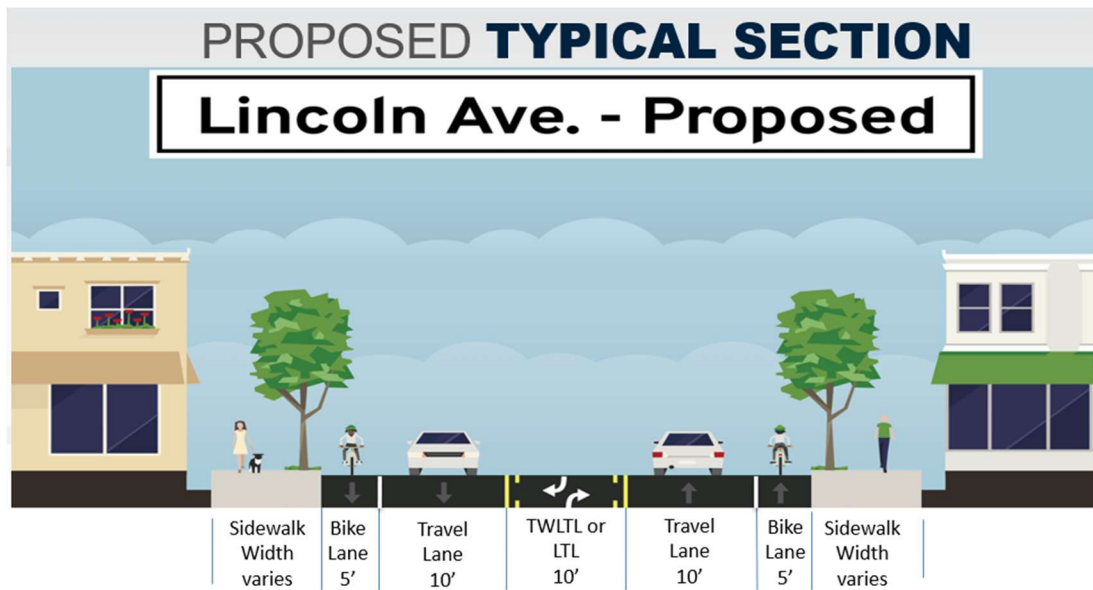


Public Meeting Summary

The Illinois Department of Transportation (Department) thanks you for your attendance at the July 15, 2025, Public Meeting on the Department's proposed safety improvements along Lincoln Avenue from Niles Center Road to Howard Street in the Village of Skokie, Cook County. The comments have become a part of the official public meeting record and were used to refine the proposed improvements. A total of 21 residents attended the meeting, and 11 comments were received during the comment period that lasted through Aug 8, 2025.

As many comments concerned similar issues, this newsletter has been prepared to address your concerns as well as provide you with an overview of topics. Public Meeting exhibits and documents can be found on the project website on the following link [idot.click/Lincoln](#) or by searching the Department's website with the key words Lincoln Avenue.



What can be done to reduce speeds along the corridor?

The lane reallocation will provide more **consistent speeds** and a 25% reduction in conflict points between vehicles and pedestrians. Additionally, a speed study has been requested and will be completed by the Department. According to the Federal Highway Administration (FHWA), these safety strategies have shown average operating speed reductions of at least 3-5 mph and a perceivable reduction in operating speed differentials (the difference in speed between two vehicles next to each other) which leads to reductions in rear end crashes and better adherence to posted speed limits.

LINCOLN AVENUE

NILES CENTER ROAD TO HOWARD STREET



Intersection of Lincoln Ave, Howard St & Skokie Blvd

The Department received several requests to extend the project limits to include the traffic signals at **Howard St and Skokie Blvd**. Extending the project limits to the south includes complicated traffic signal and utility coordination as well as a different traffic volume demand than the segment north of Howard St. Changing the scope will result in significant project challenges and delays to the delivery of the safety improvements along Lincoln Ave. To qualify for the targeted safety funds, the costs of the improvement have to meet a benefit cost analysis which could put the overall project at risk if they exceed the thresholds. The Department has been and will continue to monitor these intersections and consider them for a separate future improvement as opportunities arise.

