

OAKTON STREET PROJECT

PROJECT UPDATES

Thank you for your interest in the Oakton Street Project. As you may recall, the Cook County Department of Transportation and Highways (DoTH) is proposing modifications to Oakton Street in the Village of Skokie. **This 1.8 mile long corridor, located between the intersections of Skokie Boulevard and McCormick Boulevard** provides access to vital institutions in Skokie, including schools, parks, recreation centers and numerous businesses.

The proposed changes include modifying the existing lane configurations on Oakton Street to provide one travel lane in each direction, a center left turn lane, on-street bike lanes and on-street parking along the majority of the corridor. This project will also include roadway resurfacing, updated pavement markings and improvements to CTA bus stops.

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PROJECT BENEFITS WILL INCLUDE:



Increased safety and connectivity for all users



CTA bus stops enhancements



Dedicated bicycle space



Roadway resurfacing and new pavement markings



Increased parking supply



Pedestrian crossing enhancements



COOK COUNTY
DEPARTMENT OF
**Transportation
and Highways**

Learn more about the project by visiting:

cookcountyil.gov/oakton

For questions, contact us at:

OaktonStImprovements@gmail.com

WHAT WE HAVE HEARD:

Since the public information meeting held on October 10th, 2024 at the Oakton Community Center, our team has gathered feedback and input from the community in various ways including via email, comment forms, and more.

We appreciate you taking the time to share your thoughts with the project team and would like to share the following most common comments received and confirm how they are being addressed as part of the project.



FREQUENT COMMENTS INCLUDE:

1

Concern that reducing travel lanes in each direction from 2 to 1 will increase travel times and cut-through traffic on side roads.

As part of the design, the Oakton Street project team analyzed AM and PM peak periods for both current year and projected 2050 traffic volumes to confirm anticipated changes in travel times for the conversion of two lanes in each direction to one lane in each direction with a center turn lane. First, the project will maintain existing travel lanes at the Skokie Blvd and McCormick Blvd intersections so no impacts to operations are anticipated at either of the most heavily traveled intersections. Second, based on that analysis, the operations along the corridor will remain very similar to existing conditions, only growing by 12 to 20 seconds (approximately 5-7%) between Skokie Blvd to McCormick Blvd using 2050 projected traffic volumes which are 10% higher than existing traffic volumes. Third, each of the individual traffic signals within the project limits will operate below capacity, at a level of service of A, B, or C (A to F range) and will include new right turn lanes where warranted based on traffic volumes.

2

No bicyclists use Oakton, so why add bike lanes?

The current roadway width along Oakton Street presents a very uncomfortable environment for people biking, not providing dedicated space or sufficient width for a shared use lane for bicycle use. By providing buffered bike lanes, the level of comfort for biking will dramatically improve and we anticipate bicycle ridership to grow on Oakton Street for through traffic, destinations along Oakton Street, and also to connect to the North Shore Channel Trail at the east end of the project limits and the Skokie Valley Trail just west of the project limits. In addition, there are several cross streets that are marked bike facilities that will now be more easily accessible via Oakton Street.



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3

Provide separated bike lanes.

Based on comments from the public meeting, the proposed design has been revised to incorporate separated bike lanes where feasible. For the eastern third of the project, where parking is limited to one side of the street or not permitted at all, the proposed design has incorporated concrete separated bike lanes east of Lawndale Avenue. In order to provide separated bike lanes west of Lawndale, the proposed roadway footprint would need to be widened, requiring a reduction in the width of the sidewalk or eliminating parking on one side of the street for the western half of the project. The buffered bike lane design presented at the public meeting is proposed to remain to allow for improvements for people biking while not degrading the pedestrian environment or eliminating on-street parking that is in demand.

4

Request and petition to include traffic signal at Oakton Street at Keeler Avenue.

