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PART 8

APPENDIX



The Appendix includes the following sections:

- **Existing Conditions** pg 111
- **Public Outreach Summary** pg 183
- **Meeting Summaries** pg 186
- **Traffic Signal Warrant Analysis** pg 235
- **Draft Resolution** pg 240
- **Chicago Ridge Metra Crossing Implementation** pg 241

Existing Conditions

INTRODUCTION

The following describes Existing Conditions that have been gathered for the Ridgeland Avenue corridor assignment. This data will become the basis upon which the team will discuss with the Steering Committee and prepare planning recommendations.

The Ridgeland Avenue Corridor Study Area includes Ridgeland Avenue between 79th Street and 135th Street. Ridgeland Avenue becomes Narrangasset Avenue between 79th Street and 87th Street. However for the purposes of this summary, the entire corridor is referred to as Ridgeland Avenue. The corridor study area includes those properties located approximately one-quarter mile from Ridgeland Avenue to the east and west of the corridor.

The corridor intersects the following communities:

- City of Burbank;
- Village of Oak Lawn;
- Village of Chicago Ridge;
- Village of Worth;
- Village of Alsip;
- City of Palos Heights.

The corridor involves the following agencies:

- Cook County Department of Transportation and Highways (CCDOH);
- Southwest Conference of Mayors (SCM);
- Metra;
- Pace;
- Regional Transportation Authority (RTA);
- Cook County Forest Preserve (CCFP).

Technical data was acquired from the communities and agencies as available and related to the Corridor Study scope. Planimetric data related to Transportation, Land Use and Zoning is prepared in the Consultant Team's Geographic Information System (GIS) version 9.3. All exhibits presented herein are prepared in Adobe Illustrator Creative Suite 6.

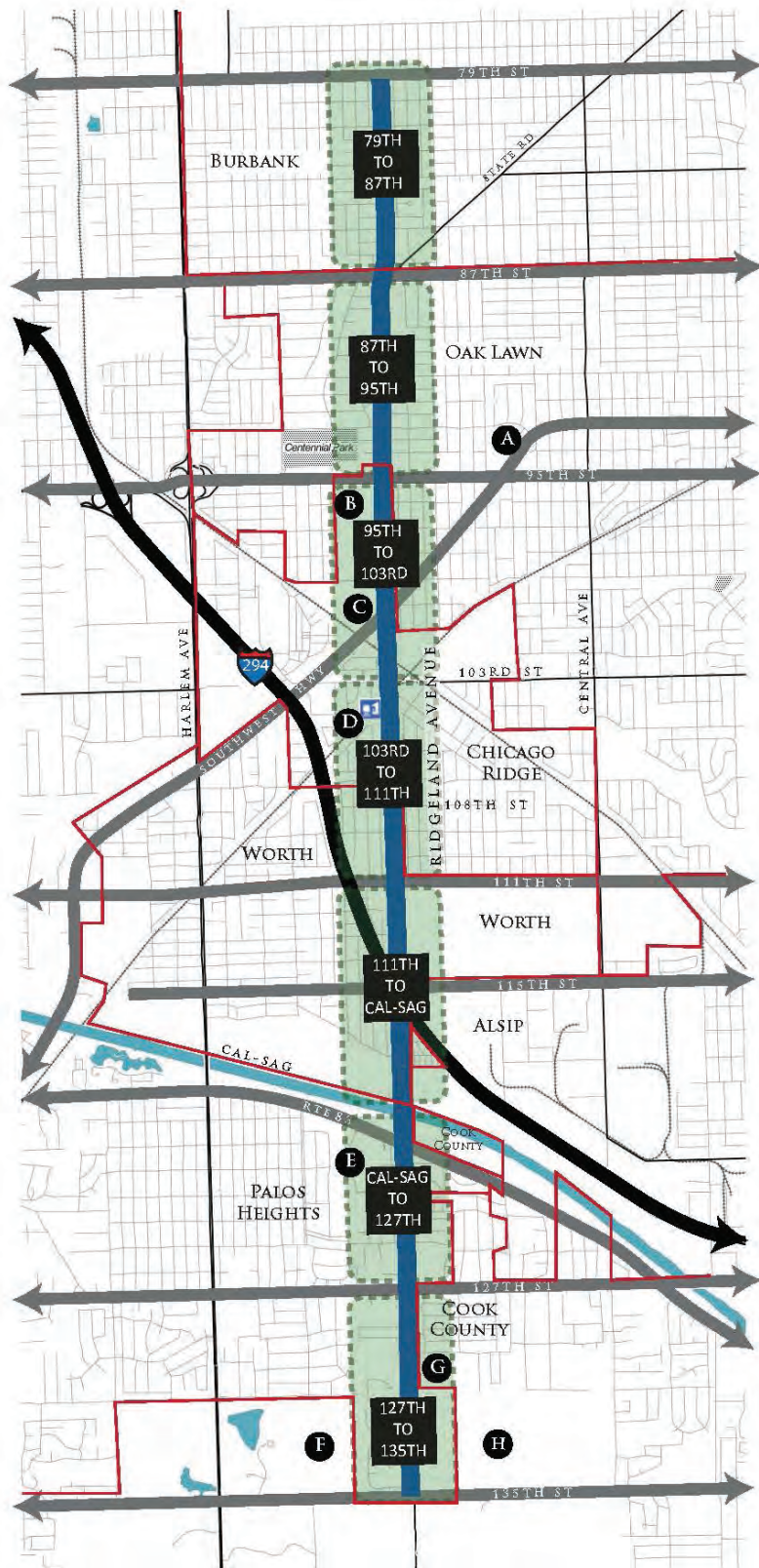
Existing Conditions exhibits and narratives are provided for the following plan components:

1. **Community Plans and Studies;**
2. **Transportation Network;**
3. **Transit Systems and Pedestrian Connections;**
4. **Land Use;**
5. **Zoning;**
6. **Demographics;**
7. **Community Identity and Corridor Character.**



Due to the size of the study area and need to identify detailed conditions, the following sheet organization is used for all exhibits.

OVERALL CORRIDOR MAP





CORRIDOR LOCATOR MAP

-  Corridor Study Area
-  Municipal Boundaries

ACTIVITY CENTERS

- A** Oak Lawn High School
- B** Westfield Chicago Ridge Mall
- C** Commons of Chicago Ridge Shopping mall
- D** Chicago Ridge Metra Station
- E** Trinity Christian College
- F** Burr Oak Woods (Cook County Forest Preserve)
- G** Alan B Shepard High School
- H** Elizabeth A Conkey Forest (Cook County Forest Preserve)

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY

EXISTING CONDITIONS: OVERALL CORRIDOR MAP



1. COMMUNITY PLANS AND STUDIES

The following studies were reviewed. Items relevant to the Corridor Study are highlighted below and are organized by municipality:

a. City of Burbank

- a. City of Burbank Zoning Ordinance (*addressed in the Zoning section below*)

b. Village of Oak Lawn

- a. Village of Oak Lawn Zoning Ordinance (*addressed in the Zoning section below*)
 b. Village of Oak Lawn Comprehensive Plan (1997)

1. The long range land use plan for Ridgeland Avenue depicts primarily low-density residential land uses with higher density residential depicted west of Chicago Ridge Mall. Commercial land uses are indicated at major intersections, such as the State Road Plaza Shopping Center and the intersection of Ridgeland Ave and 95th Street;
2. Areas north of 93rd Street are depicted as the “Northwestern Low Density Residential Area”, in which the existing low density housing pattern is planned to remain;
3. Ridgeland Ave is classified as a Minor Arterial which primarily supports trips within and between the community and areas adjacent to the community;
4. A proposed ‘on road bicycle improvement’ is indicated along Ridgeland Ave;
5. Worthbrook Park exists at Ridgeland Ave and 89th Street. This park includes (2) ball fields, playground equipment and a skateboard park.

c. Village of Oak Lawn 95th Street Corridor Plan

1. The Village is currently engaged in a 95th Street Corridor planning effort funded by the Chicago Metropolitan Agency for Planning (CMAP). While formal recommendations have yet to be published, efforts are focused on improving pedestrian safety, redevelopment and enhancement of key sites, and enhancing overall community image throughout the corridor.

d. Village proposed bike planning

1. Oak Lawn Bicycle Plan (draft 2010) promotes bike friendly amenities throughout the Village. A “bicycle boulevard” is indicated along Ridgeland Ave between 93rd Place and 100th Street. A bicycle boulevard is generally defined in the document as shared access between bikes and autos;
2. An off-street paved bike trail is proposed along Stony Creek and the Norfolk and Western Railroad ROW. This provides an opportunity to connect the proposed bike trail to Ridgeland Ave near the intersection of Ridgeland Ave and 111th Street;

3. An off-street paved bike trail is under consideration along the Melvina Ditch. This trail could connect Stony Creek Trail to 95th Street and Ridgeland Ave. This area is under MWRD jurisdiction and Army Corps of Engineers is a reviewing agency.

c. Village of Chicago Ridge

- a. Village of Chicago Ridge Zoning Ordinance (*addressed in the Zoning section below*)
- b. Village of Chicago Ridge Comprehensive Plan (1997, Amended 2012)
 1. Existing land use plan depicts single and multifamily residential, regional and local commercial, industrial, parks and community facilities;
 2. Ridgeland Ave is classified as a collector road, which provides circulation between regional arterials and local roads;
 3. As Ridgeland Ave crosses the railroad tracks, significant traffic backups exist near the Metra Station area. Some residents reported that they utilize the Worth Station as an alternative to the Chicago Ridge Station;
 4. Ridgeland Ave and adjacent properties are in the floodplain generally between 103rd St to 98th St;
 5. This section of Ridgeland Ave serves as the Village's Community Center and includes the following Community Facilities:
 - a. Metra Station;
 - b. Park District Office;
 - c. Library;
 - d. Village Hall;
 - e. Municipal Annex and Public Works Building;
 - f. Post Office;
 - g. Community Parks.
 6. Chicago Ridge Mall has been and continues to be a strong retail center. Of note that the Mall fills a previously needed gap in the Village with the addition of a grocery store (Aldi);
 7. The community expressed a desire to upgrade the appearance of corridors within the community;
 8. Chicago Ridge does not have its own Chamber of Commerce, but is part of a joint Chamber with the Village of Worth;
 9. Land use recommendations for Ridgeland Ave identify neighborhood-oriented uses such as drugstores, dry cleaners and take out restaurants;
 10. Recommendation to create a Town Center as a focal point for the community. The Town Center plan includes the following land uses:
 - a. Townhomes (partially built);
 - b. Village Hall/Police Station (built);
 - c. Commuter oriented retail businesses;
 - d. Park performance pavilion (built)
 - e. Pedestrian Plazas and improved pedestrian connections;

- f. Streetscape improvements.
- d. **Village of Worth**
 - a. Village of Worth Zoning Ordinance (*addressed in the Zoning section below*)
- e. **Village of Alsip**
 - a. Village of Alsip Zoning Ordinance (*addressed in the Zoning section below*)
 - b. Village of Alsip Comprehensive Plan (Adopted April 2013)
 1. The Ridgeland Corridor study area includes a short stretch in Alsip, Roughly .75 miles along the east side of Ridgeland between I-294 south to the Cal Sag Channel. A small section occupied by mobile homes exist along this stretch but fall within the County (not Alsip);
 2. IDEW Technical Institute is a significant user and generates a great deal of activity for the area;
 3. The ProLogis business park located south of 115th St has a large daytime population and is accessible to I-294;
 4. Existing multifamily and commercial along Ridgeland are intended to remain;
 5. No new land uses are planned within the corridor study area;
 6. Open space is an amenity that can be leveraged, particularly with access and views along the Cal Sag and future trails system.
- f. **City of Palos Heights**
 - a. City of Palos Heights Zoning Ordinance (*addressed in the Zoning section below*)
 - b. City of Palos Heights Comprehensive Plan (adopted June 2008)
 1. Commercial opportunities are identified at Ridgeland Ave and 127th Street. This commercial infill development is part of a southern gateway enhancement;
 2. Existing Land uses are primarily single and multi-family residences; Commercial properties exist at the intersections of 135th and 127th Streets; Institutional uses, such as Churches and Trinity Christian College also exist along the corridor;
 3. Proposed Land Use along Ridgeland includes a greater amount of land devoted to commercial uses at 127th and 135th Streets;
 4. Community Facilities along Ridgeland include Palos Heights Fire Station #2 and Walsh Westgate Park;
 5. Ridgeland Ave is identified as a collector street, which provides important connections from local streets to arterial streets. The plan recommends minimizing curb cuts on collector streets and using intersecting side streets for access into properties;
 6. Improved pedestrian crosswalks are recommended at Ridgeland and 135th St.
 - c. **Parks and Recreation Master Plan**
 1. Existing parks facilities along the corridor include the following:
 - a. Cal-Sag Channel and Trail;
 - b. Trinity College Athletic Fields within the Cal-Sag area;

- c. Walsh-Westgate Park (Fitness Station, Game Courts, Proposed Playground) (Shadowcreek Dr);
 - d. Alan Shepard High School (Soccer, Football);
 - e. Moraine Valley Baptist Open Space (south of 125th Ct).
- d. Palos Heights Active Transportation Plan (draft presented, 2011)**
1. Although Bike amenities are not planned for Ridgeland Ave, proposed bike networks are planned for several streets and trails that cross Ridgeland Avenue. These include: Cal Sag Rd, 123rd, 124th, Carol Ln, W 125th St, 127th St, Fox Lane, Shadow Creek Dr and the Tinley Creek Trail.
 2. Bike amenities recommended include bicycle network signs and bicycle parking.

2. TRANSPORTATION NETWORK

Transportation Summary:

The Ridgeland Avenue Corridor provides excellent mobility options for residents or land uses along, or within close distance to, the corridor. In addition to numerous intersecting arterials it also has connections to the nearby interchange with Interstate 294 (Tri-State Tollway). The corridor study area spans from 79th Street on the north in Burbank, to 135th Street on the south in Palos Heights. It should be noted that the corridor north of 87th Street is identified as Narragansett Avenue.

As it traverses through six different communities, Ridgeland Avenue is a primary component of the overall north-south travel network. Access is provided to the Metra Rail SouthWest Service, major commercial uses, residential neighborhoods, and other public and institutional uses. The corridor varies in its cross section from north to south with three lanes north of 87th street (Narragansett Ave) and generally five lanes south of 87th. All major intersections provide separate left turns however separate right turn lanes are located at only a few intersections.

Roadway Network

Functional Classification, ADT, and Traffic Signals

The roadways within the Ridgeland Avenue corridor are classified according to the character of service they are intended to provide, known as functional classification. This determination recognizes a hierarchy of roadways and the fact that they do not function independently, but rather as a system-wide supportive network. This allows for an orderly system and provides for efficient traffic flow. The different classifications as determined by engineering standards and the Illinois Department of Transportation are as follows:

- Strategic Regional Arterial (SRA); Principal Arterial; Minor Arterial; Major Collector

The Average Daily Traffic (ADT) along Ridgeland Avenue ranges between 19,000 vehicles per day (vpd) on the north and central section, and 27,000 vpd south of 115th Street. Seventeen traffic signals are located along Ridgeland Avenue from 79th Street to 135th Street. The locations of these traffic signals are as follows:

- 79th Street; 87th Street; 91st Street; 93rd Street; 95th Street; 99th Street; Southwest Highway; 103rd Street; Washington Street; 107th Street; 109th Street; 111th Street; 115th Street; College Drive; 127th Street; Shepard High School Drive; 135th Street.

The **Functional Class Exhibit** depicts the functional classification of the roadways within the study area. Traffic signal locations and ADT are also shown on this exhibit.

Jurisdiction and Parking

Roadway jurisdiction is important as to how a roadway functions and is maintained. The roadways within the corridor, including intersecting major roadways, are primarily under the jurisdiction of the Illinois Department of Transportation (IDOT) or the Cook County Department of Transportation and Highways (CCDTH). Jurisdiction determines the responsibility for maintenance, snow plowing, roadway improvements, etc. Accordingly, coordination and cooperation between entities is often an important part in determining roadway improvements, access control, roadway character, traffic signals etc. Roadways within the corridor that are under the jurisdiction of IDOT are 95th Street, Southwest Hwy west of Ridgeland Avenue, 111th Street, College Street, 127th Street, and 135th Street. The roadways under CCDTH jurisdiction are Ridgeland Avenue, 87th Street, and 115th Street east of Ridgeland Avenue. The remaining roadways in the corridor are under local jurisdiction. This information is depicted on the **Functional Class Exhibit**

Another key feature is the locations of on-street parking along Ridgeland Avenue. There are only a few segments along the roadway that allow on street parking. North of 87th Street on Narragansett Avenue parking areas are provided on most blocks on both sides of the street. Other locations are south of the Metra station in varying segments from 105th Street to 108th Street. The last segment is on the east side from 127th Place to 129th Place. On-street parking is depicted on the **Transit Systems and Pedestrian Connections Exhibits**.