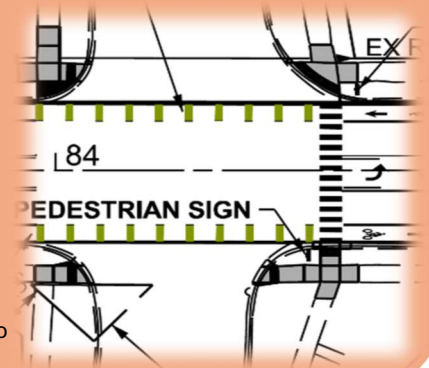


Crossing Safety Enhancements along Lincoln Ave

Several attendees expressed concerns over crossing Lincoln Ave at the **Skokie Valley Trail** crossing south of the Department's project limits. The Village of Skokie plans to install crossing enhancements as part of a separate Village effort. The permit includes rectangular rapid flashing beacons (RRFB) on Lincoln Avenue between Skokie Blvd and Jarvis Ave for the existing Skokie Valley Trail crossing.



The Department has updated the improvement plans with an additional crossing at Lincoln Ave and **Harvard Terrace Ave** based on public comments received. The crossing at Babb Ave will be improved with crosswalk pavement marking enhancements, signage and will benefit from the reduction in the number of lanes in conflict with pedestrians. Additionally, a rectangular rapid flashing beacon (RRFB) will be added to the uncontrolled crossings at **Babb Ave and Harvard Terrace Ave**. RRFB's have shown to reduce crashes by 47% and improve motorist yield rates by up to 98% FHWA-SA-21-053.



Are you taking a vehicle lane and giving it to bicyclists?

