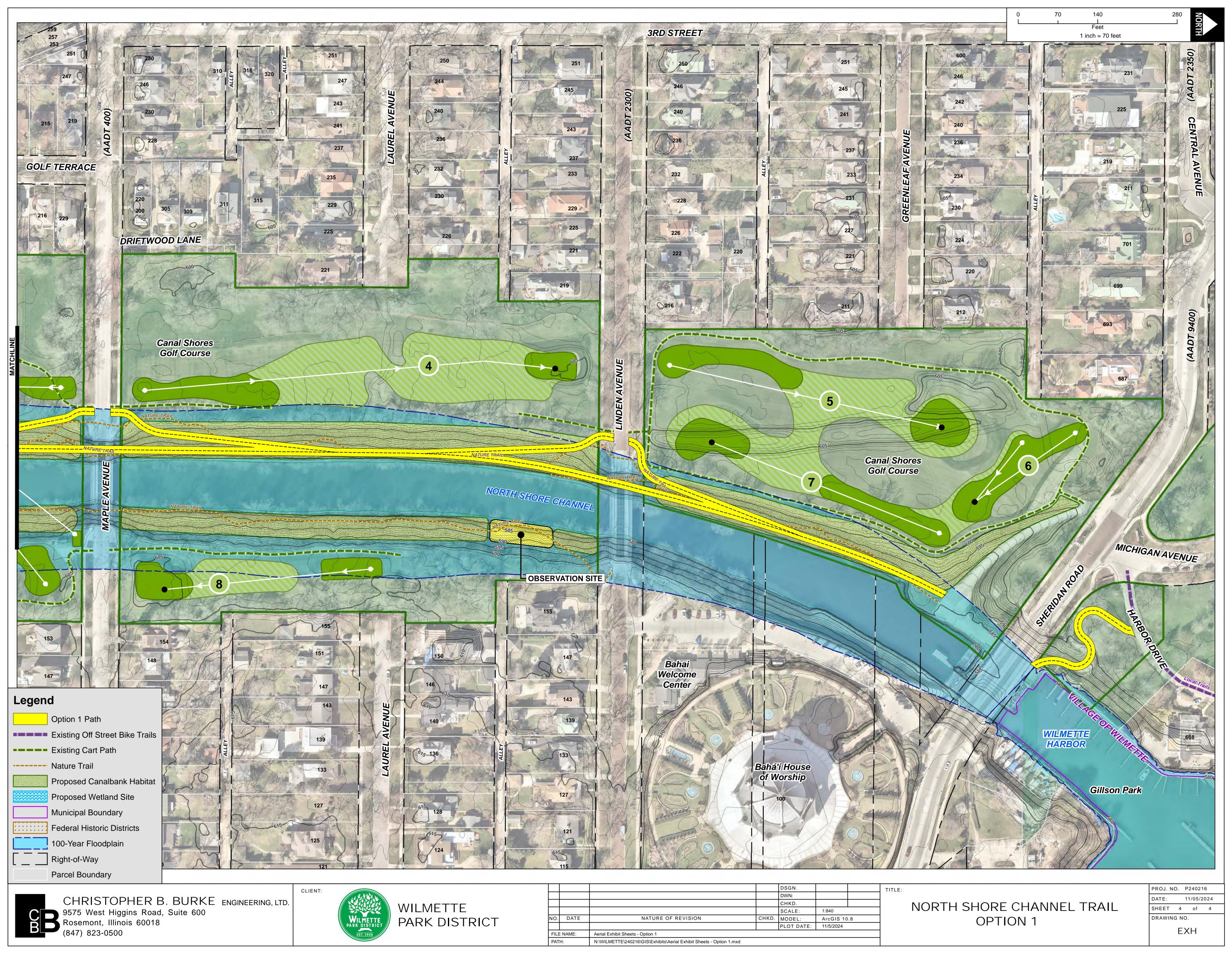


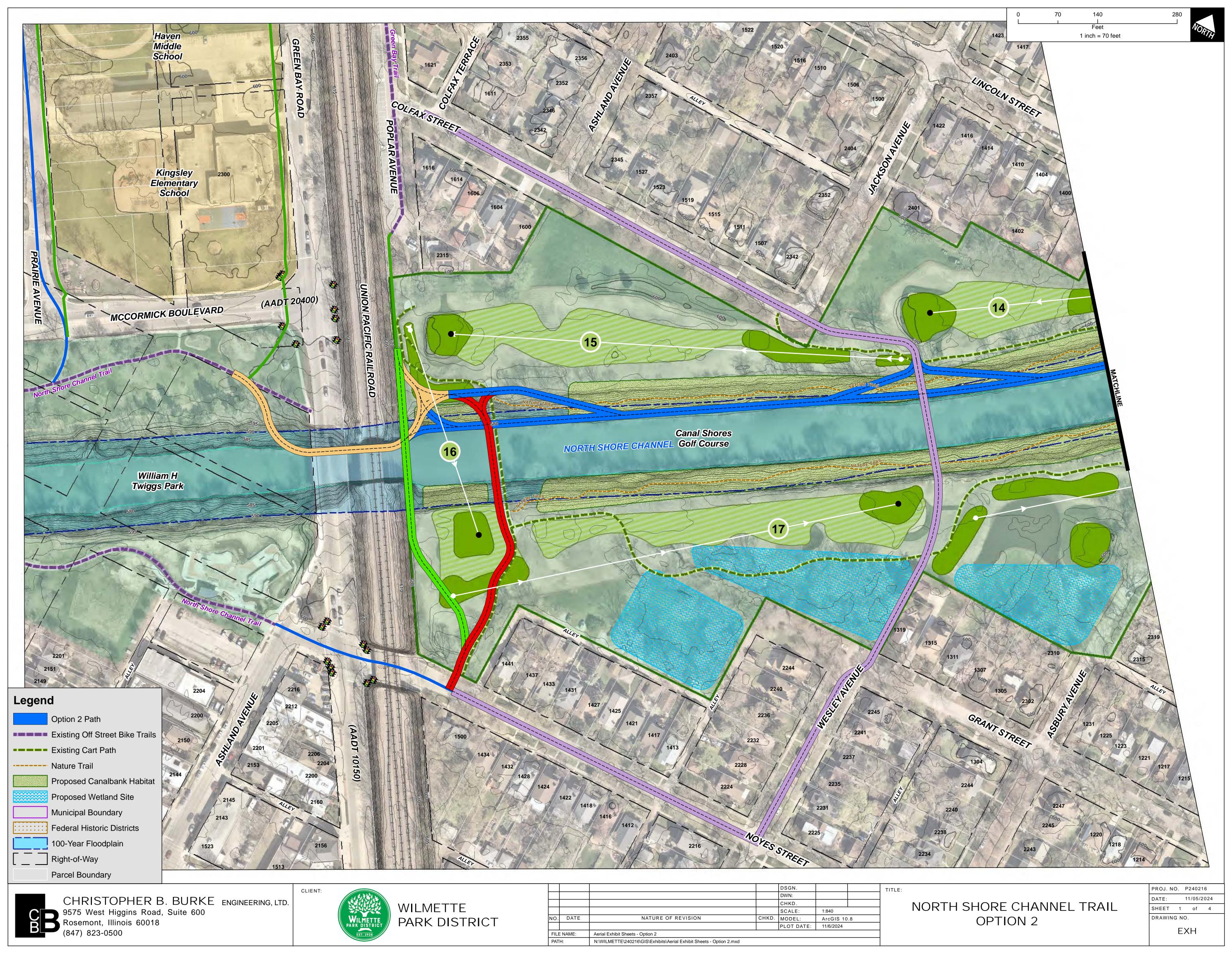




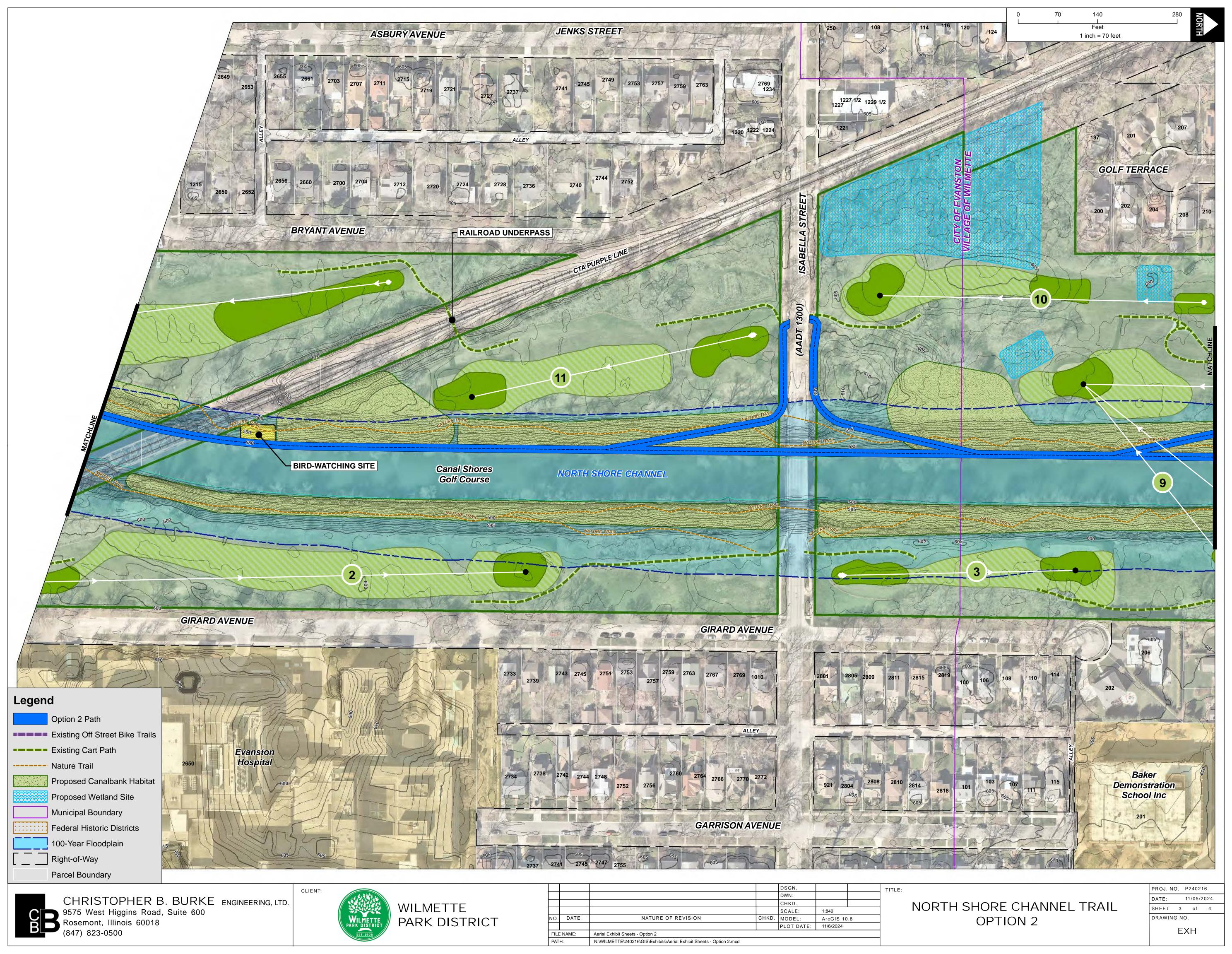


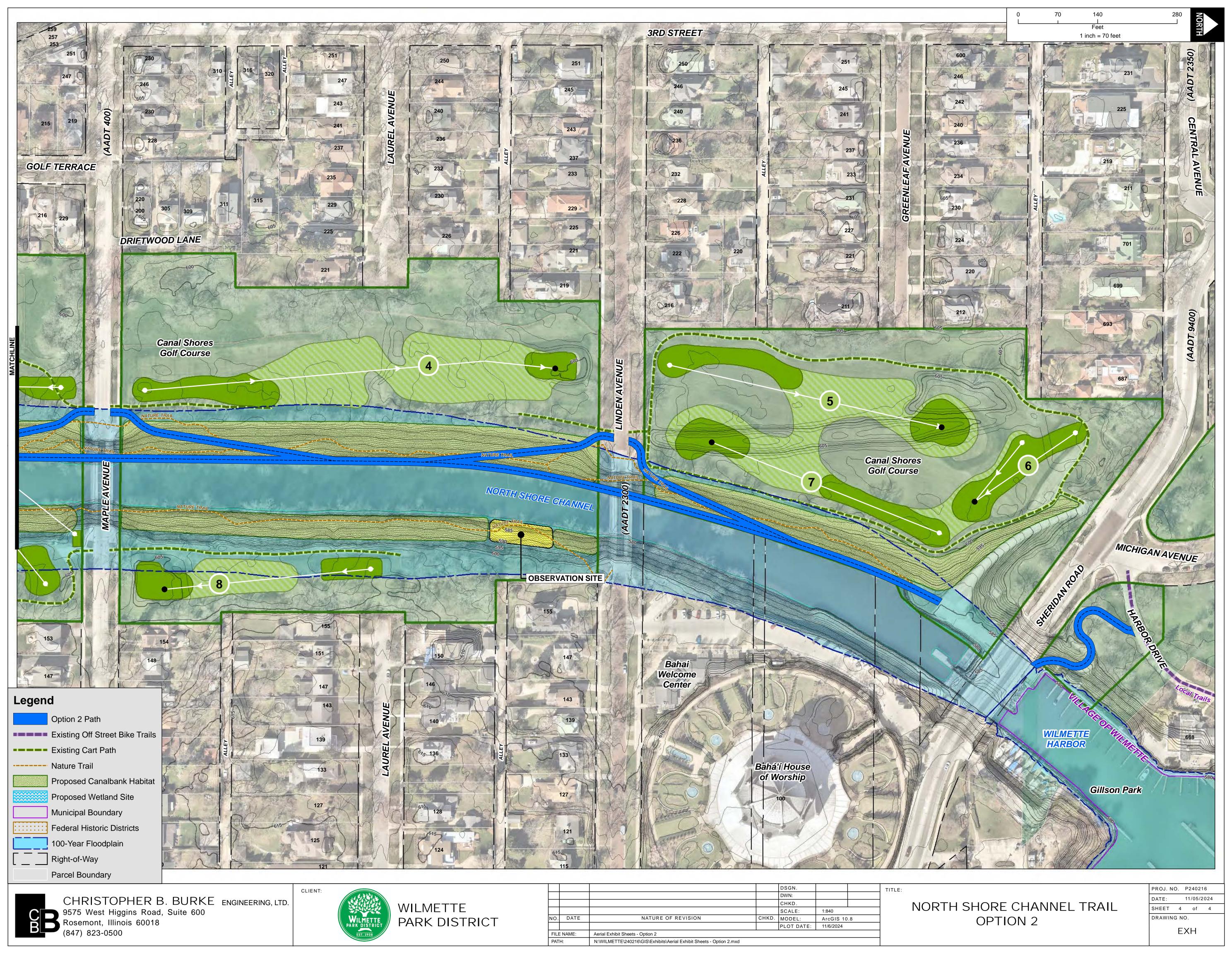














WILMETTE PARK DISTRICT

NORTH SHORE TRAIL FEASIBILITY STUDY

Stakeholder Meeting – Evanston Hospital (Endeavor Health)

January 8, 2025 | Zoom Teleconference | 9:00 - 10:00 am

The purpose of the Stakeholder Meeting was to discuss the feasibility study with Evanston Hospital (Endeavor Health) representation and to present preliminary trail concepts for review and feedback.