While the traffic volumes at the intersection of Oakton Street at Keeler Avenue do not meet the required signal warrants to install a traffic signal, the project team has incorporated other proposed improvements to make the pedestrian crossing of Oakton Street easier and safer. The project includes new proposed curb extensions at the intersections of Kildare Avenue, Tripp Avenue, and Keeler Avenue. In addition to the curb extensions, a new pedestrian-activated crosswalk sign is proposed to be installed at Tripp Avenue like many other crosswalk locations within the Village of Skokie.

PROPOSED ALTERNATIVES AND IMPROVEMENTS:

During the public information meeting held in October 2024, the team presented the proposed improvements, which were developed based on existing condition reviews and engineering and environmental studies.

The cross sections below display what the proposed roadway cross section will look like.

Proposed Section 1

Skokie Blvd to Hamlin



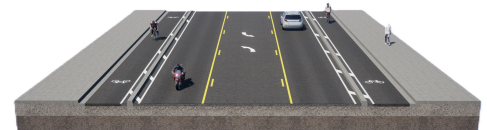
Proposed Section 2

Hamlin to Central Park



Proposed Section 3

Central Park to McCormick Blvd



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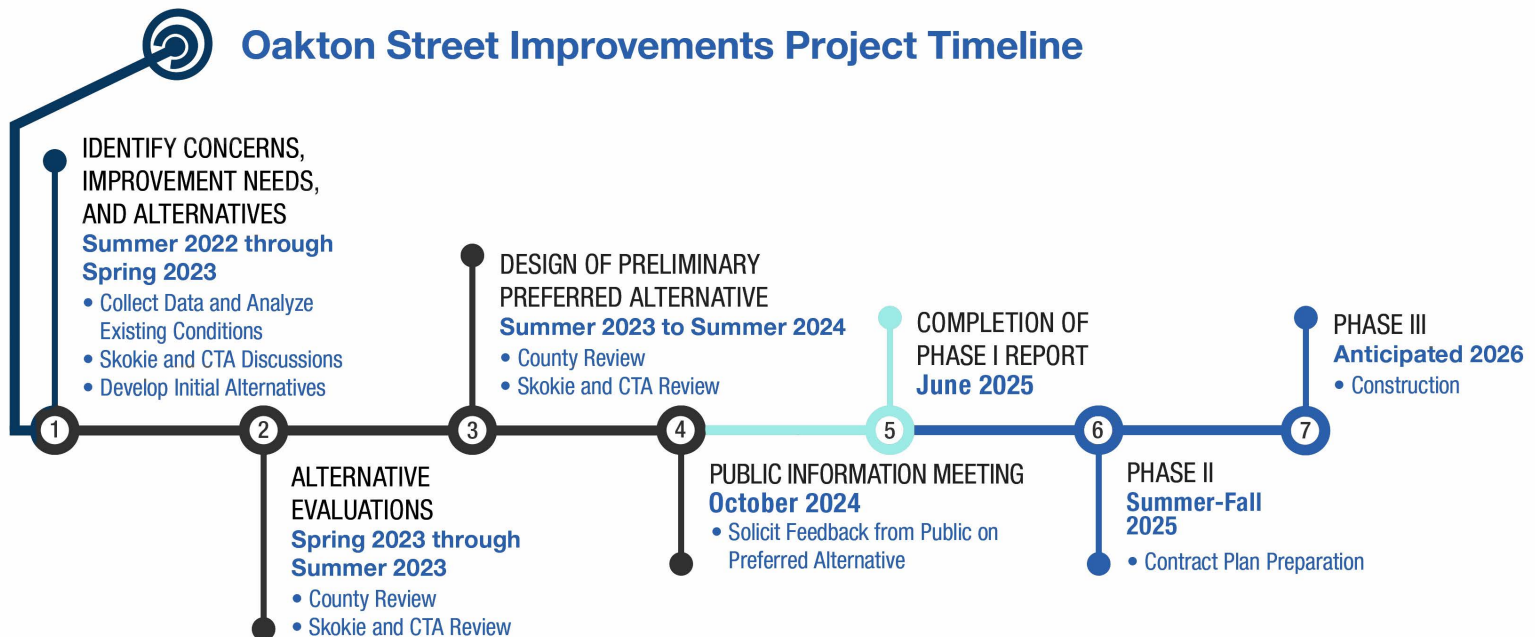
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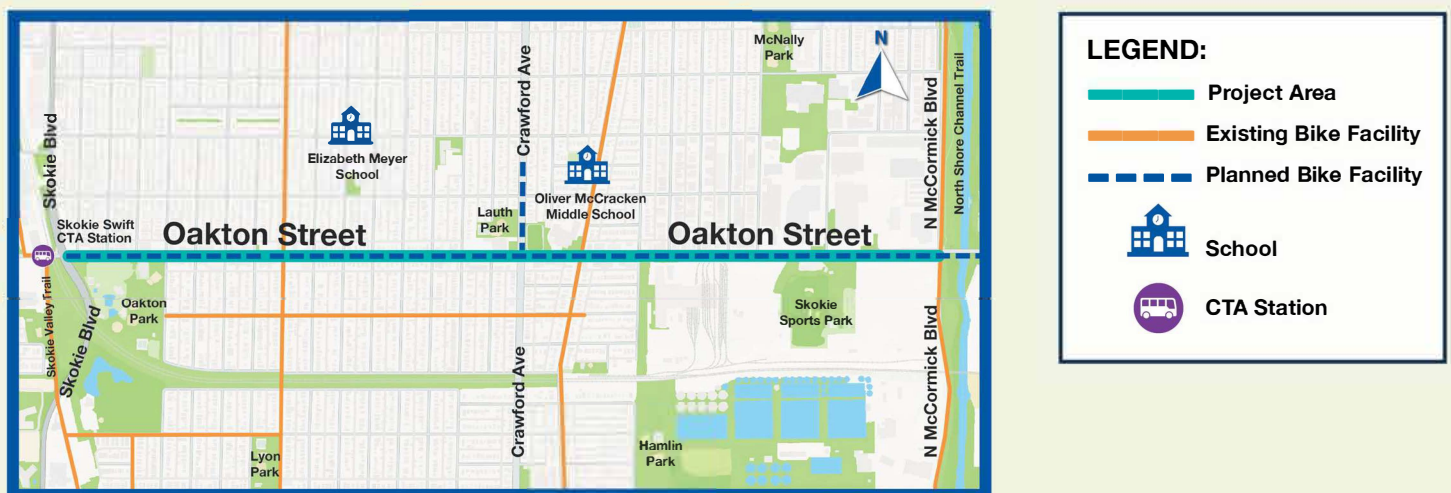
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PROJECT TIMELINE



PROJECT MAP

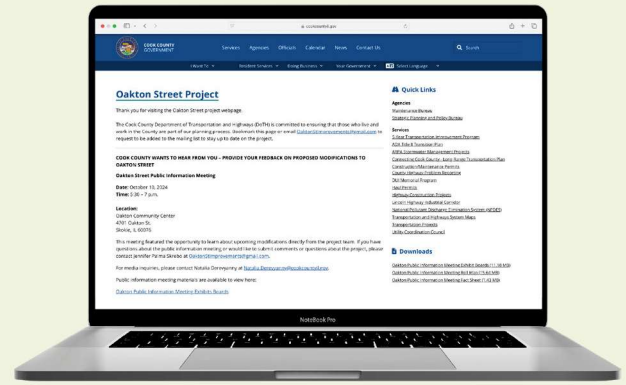


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NEXT STEPS

As the Oakton Street Project advances, we are committed to keeping you informed of our progress. If you wish to provide input, ask questions, or express concerns, please connect with the project team by email at OaktonStImprovements@gmail.com.



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