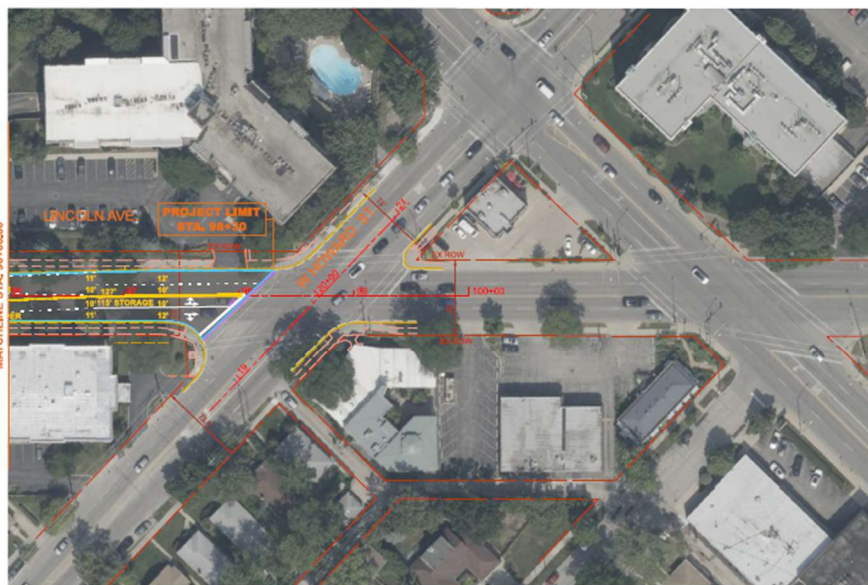
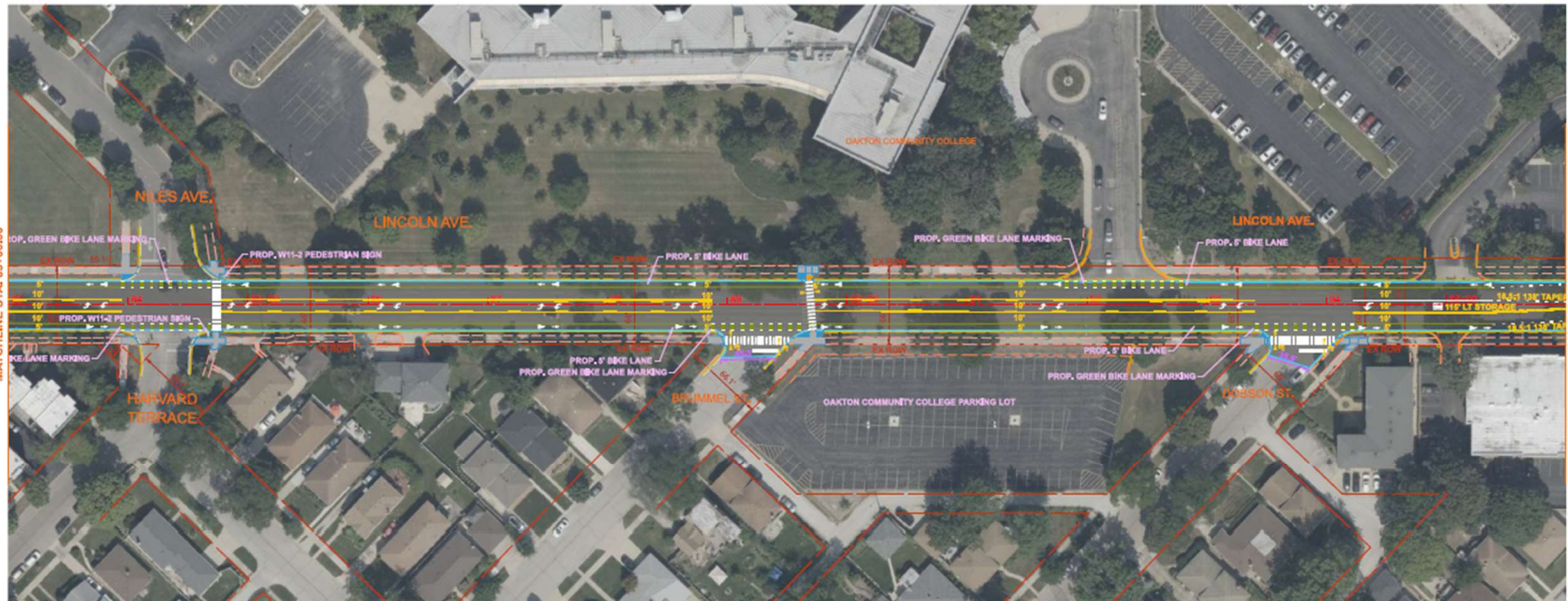
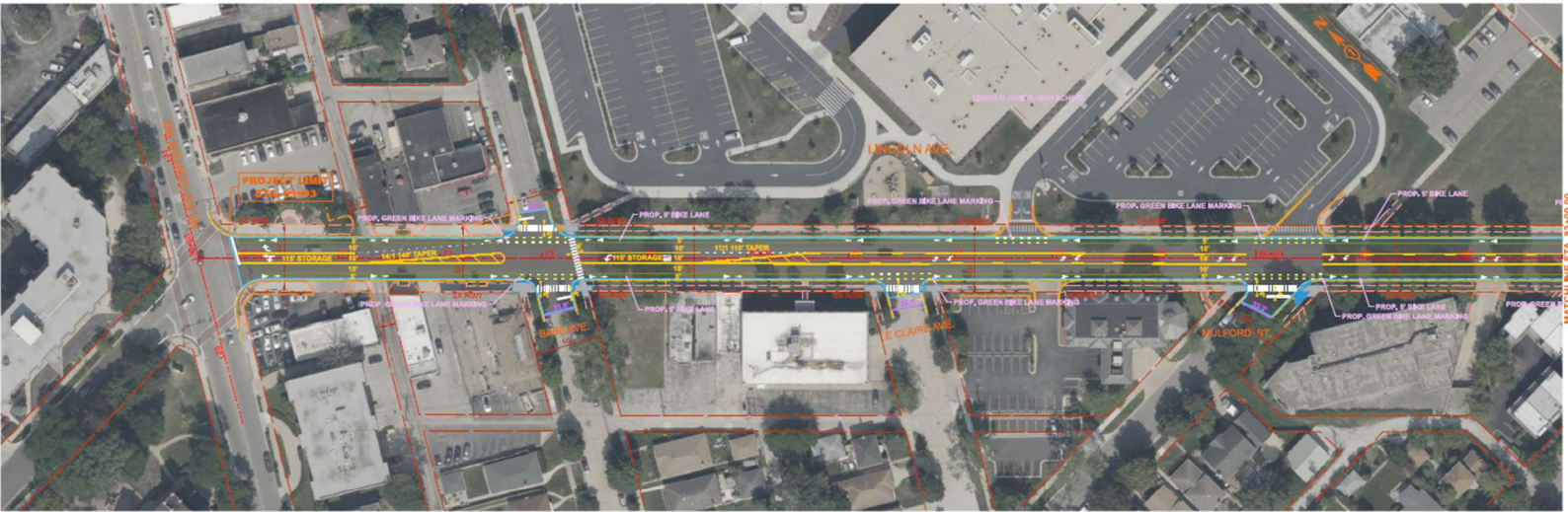
The Department's policy on bicycle and pedestrian accommodations on roadway projects is a direct result of the State of Illinois' Complete Streets legal requirements under State law 605 ILCS 5/4-220 initially made effective in 2007. That being said, while the project also includes bicycle accommodations, these accommodations are secondary to the central safety objective of the proposed improvement. **The lane reallocation would be recommended as a safety improvement regardless of the presence or absence of on-road bicycle facilities.** By utilizing the excess roadway space for multimodal active transportation, the Department is able to minimize impacts to residents, schools and businesses and enhance safety for both bicyclists and pedestrians that will now not be required to share the same off-road sidewalk space. The conversion of the roadway will not only enhance conditions for people walking and biking but also create a safer and more predictable environment for drivers. We understand the importance of maintaining mobility for all users, including commuters, emergency vehicles, and service providers. By reducing conflict points and crashes, this project is intended to improve the overall efficiency and safety of the corridor for every mode of travel.