Traffic, Pedestrian, Bicycle Counts

Traffic, pedestrian, and bicycle counts were performed along the corridor at key locations which were:

- Narragansett Avenue @ 79th Street;
- Narragansett Avenue / Ridgeland Avenue @ State Road / 87th Street;
- Ridgeland Avenue @ 95th Street;
- Ridgeland Avenue @ Birmingham Street;
- Ridgeland Avenue @ 111th Street;
- Ridgeland Avenue @ College Street;
- Ridgeland Avenue @ 127th Street.

The **Existing Traffic Counts Exhibits** illustrate the turning movement counts during the Morning and Evening peak hours. The observed peak hours were 8:00 to 9:00 AM and 5:00 to 6:00 PM. **Existing Pedestrian and Bike Counts Exhibits** illustrate the bicycle and pedestrian counts at each intersection. No unusual delays occurred during the counts such as foul weather (e.g. heavy snowfall or rain), road construction, or emergency vehicle activity that would adversely affect the volumes or travel patterns.

In addition to these counts, the entire length of Ridgeland Avenue within the study area was travelled and fourteen different transportation and land use attributes were recorded using GPS technology. Attributes include: bus stops, lane widths, missing ADA access ramps, missing sidewalks, on street parking, barrier railings, streetlights, utility poles, traffic signals, above ground utilities and crosswalks. This data was digitized and presented in both GIS and Google earth (kml files) format for use by the communities.

Transportation Issues and Opportunities

Moving forward, there are some very initial observations and opportunities based on data collection, field reconnaissance, and Steering Committee input. These are shown below:

- Reclassifying the functional operations along portions of the corridor;
- Pedestrian amenities enhancements – updated crosswalks and countdown timers at signalized intersections, especially at the Ridgeland Ave/State Rd/87th St intersection;
- Inclusion of bicycle facilities;
- Addition of sidewalks to fill in missing gaps ;
- Driveway consolidation or reconfiguration to improve flow and enhance the pedestrian environment;
- Addition of Landscaped medians ;
- New pedestrian warning signage at Metra station area;
- Create alley continuity to enhance and serve as rear access and circulation. All of these issues and opportunities will be taken into consideration when continuing the planning process for the Ridgeland Avenue Corridor. Specific locations for these treatments will be determined and presented to CCDOTH and the Steering committee for review.



3. TRANSIT SYSTEMS AND PEDESTRIAN CONNECTIONS

Transit Systems and Pedestrian Connections Summary

Metra Service

Metra service is provided within the Ridgeland Ave. corridor by the Chicago Ridge station located on the Southwest Service line (SWS). The SWS line originates at Union Station and travels to Manhattan. This station is located in the "D" fare zone, along with Oak Lawn, Worth, and Palos Heights. There are 15 inbound and 15 outbound trains per day, in the following time periods:

Time Period	Inbound	Outbound
AM Peak (start of service – 9:15am)	6	3
Midday (9:16am-3:29pm)	3	3
PM Peak (3:30pm-6:45pm)	3	5
Evening (6:46pm-end of service)	3	4

Source: 2006 Metra Boarding/Alighting Counts

Ridership

Per Metra's Systemwide Boarding/Alighting Counts conducted in the fall of 2006, there were 406 boardings at the Chicago Ridge station. Of these boardings, 394 (97%) were traveling in the traditional commute direction inbound towards the City of Chicago and 12 (3%) were traveling in the reverse commute direction outbound direction.

Weekday Boarding Over Time – Chicago Ridge Station

Weekday Boardings	1991	1993	1995	1997	1999	2002	2006
Chicago Ridge SWS Line	447	455	474	520	485	372	406

Source: 2006 Metra Boarding/Alighting Counts

Mode of access to the station is predominantly by driving and parking or being dropped off at the station. The mode of access to the Chicago Ridge station shows a much higher walk access to the station than the SWS line as a whole and to Metra systemwide. Drive alone and parking at the station is lower than the average for the SWS line.

Mode of Access to Station, 2006

Mode	Chicago Ridge	SWS	Metra System
Walk	30.8%	14.0%	21%
Drive Alone	49.3%	67.6%	54%
Dropped Off	15.9%	12.9%	14%
Carpool (Driver/Pass.)	3.0%	3.8%	4%
Bus	0.0%	0.3%	4%
Bike	0.0%	0.3%	1%
Taxi	0.0%	0.0%	1%
Private Bus	0.5%	0.0%	0%
Other/No Answer	0.0%	1.0%	1%

Source: 2006 Metra Origin-Destination Survey

Commuter Parking

Commuter parking is provided in seven permit and daily fee facilities, providing 433 spaces (including four ADA spaces). The permit spaces have a higher use rate (54%) than the daily parking spaces (21%). Overall occupancy is 34%, although if all permit spaces were assumed to be full, the “effective” occupancy rate would be 51% (see table footnote). Daily parking fee is \$1.00 and quarterly permits range from \$45.00 to \$75.00 per quarter, depending on location.

Chicago Ridge Commuter Parking

Lot	Daily Fee Spaces	Daily Fee Usage	Permit Spaces	Permit Usage	Total Spaces	% Occupied	Effective % Use*
1	51	7	55	22	106	27%	58%
2	0	0	14	10	14	78%	78%
3	0	0	46	35	46	76%	100%
4	50	48	0	0	50	96%	96%
8	0	0	26	18	26	69%	100%
9	0	0	23	3	23	13%	100%
10	164	0	0	0	164	0%	0%
TOTAL	265	55	164	88	429	34%	51%

Source: Metra Parking Count, May 2012

* “Effective” Use is parking utilization assuming that all permit spaces are full or unavailable to a commuter without a permit. Metra prefers to rely on effective use as a barometer of parking utilization.

Two other Metra stations on the Southwest Service Line – Oak Lawn and Worth – are in close proximity to the Chicago Ridge station. Comparing Chicago Ridge to these stations, which are within the same fare zone, shows that while Chicago Ridge has lower ridership, there a much higher walk access and lower drive alone access.

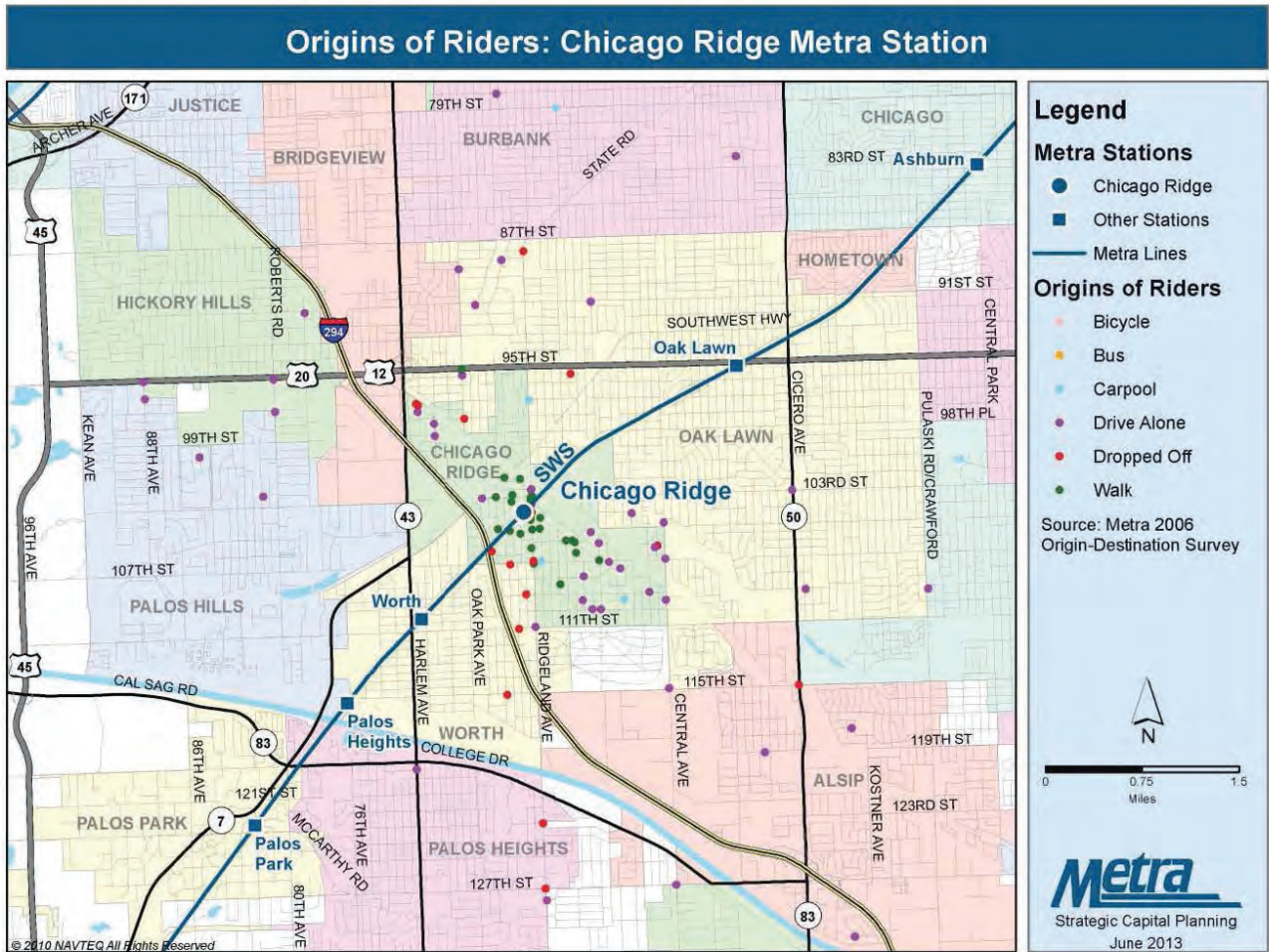
Station	2006 Daily Boardings	Station Mode of Access (%)					Parking		
		Walk	Drive Alone	Carpool (D+P)	Dropped Off	Bus	Total Capacity	Actual Use	Effective Use
Oak Lawn	1,157	16	66	4	13	1	958	714 (75%)	806 (84%)
Chicago Ridge	406	31	50	3	16	0	433	147 (34%)	219 (51%)
Worth	445	15	72	4	8	0	468	298 (64%)	298 (64%)



Metra Parking Facilities

Based on a 2006 Metra Origin-Destination survey, Chicago Ridge residents make up the greatest percentage of those boarding at the Chicago Ridge station (51%), followed by residents of Oak Lawn (12%).





Pace Fixed Route Service

Pace provides bus transit service along or crossing the corridor via five regular service fixed routes:

- 381 – 95th St.
- 383 – South Cicero
- 384 – Narragansett-Ridgeland
- 385 – 87th/111th/127th
- 390 – Midway CTA Station – UPS Hodgkins
- 895 – 95th St.-Rosemont-Schaumburg Express

Routes 381, 383, and 384 operate Sunday through Saturday. Stop locations for these routes traveling along or crossing Ridgeland are considered “Flag Stops”, meaning the vehicles will stop at any intersection deemed safe. However, Pace is moving towards a “Posted Stop” only policy meaning the transit vehicle will only stop at designated stops indicated by a Pace sign. Existing Pace bus stop signs along the corridor are shown in the ***Transit Systems & Pedestrian Connections Exhibits***. Two levels of ridership data are presented. One is by segments that involve Ridgeland Avenue, showing more of a market shed for the corridor. The second level is actual stop level data as provided by Pace. Locations with more than 2 passengers per day are listed by route and direction of travel.

Pace Bus Routes – Ridgeland Corridor

Route	Name	Days of Service	Avg. Peak Weekday Frequency	Description
381	95 th St.	M-F, Sa, Su	15 min	Service between Morraire College and CTA Red Line/95 th St. station.
383	South Cicero	M-F, Sa, Su	30 min	Service between CTA Midway/Orange Line and Cicero/159 th , via Rivercrest Shopping Center near 135 th & Ridgeland
384	Narragansett – Ridgeland	M-F, Sa, Su	30 min	Service between CTA Midway/Orange Line and 111 th /Harlem Ave.
385	87 th / 111 th / 127 th	M-F	60 min	Service between CTA Midway/Orange Line and Rivercrest Shopping Ctr.
390	Midway CTA Station – UPS Hodgkins	M-F	7-AM and 9-PM trips per weekday	Service between 47 th & Cicero and UPS in Hodgkins
895	95 th St.-Rosemont-Schaumburg Express	M-F	8-AM and 9-PM trips per weekday	Service between Schaumburg, Rosemont, and Chicago Ridge Mall

Pace Bus Shelters – Ridgeland Corridor

Route	Community	Intersection Location	Intersection Placement
381	Oak Lawn	95 th & Ridgeland	NE
384	Chicago Ridge	95 th & Ridgeland	NE
384	Chicago Ridge	95 th & Ridgeland	SW
384	Worth	111 th & Ridgeland	SE

Pace Fixed Route Bus Ridership – Segments Along or Crossing Ridgeland Ave.

Route	TOTAL		STOPS ON SEGMENTS NEAR RIDGELAND AVE.	
	Boardings	Alightings	Boardings	Alightings
381	3662	3972	458	603
383	1387	1608	24	36
384	737	883	208	278
385	860	958	176	205
390	261	322	140	182

Pace Ridership by Stop – Ridgeland Avenue

ROUTE	DIRECTION	NAME	BOARDINGS	ALIGHTINGS	TOTAL ACTIVITY
379	East	79th/Narragansett	5	3	8
379	West	79th/Narragansett	3	7	10
384	North	79th/Narragansett	11	6	17
384	North	Narragansett/83rd	4	1	5
384	North	Narragansett/85th	5	1	6
384	North	Narragansett/87th	9	5	14
384	North	Ridgeland/88th	5	3	8
384	North	Ridgeland/89th	4	5	9
384	North	Ridgeland/90th	2	0	2
384	North	Ridgeland/91st	6	1	7
384	North	Ridgeland/95th/Chicago Ridge Mall	41	17	58
384	North	Ridgeland/96th	10	7	17
384	North	Ridgeland/98th	9	3	12
384	North	Ridgeland/99th	3	1	4
384	North	Ridgeland/Traffic Signal/Commons S.C.	5	2	7
384	North	Ridgeland/Washington	9	5	14
384	North	Ridgeland/105th	2	1	3
384	North	Ridgeland/106th/Pamela	3	1	4
384	North	Ridgeland/107th	7	4	11
384	North	Ridgeland/108th	5	2	7
384	North	111th/Ridgeland (NE)	11	2	13
384	South	79th/Narragansett	9	13	22

Bicycling along the Ridgeland corridor can be difficult as the roadway is narrow in many segments plus on-street parking in some areas that also constrain roadway width. Two regional trail facilities that intersect (or proposed to intersect) the study corridor include the Cal-Sag Trail and the Tinley Creek trail. The Calumet-Sag Trail will be a multi-use path running almost entirely along the banks of the Calumet-Sag Channel and Calumet River planned to open in 2013. The Cal-Sag trail is to cross the Ridgeland Avenue corridor along the Cal Sag Channel, just north of College Drive. The Tinley Creek Trail crosses Ridgeland near 135th Street.