The following attended the stakeholder meeting:

CONSULTANT TEAM	PARK DISTRICT / CCDOTH	EVANSTON HOSPITAL
CBBEL	WILMETTE PARK DISTRICT	EVANSTON HOSPITAL (Endeavor Health)
Mike Kerr	 Alissa Paquette 	Mark Schroeder, Director of Community
 Daniel O'Connor 		Relations, Evanston Hospital
TESKA	COOK COUNTY DEPT OF	
 Jodi Mariano 	TRANSPORTATION + HIGHWAYS	
 Maly Sears 	Benet Haller	

During the stakeholder meeting, the consultant team, Park District and CCDOTH presented an overview of the trail feasibility study, including key outcomes of the community survey and trail concepts and alternatives.

Evanston Hospital indicated that the trail feasibility concepts and alternatives could be considered an attractive and userful amenity to hospital staff and visitors.

The group discussed how staff and visitors could best access a potential trail located along the west side of the North Shore Channel. The following was discussed:

- 1. The Hospital is interested in promoting walking and biking in and around the Hospital campus area.
- 2. Conceptual trail connections are considered at Central Street and Isabella Street. The Hospital anticipates making use of the existing sidewalk along the east side of Girard Avenue to access the trail via Central and Isabella Streets.
- 3. Wayfinding signage, clearly painted crosswalks and ADA crossings / curb ramps should be provided.

The meeting adjourned at approximately 10:00 am.