LINCOLN AVENUE

NILES CENTER ROAD TO HOWARD STREET

Updated Improvement Plans



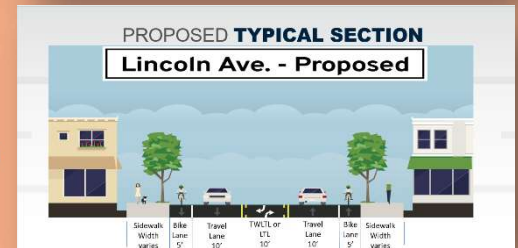
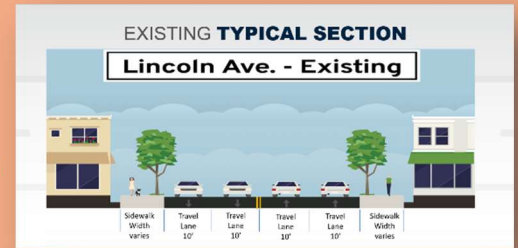
LINCOLN AVENUE

NILES CENTER ROAD TO HOWARD STREET



Vehicle Capacity Concerns

The Department received several comments regarding vehicles backing up due to the loss of a travel lane. Lincoln Ave is a major collector designed to gather traffic from local roads and distribute it to higher-classification roadways such as arterials. The project limits on Lincoln Ave primarily serve intra-county travel and neighborhood connectivity, rather than functioning as a principal arterial route. In general, 4-lane highways typically accommodate average daily traffic ranges of 18,000 to 36,000 vehicles per day while 3-lane highways typically effectively accommodate traffic with 8,500 to 17,500 vehicles per day. The existing 4 lane corridor of Lincoln Ave has an average daily traffic of 9,100 vehicles per day; **well under the capacity needs of the current roadway** configuration which leads vehicles to exceed posted speed limits and higher incidence of crashes.



WE ARE HERE

PHASE I

Preliminary Engineering and Environmental Study

PHASE II

Contract Plan Preparation and Land Acquisition

PHASE III

Construction

This project is not included in IDOT's FY 2026-2031 Proposed Highway Improvement Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region.

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