TRANSPORTATION EXHIBITS

- a) Functional Class (As assigned by IDOT)
- b) Existing Traffic Counts – Exhibits 3A, 3B
- c) Existing Pedestrian and Bike Counts – Exhibits 4A, 4B

TRANSIT SYSTEMS & PEDESTRIAN CONNECTIONS EXHIBITS

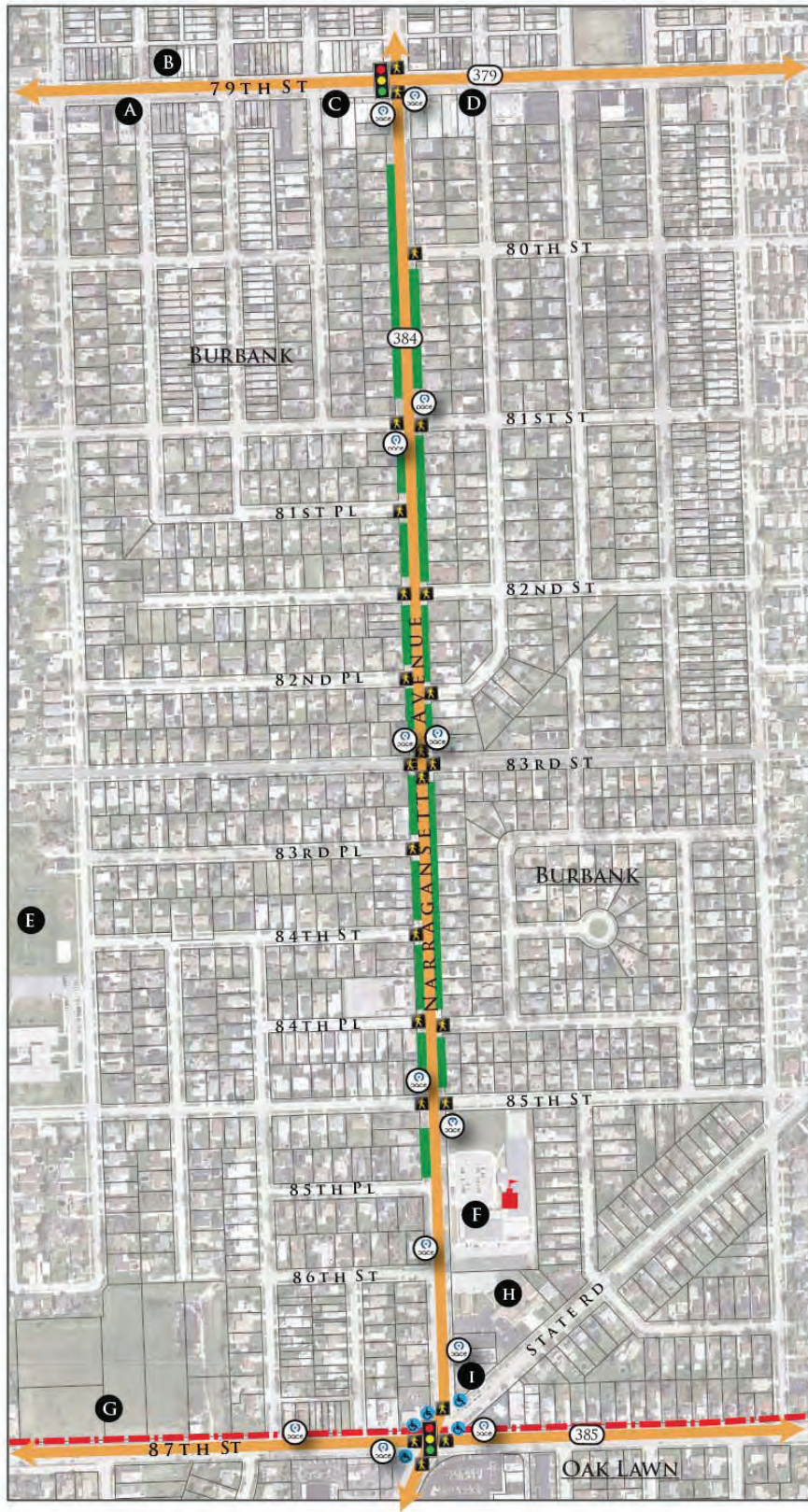
- a) Sheet 1: Transit Systems & Pedestrian Connections - 79th Street to 87th Street (Burbank)
- b) Sheet 2: Transit Systems & Pedestrian Connections - 87th Street to 95th Street (Burbank, Oak Lawn, Chicago Ridge)
- c) Sheet 3: Transit Systems & Pedestrian Connections - 96th Street to 103rd Street (Oak Lawn, Chicago Ridge)
- d) Sheet 4: Transit Systems & Pedestrian Connections - 103rd Street to 111th Street (Chicago Ridge, Worth)
- e) Sheet 5: Transit Systems & Pedestrian Connections - 111th Street to Cal Sag Channel (Worth, Alsip, Cook County)
- f) Sheet 6: Transit Systems & Pedestrian Connections - Cal Sag Channel to 127th Street (Worth, Alsip, Cook County, Palos Heights)
- g) Sheet 7: Transit Systems & Pedestrian Connections - 127th Street to 135th Street (Palos Heights)





COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY
 EXISTING CONDITIONS: FUNCTIONAL CLASS (AS ASSIGNED BY IDOT)





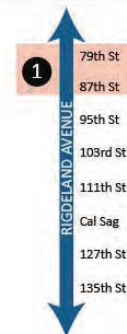
LEGEND

- Municipal Boundary
- PACE Route 379, 384, 385
- PACE Bus Stop
- On-Street Parking
- Existing Marked Crosswalk
- Missing ADA at Crosswalk
- Schools
- Traffic Signal

ACTIVITY CENTERS

- A** Frank's Chicago Shrimp House
- B** Burbank Fire Department
- C** Burbank Deli & Foods
- D** Golden Spike Train Shop
- E** Fitzgerald Park
- F** Edward J. Tobin School
- G** Melvina Ditch Reservoir
- H** Our Savior Lutheran Church
- I** Burger King

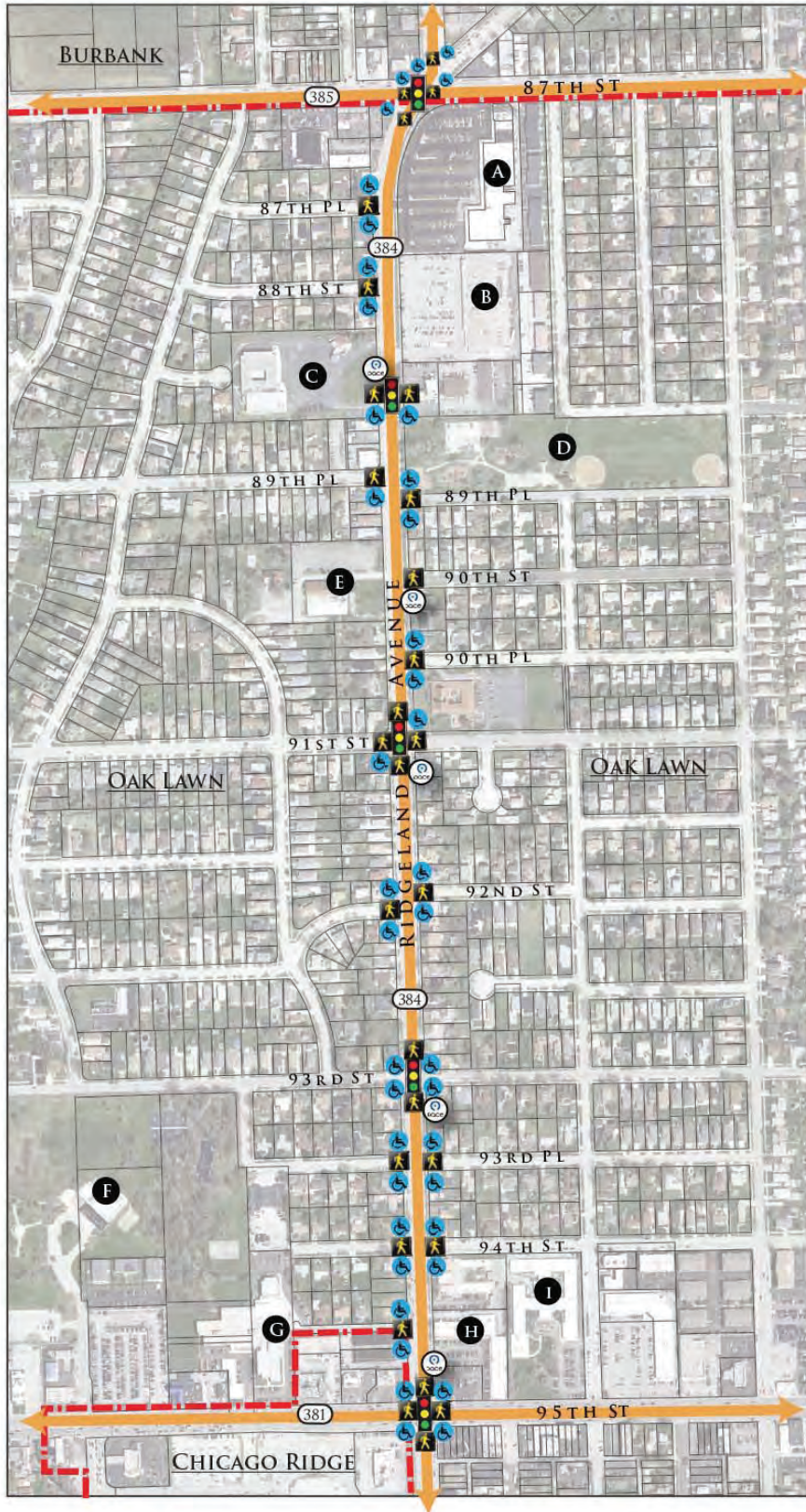
KEY MAP



COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY

0' 150' 300' 600'



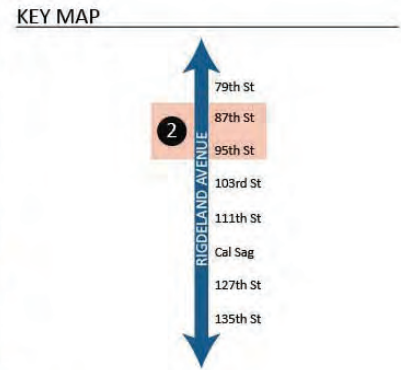


LEGEND

- Municipal Boundary
- PACE Route 379, 384, 385
- PACE Bus Stop
- Existing Marked Crosswalk
- Missing ADA at Crosswalk
- Schools
- Traffic Signal

ACTIVITY CENTERS

- A** State Road Plaza
- B** Jewel Osco
- C** St. Louis De Montfort Church
- D** Worthbrook Park
- E** Oak Lawn Community Church
- F** Centennial Park
- G** Simmons Middle School
- H** Oak Lawn Promenade
- I** Concord Nursing & Rehab Center



COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY

0' 150' 300' 600'



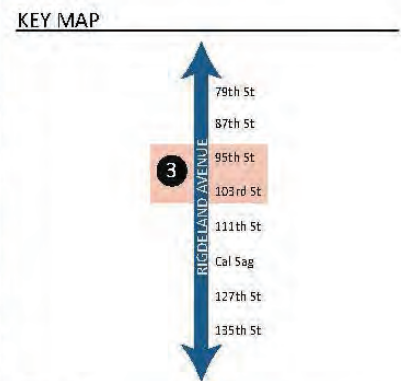


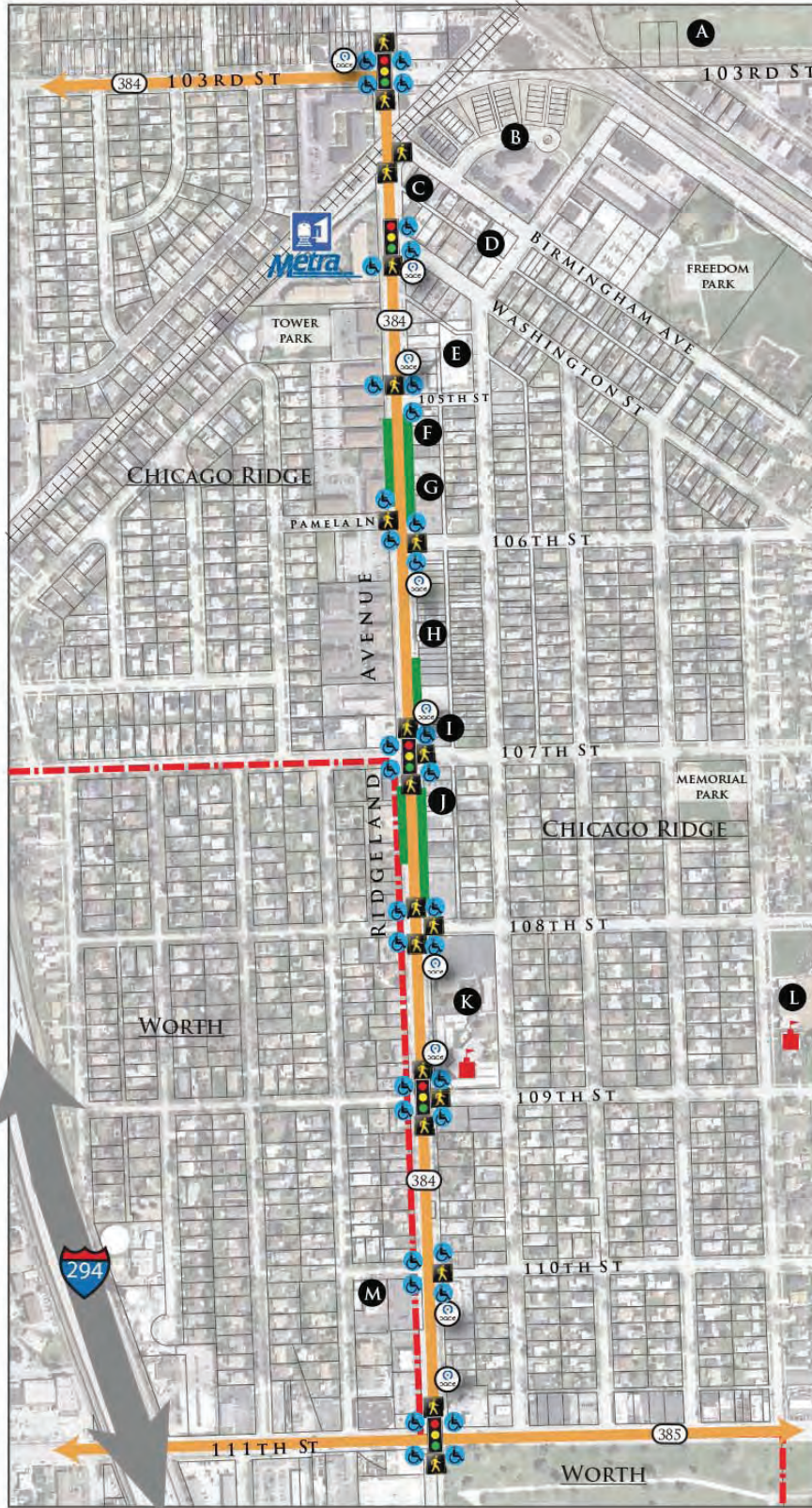
LEGEND

- Municipal Boundary
- PACE Route 384, 895
- PACE Bus Stop
- Existing Marked Crosswalk
- Missing ADA at Crosswalk
- Schools
- Traffic Signal

ACTIVITY CENTERS

- A** Aldi
- B** Chick-fil-A
- C** Chill's
- D** Home Depot
- E** Office Depot
- F** Penny Lane School
- G** Stony Creek Golf Complex



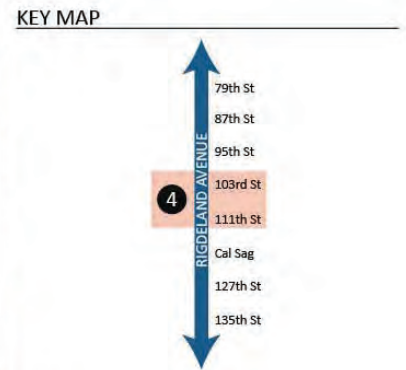


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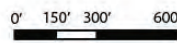
- Municipal Boundary
- PACE Route 384, 385
- PACE Bus Stop
- On-Street Parking
- Chicago Ridge Metra Station
- Existing Marked Crosswalk
- Missing ADA at Crosswalk
- Schools
- Traffic Signal

ACTIVITY CENTERS

- A** Stony Creek Golf Complex
- B** Multi-Family Townhomes
- C** Jack Desmonds Irish Pub
- D** Chicago Ridge Library
- E** Chicago Ridge Village Hall/Police
- F** Jesse's Tavern
- G** USPS
- H** Candlelight Banquets
- I** Archer Bank
- J** Jack & Pats Old Fashioned Market
- K** Our Lady of the Ridge
- L** Chicago Ridge Public School
Elden D. Finley Jr High School
- M** Garden Chalet



COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY



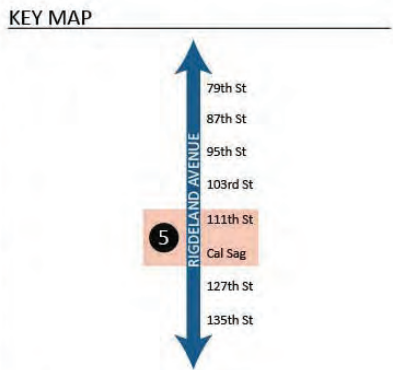


LEGEND

- Municipal Boundary
- PACE Route 384, 385
- PACE Bus Stop
- Frontage Street
- Missing Sidewalk
- Chicago Ridge Metra Station
- Existing Marked Crosswalk
- Missing ADA at Crosswalk
- Schools
- Traffic Signal

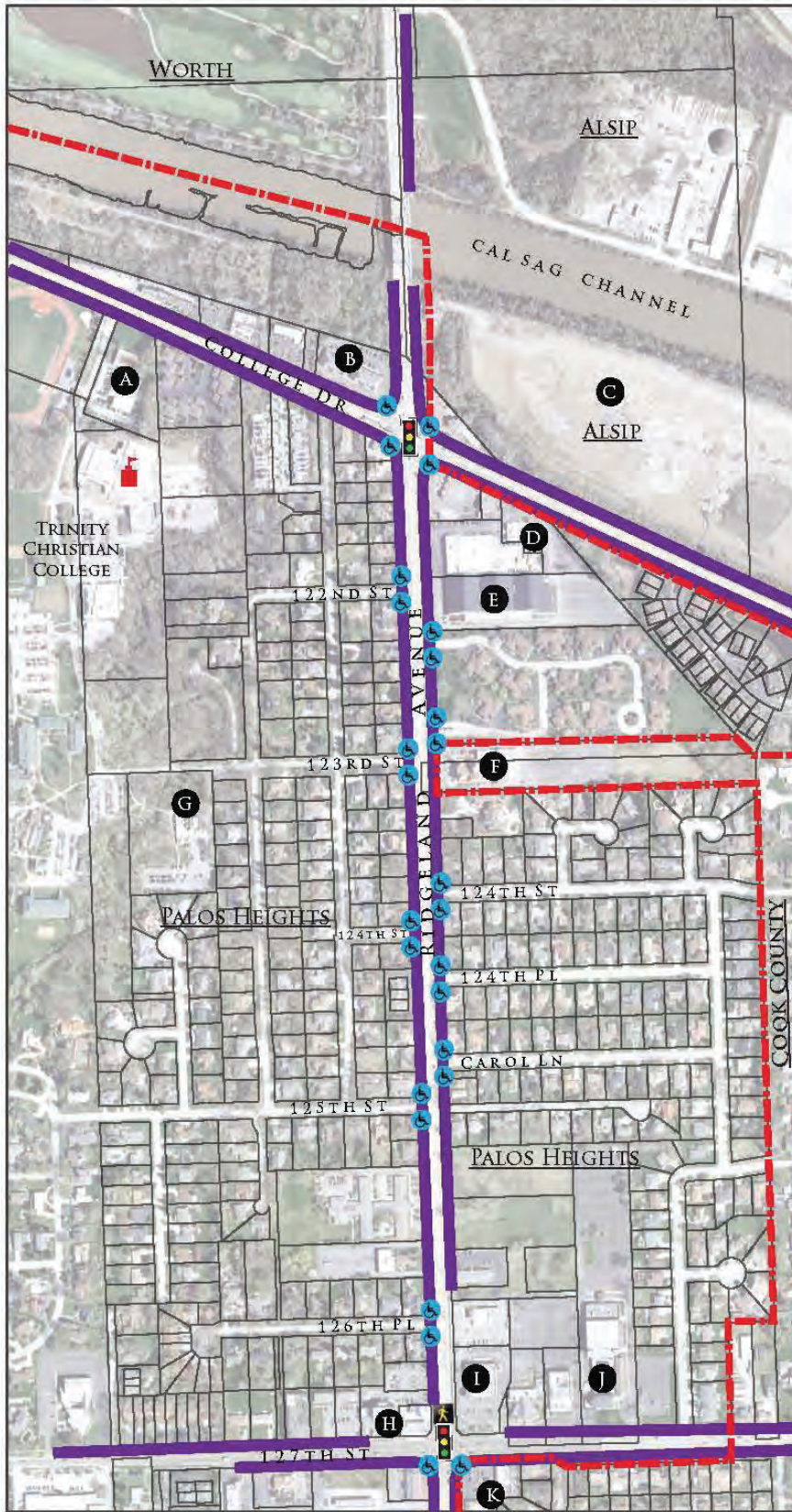
ACTIVITY CENTERS

- Stahlak Park
- Smile Park
- Technical Institute
- Metro Rehab Services
- Arrow Mobile Home Park



COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY



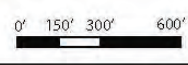
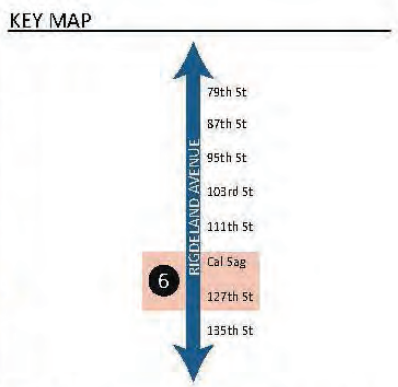


LEGEND

- Municipal Boundary
- PACE Bus Stop
- Missing Sidewalk
- Chicago Ridge Metra Station
- Existing Marked Crosswalk
- Missing ADA at Crosswalk
- Schools
- Traffic Signal

ACTIVITY CENTERS

- A** Back to God Ministries International
- B** Dentist Office
- C** Trinity College Sports Complex
- D** Mama Vesuvio East
- E** Palos Courts
- F** St Spyridon Greek Orthodox Church
- G** Bootsma Bookstore Cafe
- H** TCF Bank
- I** Walgreens
- J** Moraine Valley Church
- K** Arthouse of Palos Heights



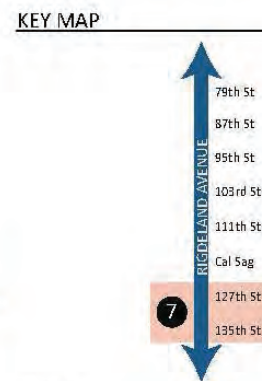


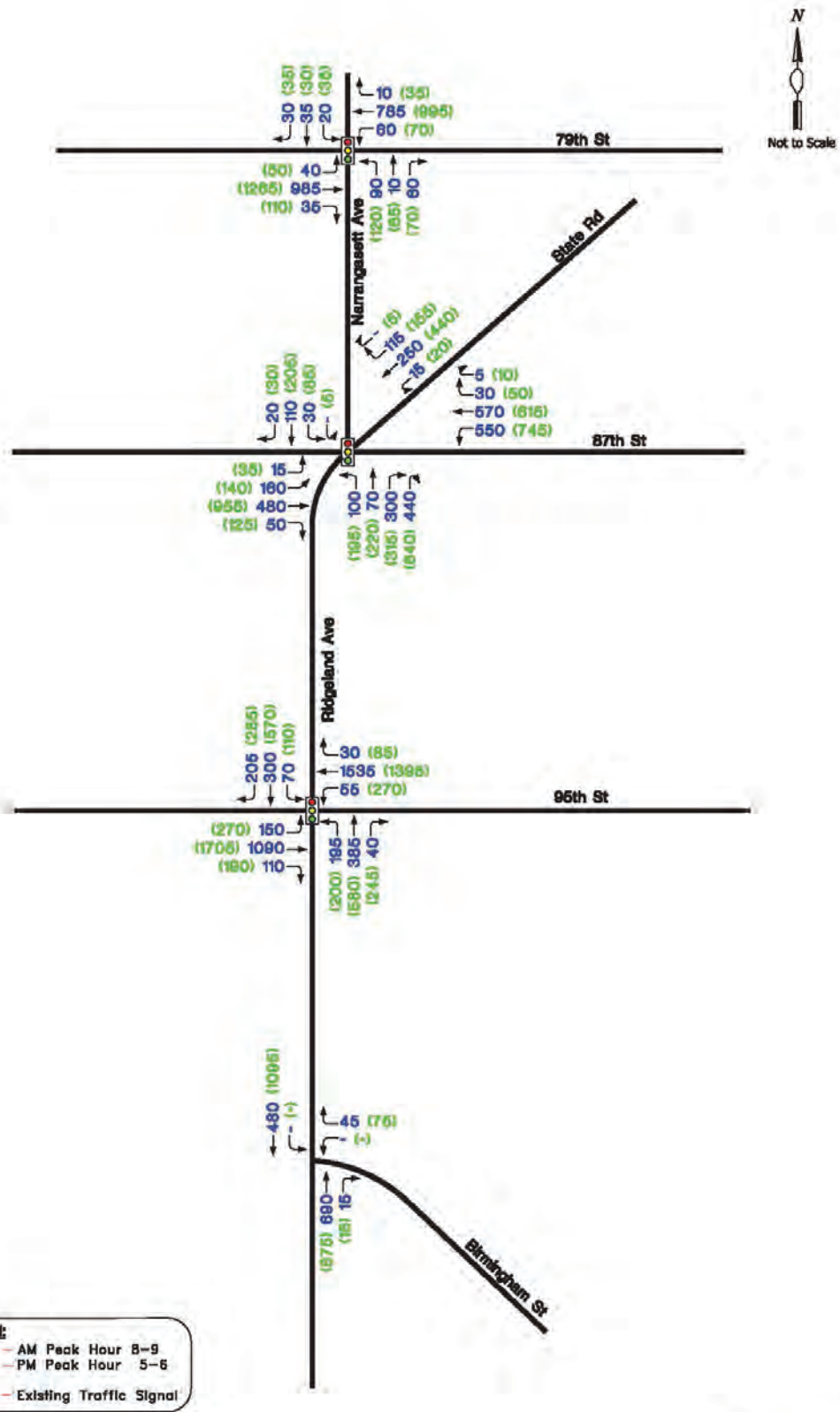
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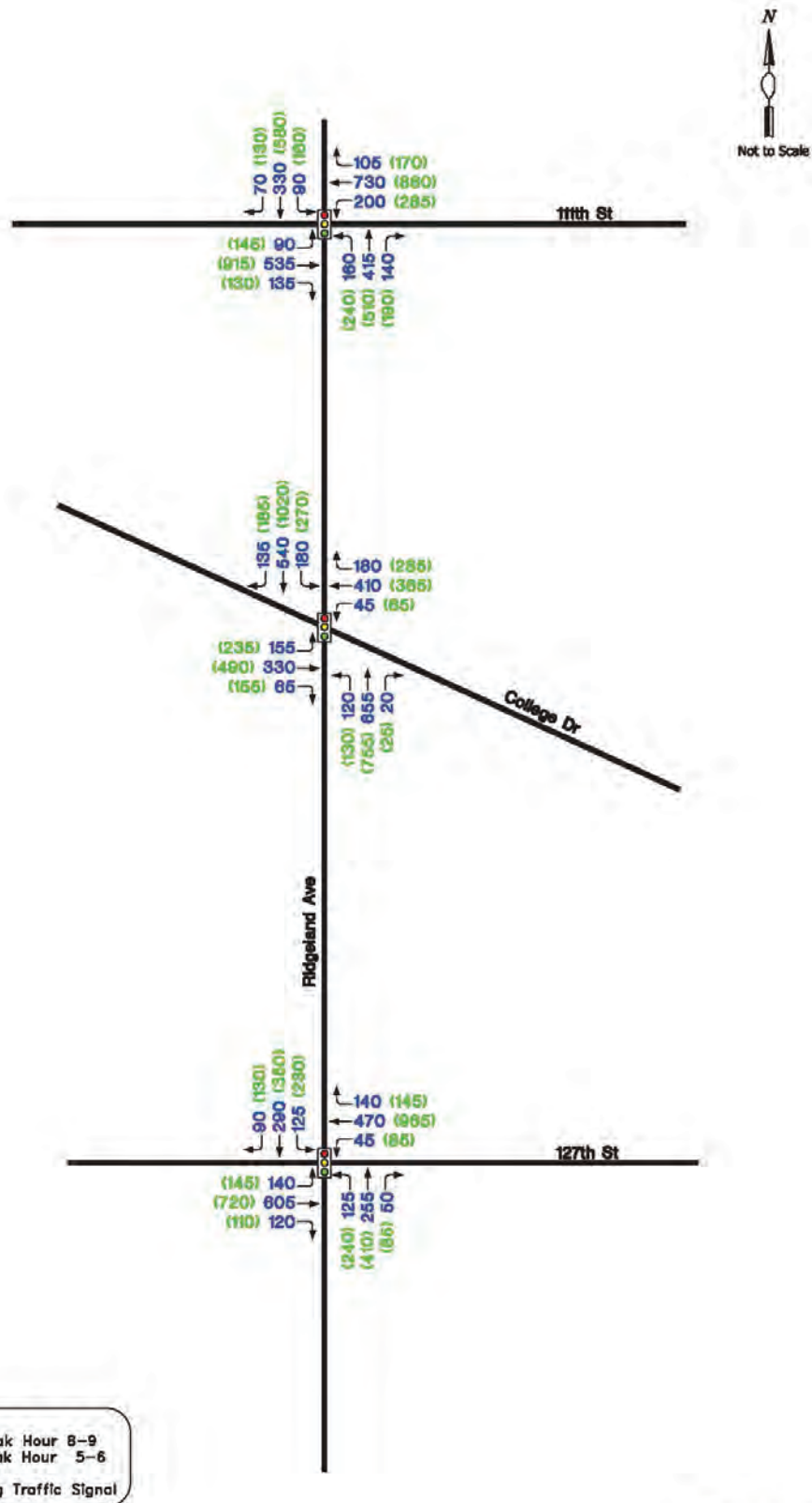
- Municipal Boundary
- PACE Route 383
- PACE Bus Stop
- Frontage Street
- Missing Sidewalk
- Existing Bicycle Path
- Chicago Ridge Metra Station
- Existing Marked Crosswalk
- Missing ADA at Crosswalk
- Schools
- Traffic Signal

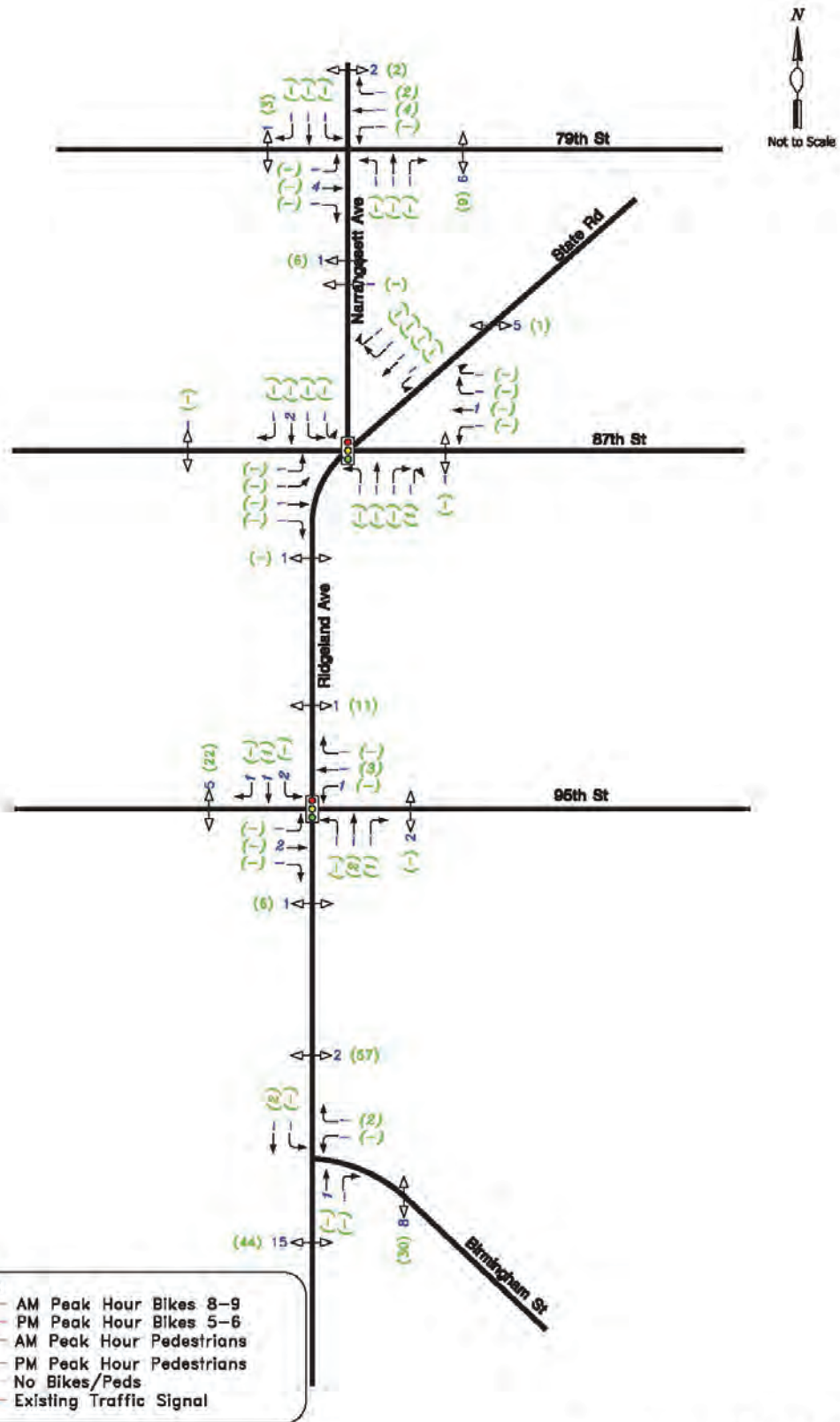
ACTIVITY CENTERS

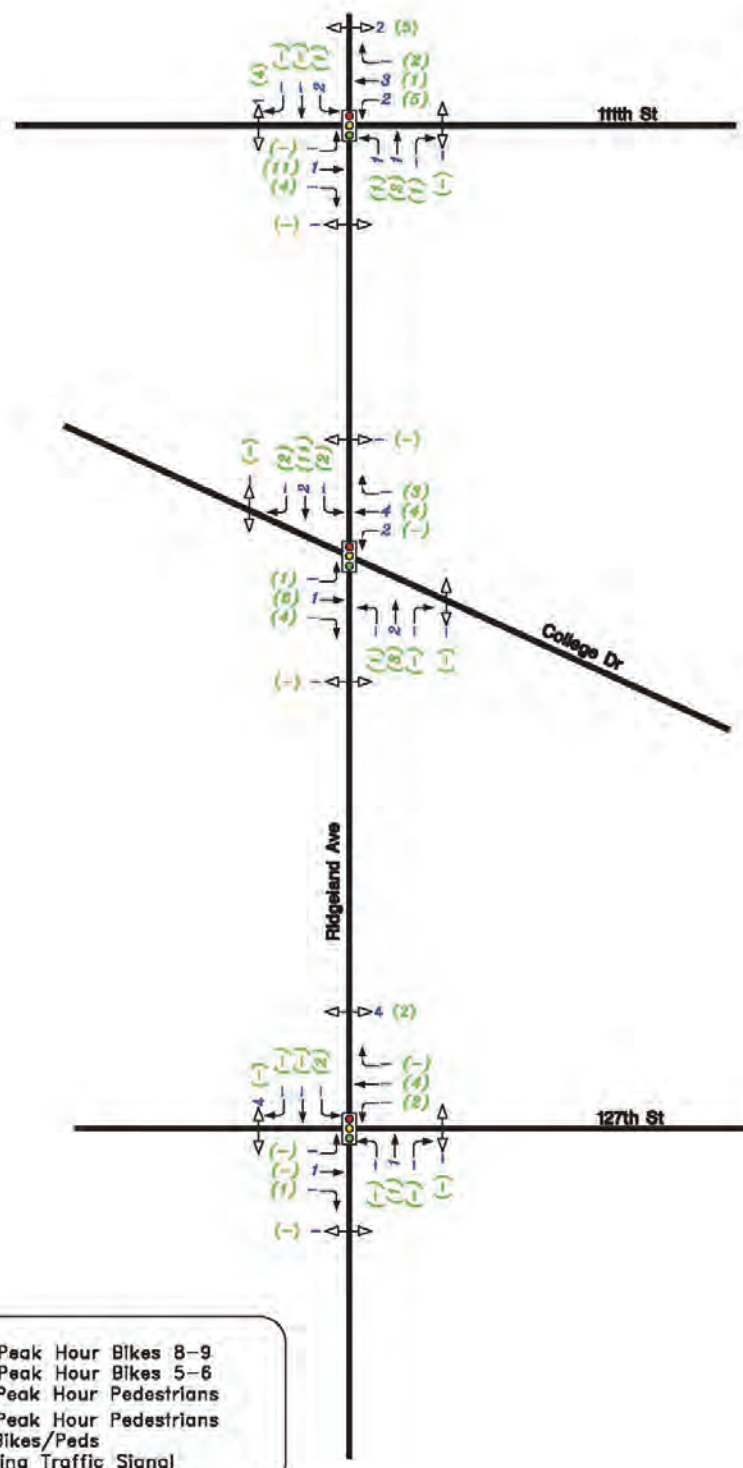
- Starbucks
- Dominic's
- Sandbox Preschool
- Walsh Westgate Park
- 7-11











Legend

- XX - AM Peak Hour Bikes 8-9
- (XX) - PM Peak Hour Bikes 5-6
- ← XX → - AM Peak Hour Pedestrians
- ← (XX) → - PM Peak Hour Pedestrians
- - No Bikes/Peds
- Ⓢ - Existing Traffic Signal



Exhibit 4B
Existing Pedestrians and Bikes



4. LAND USE

Land Use Summary:

Neighborhoods with supporting services

Land Use classifications include commercial, institutional, manufacturing, mixed use, multi-family residential, single-family residential, parks/open space, vacant and parking. Although land uses abutting the corridor are varied, the following common land use patterns exist throughout the corridor.

- a) Abutting the corridor are primarily residential land uses with intermittent parcels that are institutional, parks and commercial businesses. This contributes to a neighborhood friendly collector street, which provides important connections between local streets and arterial streets;
- b) Where the corridor intersects other collector streets, commercial and institutional uses are dominant. These serve the community as convenience oriented retail.

Mixed Use Village Center

Within Chicago Ridge, the land uses follow a more mixed pattern. Ridgeland Avenue between 103rd Street and 108th Street is generally defined as Chicago Ridge's Town Center. The land uses in this area include the Metra Station, Village Hall and services, Commercial Shops and Dining, multifamily housing and parks.

Open Spaces

The Cal Sag Channel and Cook County Forest Preserves are significant Open Space land uses along the southern portion of the corridor. These include recreational features and planned trailways which will have an impact on pedestrian and bike access to the corridor.

The Cal-Sag Channel is a navigation canal which crosses Ridgeland Avenue just north of Palos Heights. The 16-mile channel serves as a connector between the Little Calumet River and the Chicago Sanitary and Ship Canal. The Cal-Sag accommodates barge traffic for industrial properties within the South Chicago neighborhoods and suburbs. It is also used as a linkage for wastewater from Southern Cook County, including the Chicago-area Deep Tunnel Project into the Illinois Waterway. The Cal-Sag Channel serves recreational boaters in the summer months. The western portion of the channel flows through the Palos Hills Forest Preserves which is operated by the Forest Preserve District of Cook County. The Calumet-Sag Trail is a 26-mile long recreational trail which borders the channel. When complete, the Cal-Sag Trail will connect the Chicago Sanitary and Ship Canal to the Burnham Greenway.

Elizabeth A. Conkey Forest is controlled by the Cook County Forest Preserve and is located near the intersection of 135th Street and Central Ave in Palos Heights. The habitat includes woods and Tinley Creek which is a tributary to the Cal-Sag Channel. Public amenities include parking lot, picnic benches and park shelter.

Burr Oak Woods is controlled by the Cook County Forest Preserve and is located near the intersection of 135th Street and Harlem Avenue in Palos Heights. The habitat includes woods and Lake Arrowhead. Public amenities include Tinley Creek Trail, picnic benches and park shelter.

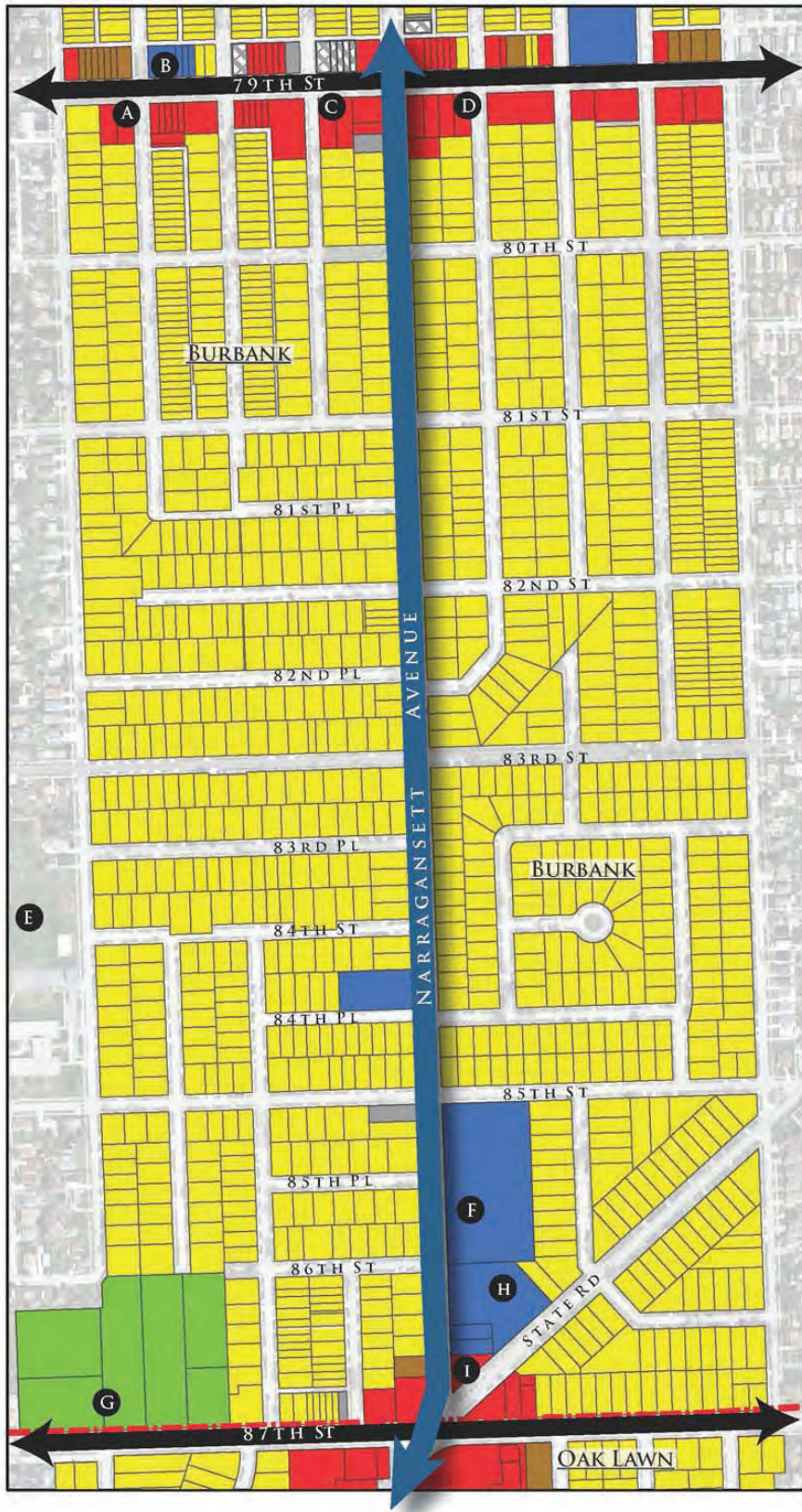
The Tinley Creek Trail is an asphalt paved Bicycle Trail which generally connects Palos Heights with Oak Forest via several Cook County Forest Preserve areas, including Rubio Woods, Burr Oak Woods, Turtlehead Lake,

Bachelor Grove Woods, Nelson Woods and St. Mihiel Reservation. Marked crosswalks exist where the trail intersects streets, such as at 135th Street, west of Ridgeland Avenue.

LAND USE EXHIBITS:

- a) Sheet 1: Land Use - 79th Street to 87th Street (Burbank)
- b) Sheet 2: Land Use - 87th Street to 95th Street (Burbank, Oak Lawn, Chicago Ridge)
- c) Sheet 3: Land Use - 96th Street to 103rd Street (Oak Lawn, Chicago Ridge)
- d) Sheet 4: Land Use - 103rd Street to 111th Street (Chicago Ridge, Worth)
- e) Sheet 5: Land Use - 111th Street to Cal Sag Channel (Worth, Alsip, Cook County)
- f) Sheet 6: Land Use - Cal Sag Channel to 127th Street (Worth, Alsip, Cook County, Palos Heights)
- g) Sheet 7: Land Use - 127th Street to 135th Street (Palos Heights)





LEGEND

- Municipal Boundary
- Commercial
- Institutional
- Manufacturing
- Mixed Use
- Multi-Family Residential
- Single-Family Residential
- Parks/Open Space
- Vacant
- Parking

ACTIVITY CENTERS

- Frank's Chicago Shrimp House
- Burbank Fire Department
- Burbank Deli & Foods
- Golden Spike Train Shop
- Fitzgerald Park
- Edward J. Tobin School
- Melvina Ditch Reservoir
- Our Savior Lutheran Church
- Burger King

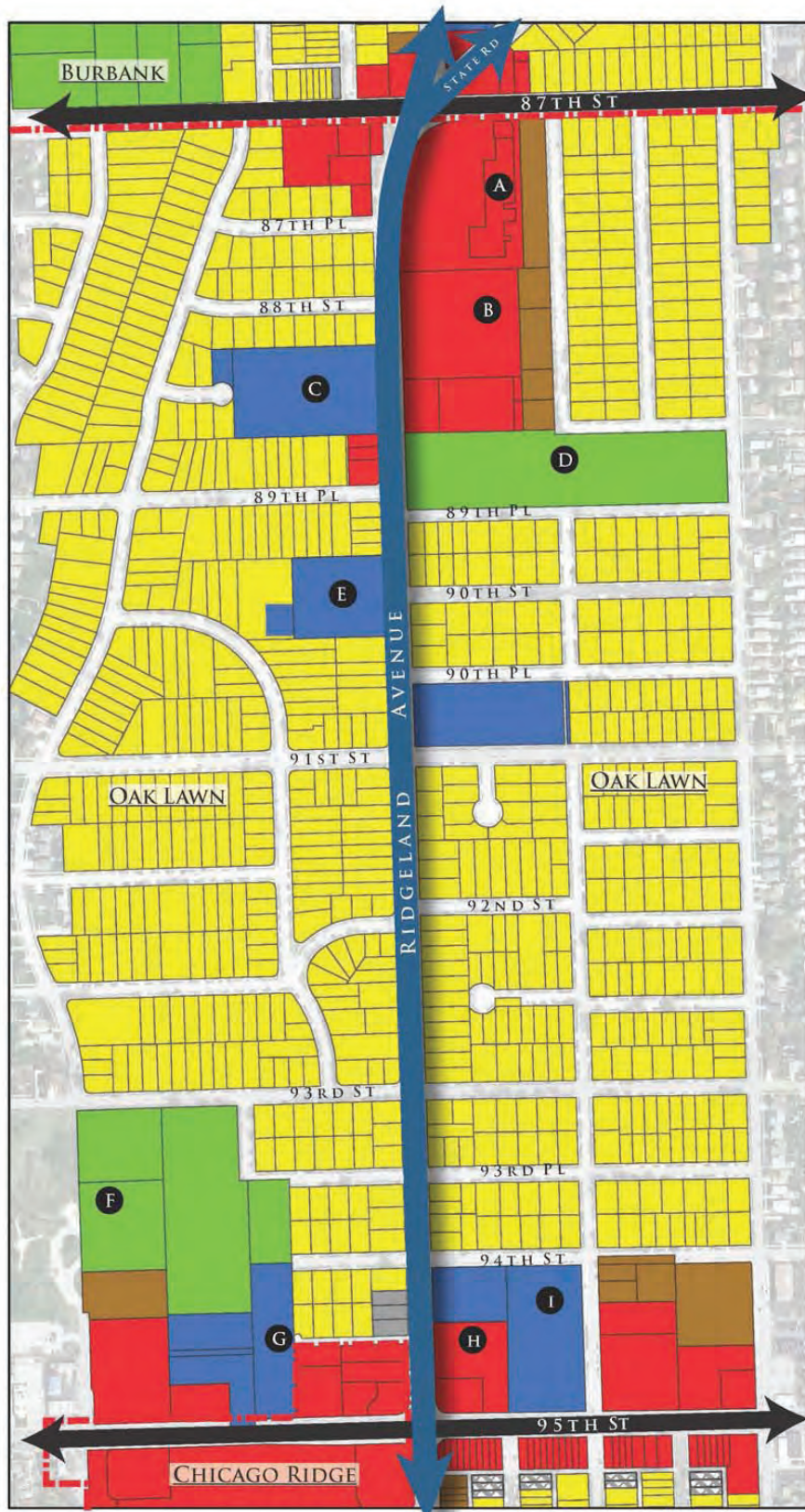
KEY MAP



COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY



1 EXISTING CONDITIONS: LAND USE - 79TH STREET TO 87TH STREET (SHEET 1 OF 7)

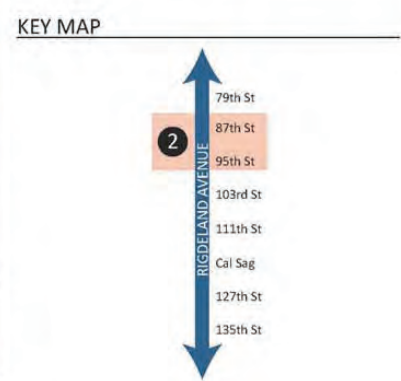


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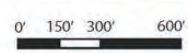
- — — Municipal Boundary
- Commercial
- Institutional
- Multi-Family Residential
- Single-Family Residential
- Parks/Open Space
- Vacant
- Parking

ACTIVITY CENTERS

- A State Road Plaza
- B Jewel Osco
- C St. Louis De Montfort Church
- D Worthbrook Park
- E Oak Lawn Community Church
- F Centennial Park
- G Simmons Middle School
- H Oak Lawn Promenade
- I Concord Nursing & Rehab Center



COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY



2 EXISTING CONDITIONS: LAND USE - 87TH STREET TO 95TH STREET (SHEET 2 OF 7)

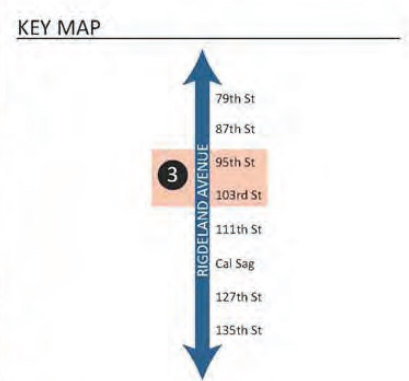


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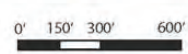
- Municipal Boundary
- Commercial
- Institutional
- Manufacturing
- Multi-Family Residential
- Single-Family Residential
- Parks/Open Space
- Vacant
- Parking

ACTIVITY CENTERS

- A** Aldi
- B** Chick-fil-A
- C** Chili's
- D** Home Depot
- E** Office Depot
- F** Penny Lane School
- G** Stony Creek Golf Complex



COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY



3 EXISTING CONDITIONS: LAND USE - 95TH STREET TO 103RD STREET (SHEET 3 OF 7)



LEGEND

- Municipal Boundary
- Commercial
- Institutional
- Manufacturing
- Multi-Family Residential
- Single-Family Residential
- Parks/Open Space
- Vacant
- Parking

ACTIVITY CENTERS

- A** Stony Creek Golf Complex
- B** Multi-Family Townhomes
- C** Jack Desmonds Irish Pub
- D** Chicago Ridge Library
- E** Chicago Ridge Village Hall/Police
- F** Jesse's Tavern
- G** USPS
- H** Candlelight Banquets
- I** Archer Bank
- J** Jack & Pats Old Fashioned Market
- K** Our Lady of the Ridge
- L** Chicago Ridge Public School
Elden D. Finley Jr High School
- M** Garden Chalet

KEY MAP



COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY

0' 150' 300' 600'



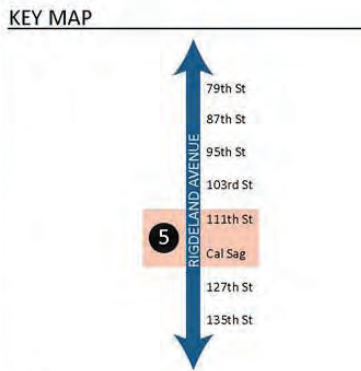


LEGEND

- Municipal Boundary
- Commercial
- Institutional
- Multi-Family Residential
- Single-Family Residential
- Parks/Open Space
- Vacant
- Parking

ACTIVITY CENTERS

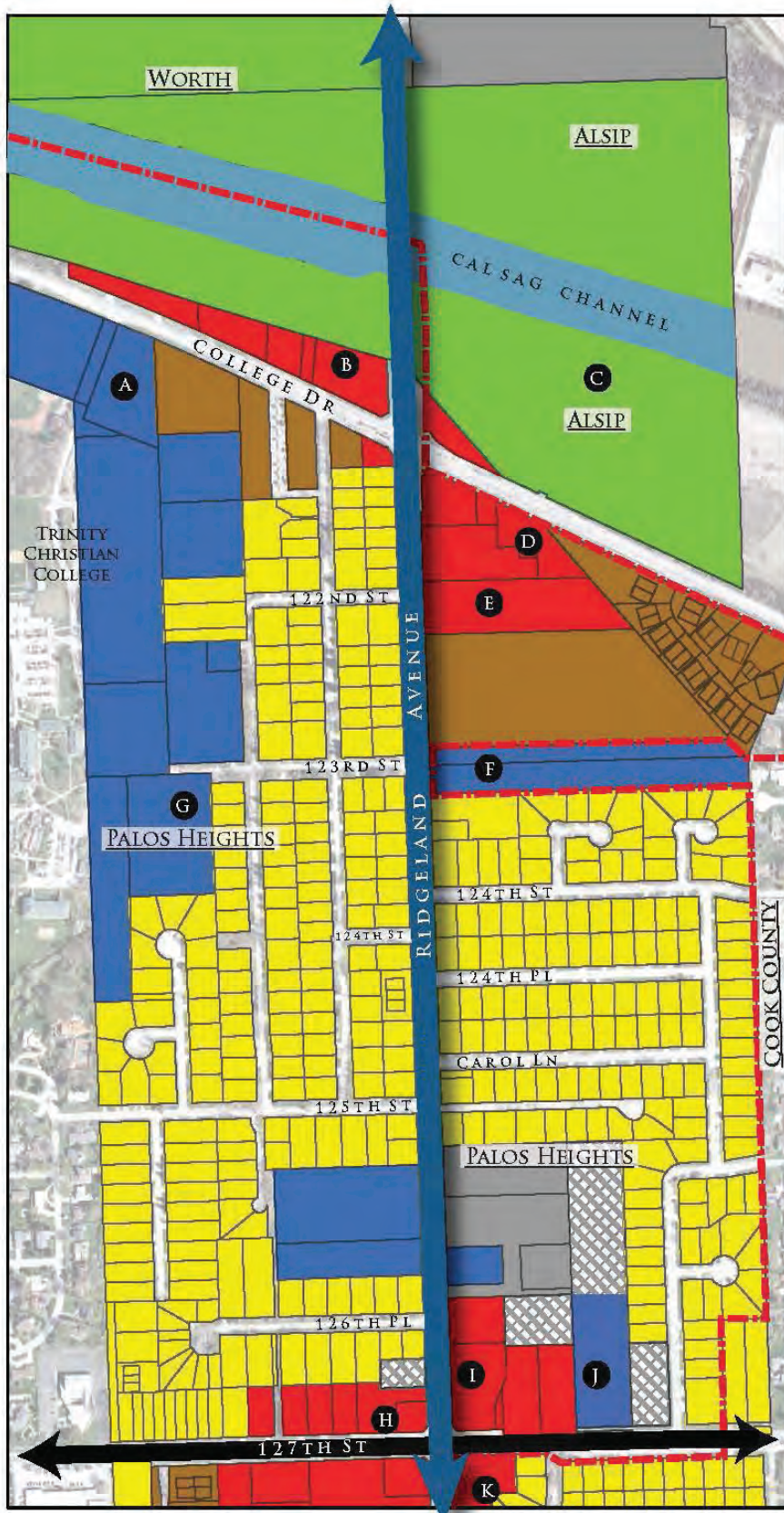
- Stahlak Park
- Smile Park
- Technical Institute
- Metro Rehab Services
- Arrow Mobile Home Park



COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY

0' 150' 300' 600'





LEGEND

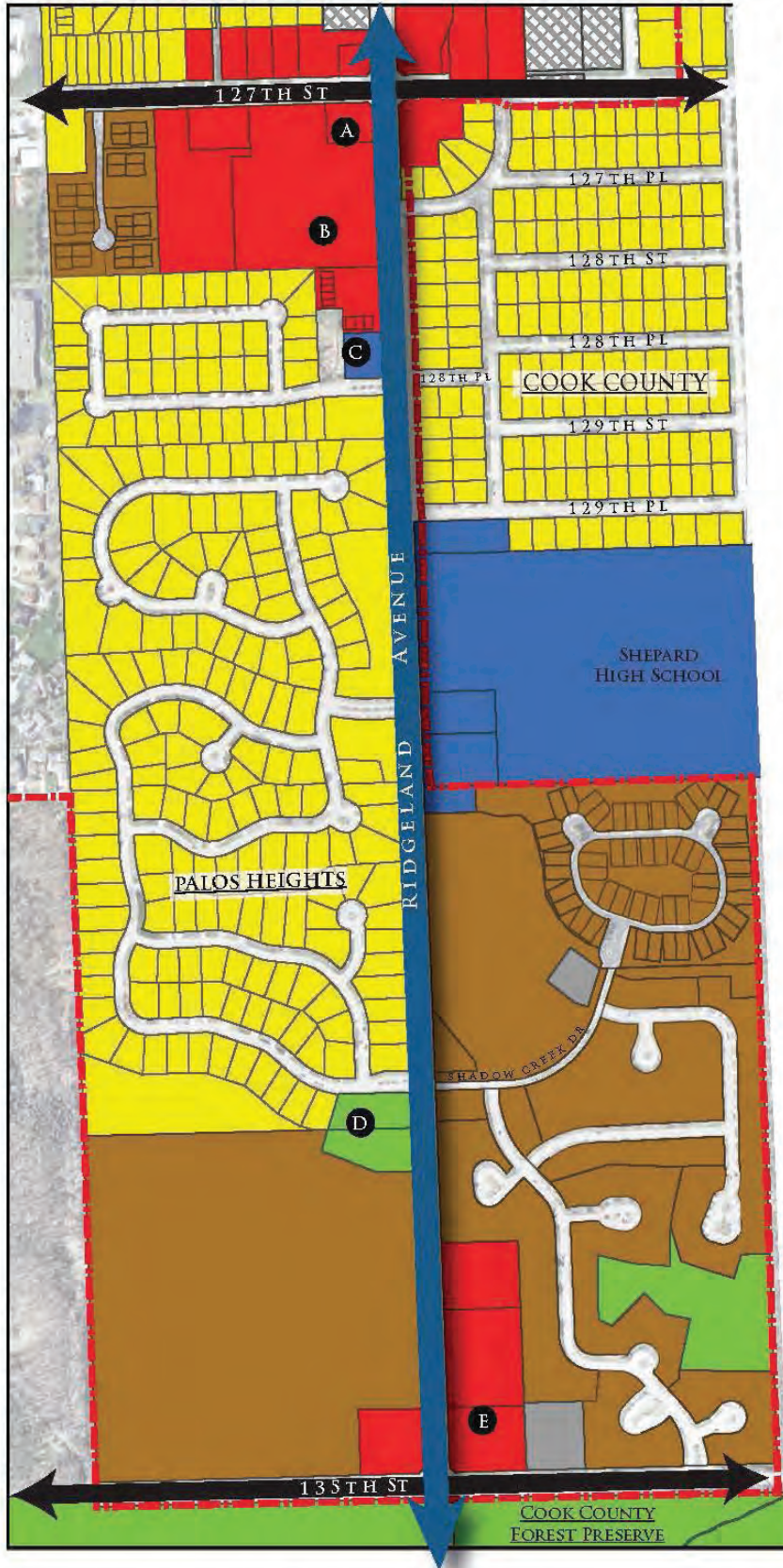
- Municipal Boundary
- Commercial
- Institutional
- Multi-Family Residential
- Single-Family Residential
- Parks/Open Space
- Vacant
- Parking

ACTIVITY CENTERS

- A** Back to God Ministries International
- B** Dentist Office
- C** Trinity College Sports Complex
- D** Mama Vesuvio East
- E** Palos Courts
- F** St Spyridon Greek Orthodox Church
- G** Bootsma Bookstore Cafe
- H** TCF Bank
- I** Walgreens
- J** Moraine Valley Church
- K** Arthouse of Palos Heights

KEY MAP





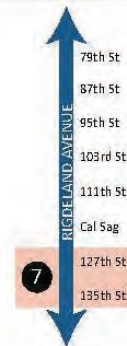
LEGEND

- Municipal Boundary
- Commercial
- Institutional
- Multi-Family Residential
- Single-Family Residential
- Parks/Open Space
- Vacant
- Parking

ACTIVITY CENTERS

- Starbucks
- Dominick's
- Sandbox Preschool
- Walsh Westgate Park
- 7-11

KEY MAP



5. ZONING

Zoning Summary:

Zoning classifications and Parking Requirements along the corridor are specific to each of the six (6) municipalities and are further described in the following tables and exhibits.

RIDGELAND AVENUE ZONING OVERVIEW

RIDGELAND AVENUE PARKING OVERVIEW

ZONING EXHIBITS:

- a) Sheet 1: Zoning - 79th Street to 87th Street (Burbank)
- b) Sheet 2: Zoning - 87th Street to 95th Street (Burbank, Oak Lawn, Chicago Ridge)
- c) Sheet 3: Zoning - 96th Street to 103rd Street (Oak Lawn, Chicago Ridge)
- d) Sheet 4: Zoning - 103rd Street to 111th Street (Chicago Ridge, Worth)
- e) Sheet 5: Zoning - 111th Street to Cal Sag Channel (Worth, Alsip, Cook County)
- f) Sheet 6: Zoning - Cal Sag Channel to 127th Street (Worth, Alsip, Cook County, Palos Heights)
- g) Sheet 7: Zoning - 127th Street to 135th Street (Palos Heights)



Ridgeland Avenue Zoning Overview

Alsip - Bulk Regulations								
District	Purpose	Setbacks			FAR	Maximum Height	Notes	
		Front	Side	Rear				
B-1 Business	General and Local Retail	25'	None*	10' Or 10% of lot depth	None	45' 3 stories	* Except if adjacent to residential, then the setback required for the residential district is used	
I-1 Industrial - Light	Machinery, Maintenance Yards, Light Manufacturing	25'	None*	10' Or 10% of lot depth	None	45' 3 stories	* Except if adjacent to residential, then the setback required for the residential district is used	
I-2 Industrial - Medium	Manufacturing, Mills, Industrial Plants	25'	None*	10'* Or 10% of lot depth*	None	45' 3 stories	* Except if adjacent to residential, then the setback will be decided by the Plan Commission	
P Public Land	To establish and preserve areas for certain public purposes	Not Specified						

No information was found on a Sanitation District. Most likely this would fall under the Public Land District or Special Use District

Ridgeland Avenue Zoning Overview

Burbank - Bulk Regulations							
District	Purpose	Setbacks			FAR	Maximum Height	Notes
		Front	Side	Rear			
R-1 Single Family Residence District	Single family detached dwellings	25'	4' and total must be at least 20% of lot width, 10' on a corner lot	30' Or 20% of lot depth	0.4 for single family detached 0.3 for other uses	40'	No detached garages over 15' Lot area at least 6,000sq.ft. Maximum 45% lot coverage
R-2 Limited Multi-Family Residence District	Single family detached and attached dwellings	25'	6' and total is at least 20% of lot width 10' on corner lot	30' Or 20% of lot depth	0.4 for single detached dwellings 0.5 for two family dwellings 0.3 for other uses	40'	No detached garages over 15' Lot area at least 7,000sq.ft. Maximum 40% lot coverage Minimum 8% open green space in rear
R-3 Multi-Family Residence District	Multi-family dwellings	25'	6' and total is at least 20% of lot width 10' on corner lot	30' Or 20% of lot depth	0.4 for single detached dwellings 0.5 for two family dwellings 0.7 for multi-family dwellings 0.3 for other uses	40'	No detached garages over 15' Lot area at least 7,000sq.ft. Maximum 40% lot coverage Minimum 8% open green space in rear
C Commercial District	Retail, Service, and Offices	5'*	None	5'	3.0 Maximum	45'	Maximum 50% lot coverage *If abutting a residential lot then the minimum setback is 5' or 10% of the lot width



Ridgeland Avenue Zoning Overview

Chicago Ridge - Bulk Regulations							
District	Purpose	Setbacks			FAR	Maximum Height	Notes
		Front	Side	Rear			
C-1 General Business District	Local Retail Shopping	5'	None*	10' **	None	45' 3 stories	*If abutting a residential lot then the minimum setback is 5' ** No setback required when rear line abuts a public alley adjacent to a residential parcel Apartments allowed on top floor
C-2 General Service District	Secondary Retail, Administrative, Wholesale	5'	None*	5' **	None	45' 3 stories	*If abutting a residential lot then the minimum setback is 5' ** No setback required when rear line abuts a public alley adjacent to a residential parcel Single Family Dwelling units allowed above first floor
C-3 Regional Shopping District	Comprehensive Shopping Centers	25'*	25'*	25'*	None	45' 3 stories	*Only if abutting a residential lot or public right-of-way, if not, then there is no setback Additional landscape buffers required near residential
M-1 Restricted Manufacturing District	Industrial Manufacturing and Storage	20' 100' for agricultural structures near non-industrial	20' for corner side 50' for agricultural structures near non-industrial	20'*	0.6	None	*For rear or side yards next to residential or commercial use Some height restrictions on objects attached to the top of buildings near residential zones
P-1 Planned Residence District	Enhancing Neighborhoods, Preserving Open Space, Encouraging Variation	20'	None*	None*	None	35' 2.5 stories	No rear of a building may face a street *All buildings must be 20' apart

Ridgeland Avenue Zoning Overview

Chicago Ridge - Bulk Regulations (cont.)							
District	Purpose	Setbacks			FAR	Maximum Height	Notes
		Front	Side	Rear			
R-1 Residence District	Single Family Dwellings	30'	5' Or 10% of lot width	30' Or 20% of lot depth	None	35' 2.5 stories 30' for single family residence	Lot area at least 6,250 sq. ft. Corner lot at least 7,000 sq. ft. Maximum 35% Lot Coverage Corner Lot - Maximum 40% Lot Coverage Single Family houses with identical elevations may not be located next to each other
R-2 Limited Multifamily Residence District	Two-Family Dwellings	20'	5'* Combination of both side yards at least 20'	30' Or 20% of lot depth	None	35' 2.5 stories	*Some additional requirements for spacing with aisles and drives Maximum 40% Lot Coverage
R-3 Multifamily Residence District	Multi-family dwellings, townhouses, row houses	20'	5'* Combination of both side yards at least 20'	25' Or 20% of lot depth	None	40' 3 stories	*Some additional requirements for spacing with aisles and drives Maximum 40% Lot Coverage



Ridgeland Avenue Zoning Overview

Oak Lawn - Bulk Regulations							
District	Purpose	Setbacks			FAR	Maximum Height	Notes
		Front	Side	Rear			
R-1 Single-Family Residence District	Single Family Dwellings	25'	5' Or 10% lot width	30' Or 20% Lot Depth	None	30' 2.5 stories	Lot Area at least 6,875sq.ft. Maximum lot coverage of 35% Single Family houses with identical elevations may not be located next to each other
R-2 Limited Multi-Family Residence District	Duplex/Two-Flat	25'	5' Combined must be more than 20% width	30' Or 20% Lot Depth	None	30' 2.5 stories	Single Family is not allowed Maximum lot coverage of 40% Lot Area at least 6,000sq.ft.
R-3 Multi-Family Residence District	Apartments/Condos	20'	5' Combined at least 20'	25' Or 20% Lot Depth	None	40' 3 stories	Single Family is not allowed Maximum lot coverage of 40% Max density 29 du/ac 650 sq. ft. min. unit size
C-1 General Business District	Retail Shopping	5'	Not Required If provided - 10'	Not Required If provided - 10'	None	45' 3 stories	Apartments allowed above first floor
C-2 General Service District	Service and Wholesale Business	5'	Not Required If provided - 10'	Not Required If provided - 10'	None	45' 3 stories	Apartments allowed as a special use
C-3 Regional Shopping District	Regional Shopping - 75% of businesses must be retail	25' First 10' landscape	Not Specified	Not Specified	None	45' 3 stories provisions upto 10 stories	Site Plan review required Minimum 10 acre parcel
PL Public Land District	There are two types of PL zoning classification - Municipal and Non-Municipal. Neither have any defined regulations except that they are used for municipal buildings, parks, schools, or any other public facility.						
PK Parking District	Parking	10' setback from all roads					Site Plan review required to measure screening and design Landscaped buffer strips

Ridgeland Avenue Zoning Overview

Palos Heights - Bulk Regulations							
District	Purpose	Setbacks			FAR	Maximum Height	Notes
		Front	Side	Rear			
R Residence District	Single Family Dwellings	30'	10'	25'	None	35'	*10' for accessory uses Lot area at least 14,000sq.ft.
R-1 Residence District	Single Family Dwellings	30'	10' Or 10% of lot width	25'	None	35'	*10' for accessory uses Lot area at least 11,000sq.ft.
PUD District	Preservation of natural site qualities, better urban amenities, more open space, and a higher quality project			Yard, setback, lot size, type of dwelling unit, height, frontage requirements, and use restrictions are waived for the development; provided, that the spirit and intent of the PUD are complied with in the total development plan.			
PRD District	The Planned Residential Development is a permitted use designed to provide for small and large-scale developments, incorporating a single type or a variety of residential and related uses which are planned and developed as a unit.			Yard, setback, lot size, type of dwelling unit, height, frontage requirements, and use restrictions are waived for the development; provided, that the spirit and intent of the PRD are complied with in the total development plan.			
B Business District	Local Retail and Services	Not Specified	Not Specified	Not Specified	Not Specified	45'	Sidewalks must be located along street side of parcel No residential
B-1 Business District	Local Retail, Services, Offices, Banks	30'	10' Or 10% of lot width	10'	Not Specified	35'	Lot area at least 10,800sq.ft. Sidewalks must be located along street side of parcel No residential
M Manufacturing District	Anything in the B District Plus Light Manufacturing	Not Specified*	Not Specified*	Not Specified*	Not Specified*	Not Specified*	*City Council makes reviews on all bulk regulations
Sports and Recreation District	Sports Complexes, Golf Courses, Recreation	Not Specified*	Not Specified*	Not Specified*	Not Specified*	Not Specified*	*City Council makes reviews on all bulk regulations



Ridgeland Avenue Zoning Overview

Worth - Bulk Regulations							
District	Purpose	Setbacks			FAR	Maximum Height	Notes
		Front	Side	Rear			
R1 Single-Family Residence	Single Family Detached	25'	5' 25' against a street	25'	0.6	35' 2 stories	Lot area at least 7,500sq.ft. Setbacks and heights are for single family homes, other permitted uses are allowed to be built taller but the setback is then increased
R2 Single-Family Residence	Single Family Detached	25'	5' 25' against a street	25'	0.6	35' 2 stories	Lot area at least 6,250sq.ft. Setbacks and heights are for single family homes, other permitted uses are allowed to be built taller but the setback is then increased
R3 General Residence	Single and Multi-Family Dwellings	25'	5' 25' against a street	25'	0.6	35' 2 stories (single) 3 stories (multi)	Setbacks and heights are for single family homes, other permitted uses are allowed to be built taller but the setback is then increased
B1 Restricted Retail Business	Retail and Service Establishments	25'	Not Required If provided - 5' 25' against a street	20'	1.8	None	Dwelling units allowed above first floor
B2 General Business	Retail and Service Establishments	25'	Not Required If provided - 5'	25'	2	None	Dwelling units allowed above first floor
PUD	Create Design Flexibility from Other Districts	The type of structure will designate what bulk regulations will be used. Although, exceptions may be made depending on the situation.					

Ridgeland Avenue Parking Overview

Alsip - Parking				
Use	Number of Spaces	Minimum Size	Location	Notes
Single Family	2 per du	10' x 20'	Parking for residential must be on the same lot No residential parking in the front yard except for driveways	
Multi-family	2 per du			
Public Building	1 per 300 sq.ft. of building floor area Plus 2 per 3 employees			
Manufacturing or Industrial	2 per 3 employees on maximum shift			
Restaurant	Decided by Plan Commission			
Other Non-Residential	1 per 300 sq.ft. of building floor area			

Burbank - Parking				
Use	Number of Spaces	Minimum Size	Location	Notes
Single Family	2 per du	9' x 24'*	Parking for residential must be on the same lot No residential parking in the front yard except for driveways	*Depth of the stall may vary depending on parking angle
Multi-Family	2 per du			
Restaurants	1 per 65 sq.ft. of GFA Minimum of 12			
Offices	1 per 350 sq.ft. of NFA			
Other Retail Trade	1 per 250 sq.ft. of NFA			
General Services	1 per 250 sq.ft. of NFA			

Palos Heights - Parking				
Use	Number of Spaces	Minimum Size	Location	Notes
Single Family	2 per du	9' x 19'	No front yard in Multi-Family	Some general landscaping and screenign requirements around residential
Multi-Family	2.5 per du			
Wholesale Stores	1 per 600 sq.ft.			
Retail Stores	6 per 1000 sq.ft.			
Restaurants	50% of capacity in persons Plus 1 per employee			
Recreation Centers	1 per employee Additional spaces Determined by Plan Commission			



Ridgeland Avenue Parking Overview

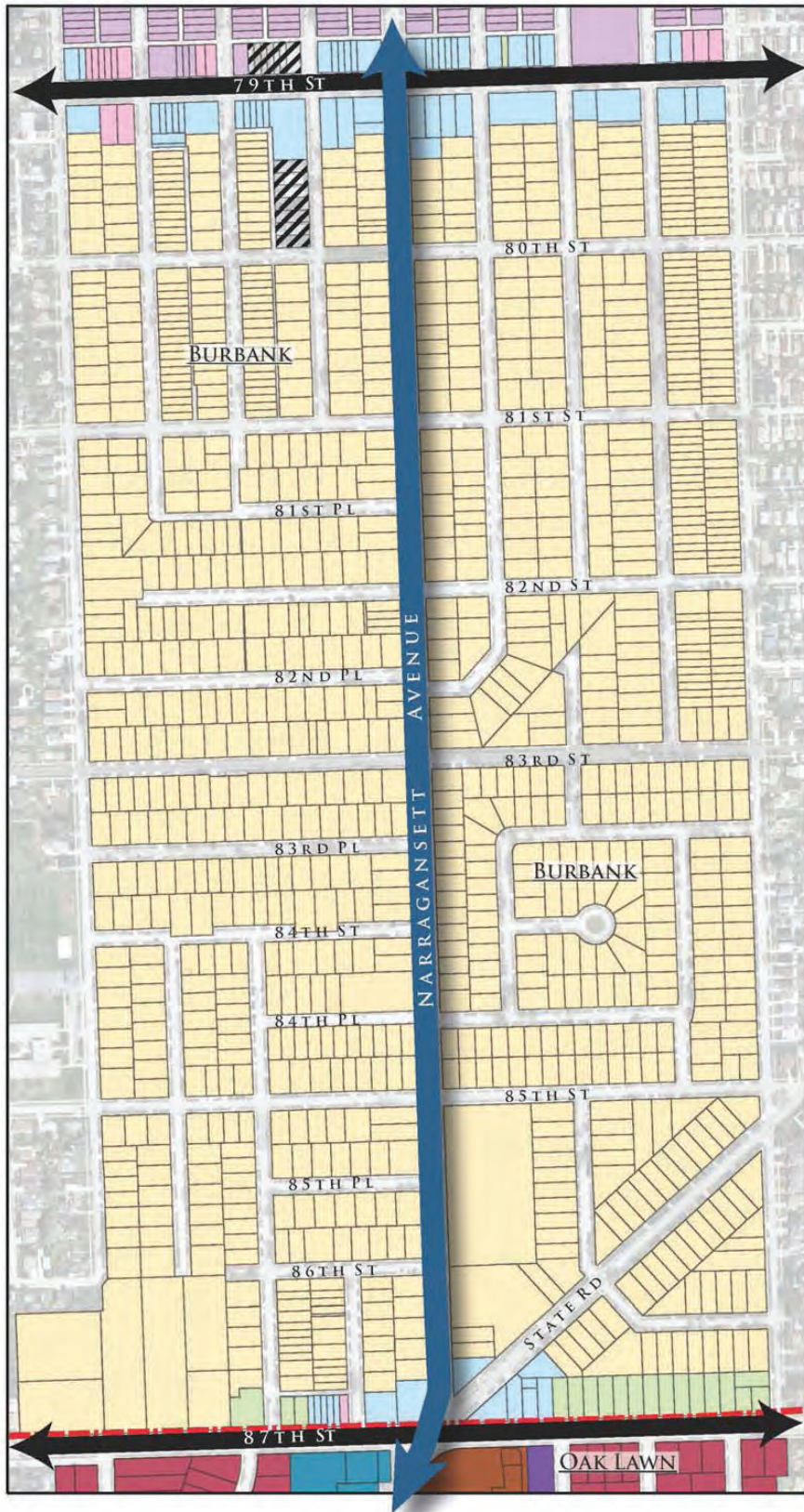
Chicago Ridge - Parking				
Use	Number of Spaces	Minimum Size	Location	Notes
Single Family	1 per du	10' x 20'*	Withing 500 ft. of primary building	*This size is designated for only R-1 and C-3 districts
Two Family	2 per du			
Multi Family	2 per du			
Community Buildings	30% of capacity in persons			
Restaurants	30% of capacity in persons			
General Manufacturing	1.5 per 2 employees			
General Commercial	Number of Spaces	Example		
		Building Size	Spaces Required	Spaces per 1,000 sq.ft.
0-2,000 sq.ft.	2 sq.ft. for 1 sq.ft. of floor area, including parking space, aisles and driveways.	2,000 sq.ft.	20	10
2,000-5,000 sq.ft.	3 sq.ft. for 1 sq.ft. of floor area, including parking space, aisles and driveways.	5,000 sq.ft.	75	15
5,000 sq.ft. and over	4 sq.ft. for 1 sq.ft. of floor area, including parking space, aisles and driveways.	10,000 sq.ft.	200	20

Oak Lawn - Parking				
Use	Number of Spaces	Minimum Size	Location	Notes
Single Family	2 per du	9' x 20'	May be located in any yard. Exception: In business districts parking must be loacted behind the front yard setback line	
Two Family	2 per du			
Multi-Family	2 per du			
Community Buildings	40% of capacity in persons			
Restaurants	50% of capacity in persons			
Offices	1 per 200 sq.ft. NFA			
Parks and Athletic Fields	Decided by Plan Commission			
General Manufacturing	1.5 per 2 employees			
General Commercial	Number of Spaces	Example		
		Building Size	Spaces Required	Spaces per 1,000 sq.ft.
0-3,000 sq.ft.	2 sq.ft. for 1 sq.ft. of floor area, including parking space, aisles and driveways.	3,000 sq.ft.	33	11
3,000 sq.ft. and over	3 sq.ft. for 1 sq.ft. of floor area, including parking space, aisles and driveways.	6,000 sq.ft.	100	17

Ridgeland Avenue Parking Overview

Worth - Parking				
Use	Number of Spaces	Minimum Size	Location	Notes
Single Family	2 per du, 4 maximum	9' x 20'	Nothing allowed in front yards or side yard which ajoin a street	
Two Family	5			
Multi-Family	2.5 per du			
General Commercial	1 per 150 sq.ft. GFA up to 1,500 sq.ft.			
	1 per 250 sq.ft. GFA over 1,500 sq.ft.			
Restaurants	1 per 100 sq.ft. GFA			





LEGEND

Municipal Boundary

Burbank

C Commercial District

R-1 Single Family Residence District

R-2 Limited Multi-Family Residence District

R-3 Multi-Family Residence District

S

Oak Lawn

C-2 General Service District

C-3 Regional Shopping District

R-1 Single-Family Residence District

R-3 Multi-Family Residence District

KEY MAP

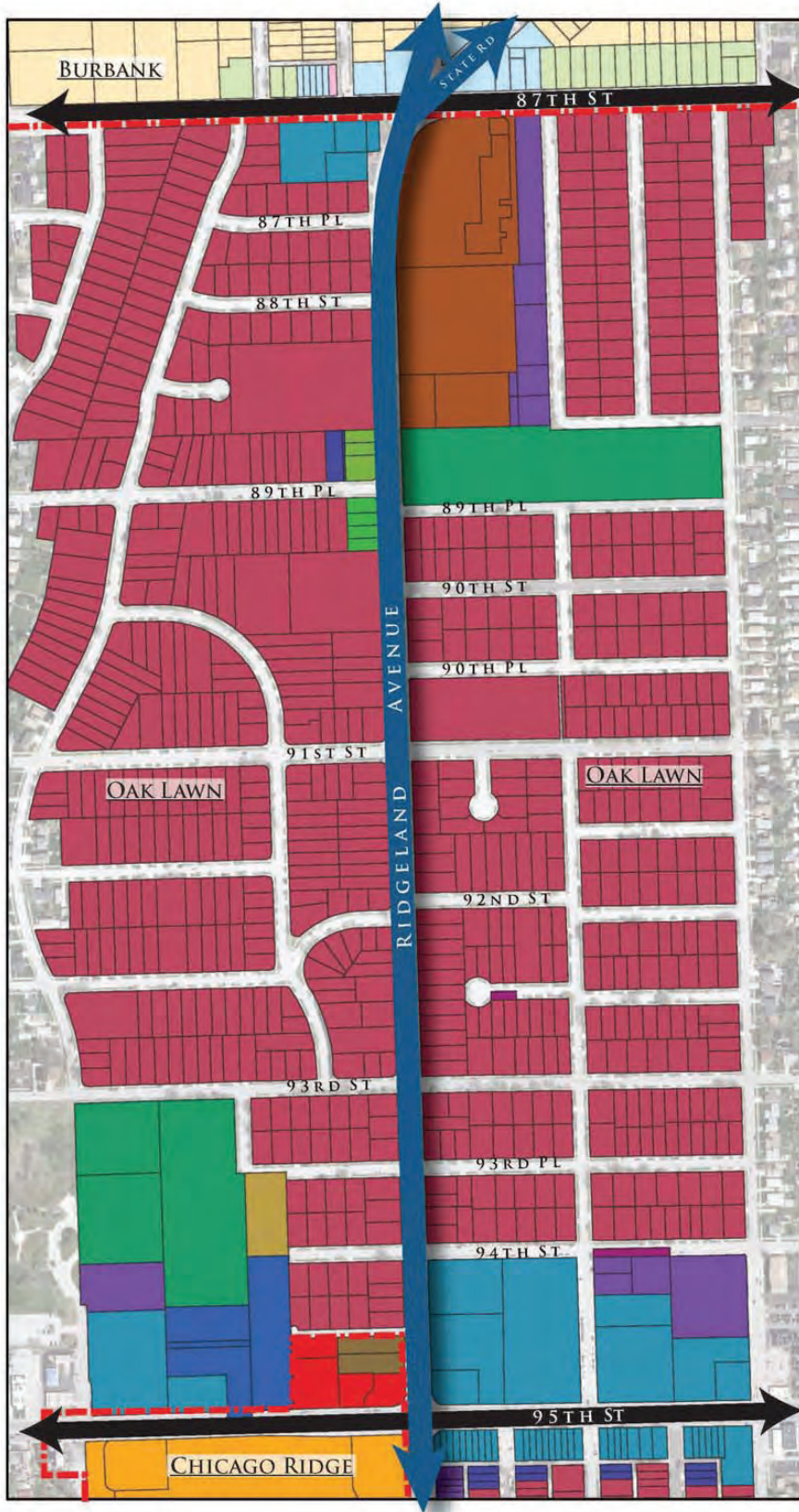


COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY

0' 150' 300' 600'



1 EXISTING CONDITIONS: ZONING - 79TH STREET TO 87TH STREET (SHEET 1 OF 7)



LEGEND

- Municipal Boundary

Burbank

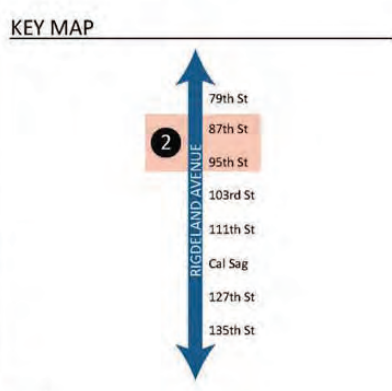
- C Commercial District
- R-1 Single Family Residence District
- R-2 Limited Multi-Family Residence District
- R-3 Multi-Family Residence District

Oak Lawn

- C-1 General Business District
- C-2 General Service District
- C-3 Regional Shopping District
- PK Parking District
- PL Public Land District
- PL Schools
- PL Village Property
- R-1 Single-Family Residence District
- R-2 Limited Multi-Family Residence District
- R-3 Multi-Family Residence District

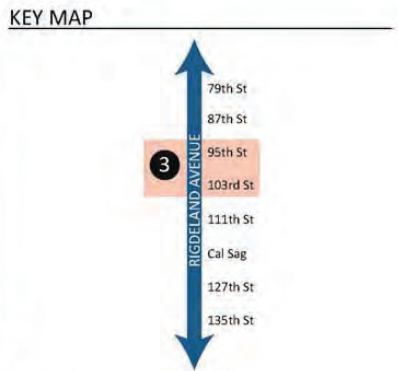
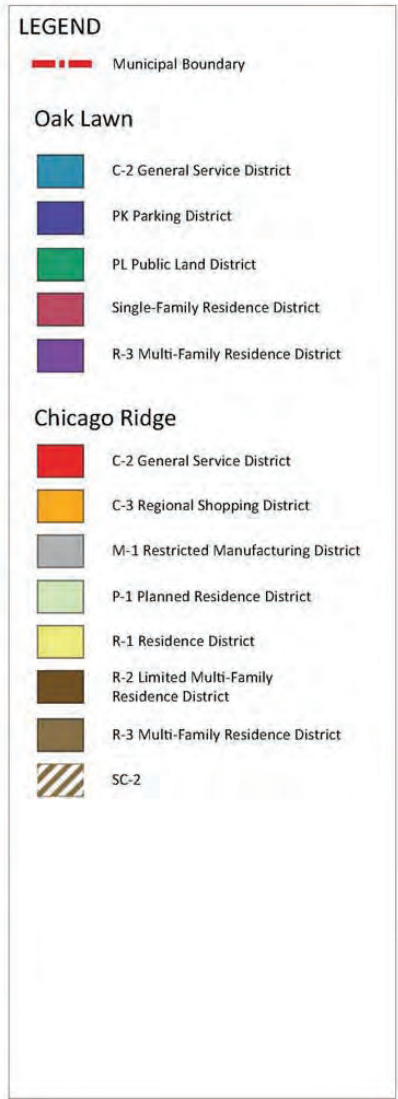
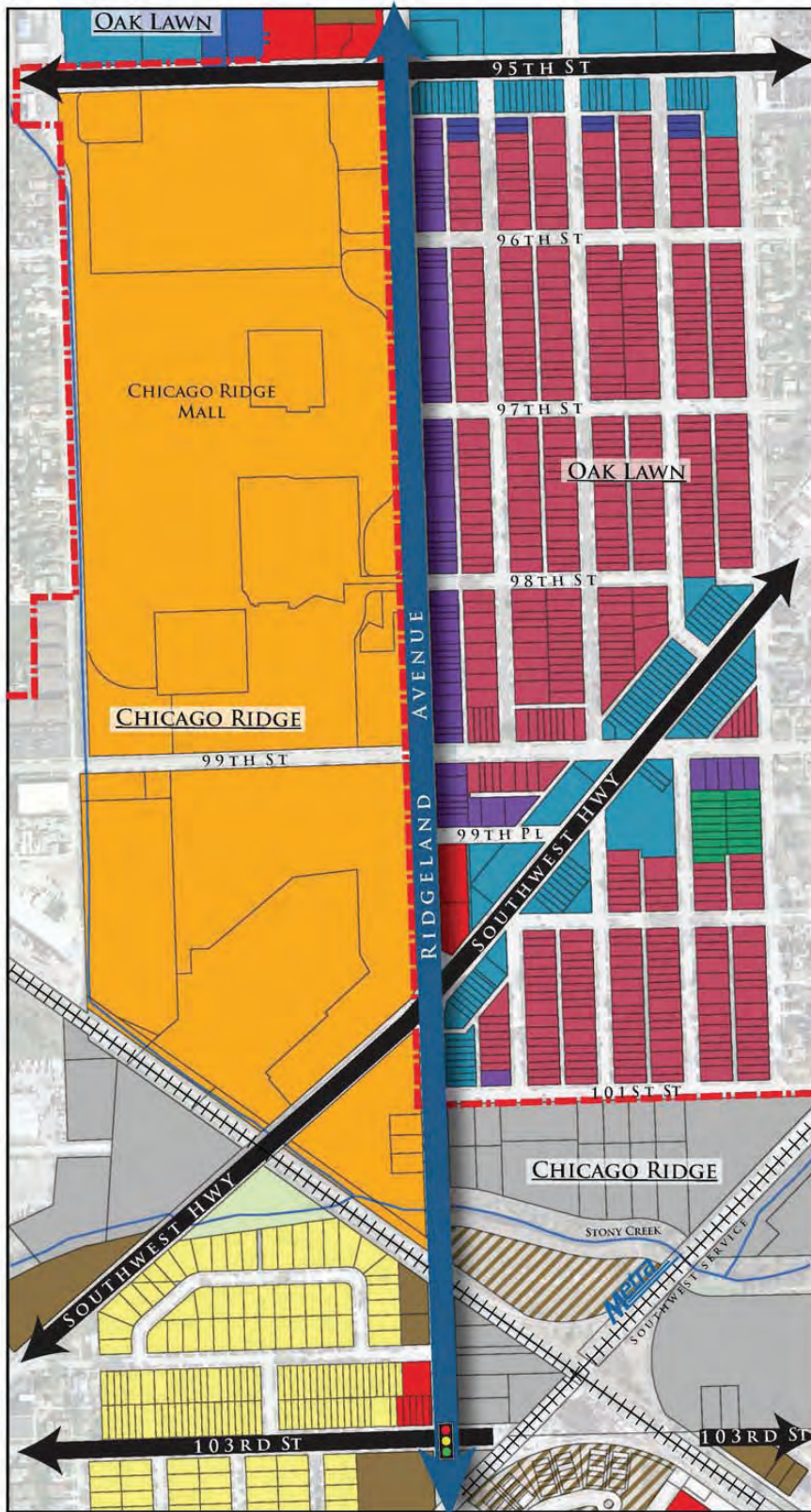
Chicago Ridge

- C-2 General Service District
- C-3 Regional Shopping District
- R-3 Multi-Family Residence District

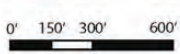


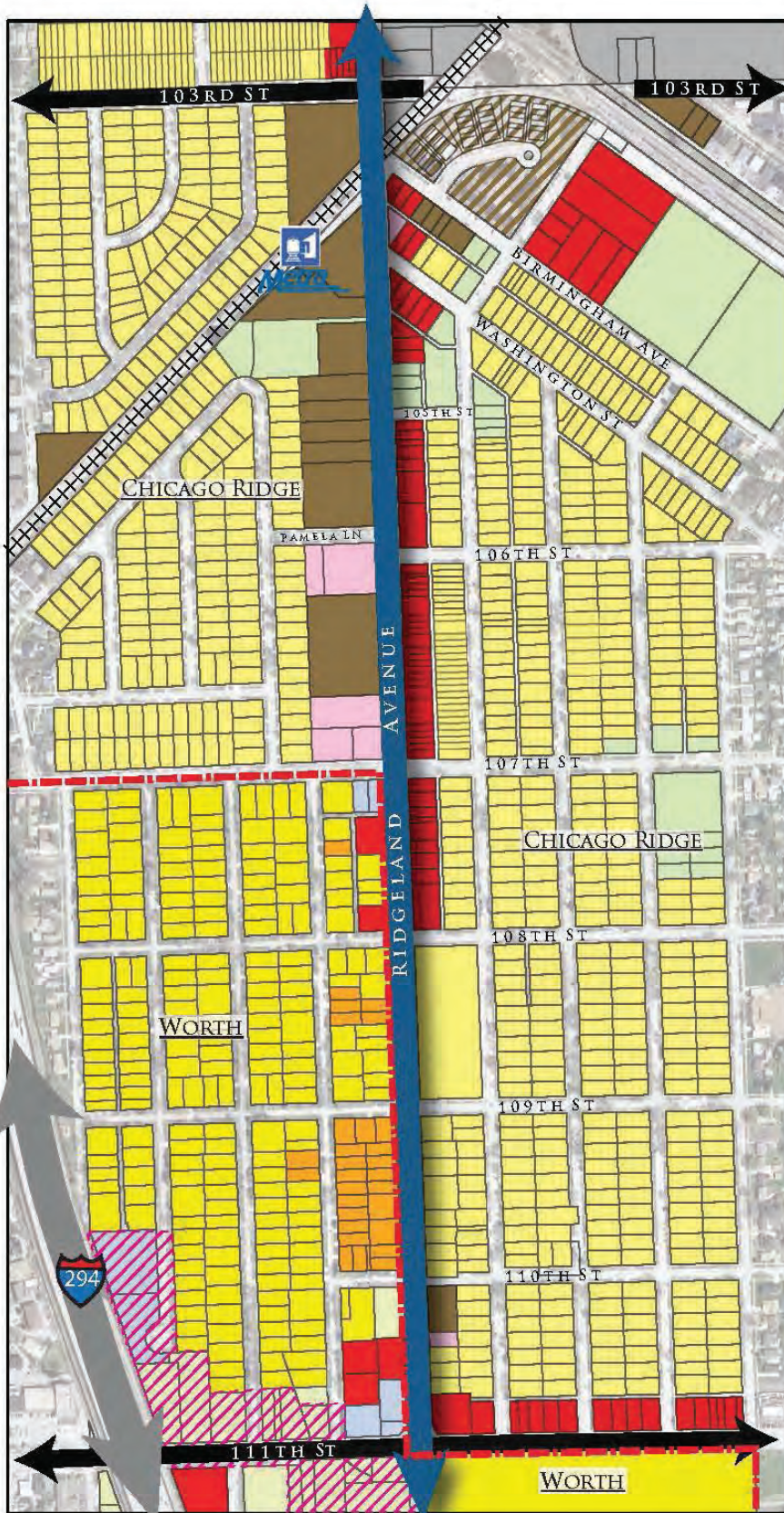
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RIDGELAND AVENUE CORRIDOR STUDY





LEGEND

- Municipal Boundary

Chicago Ridge

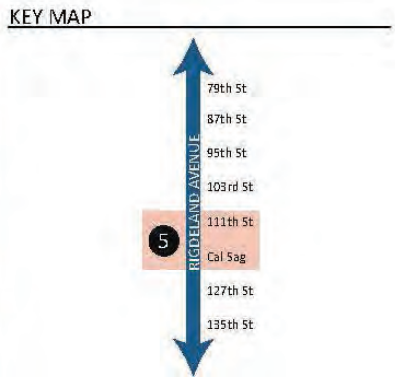
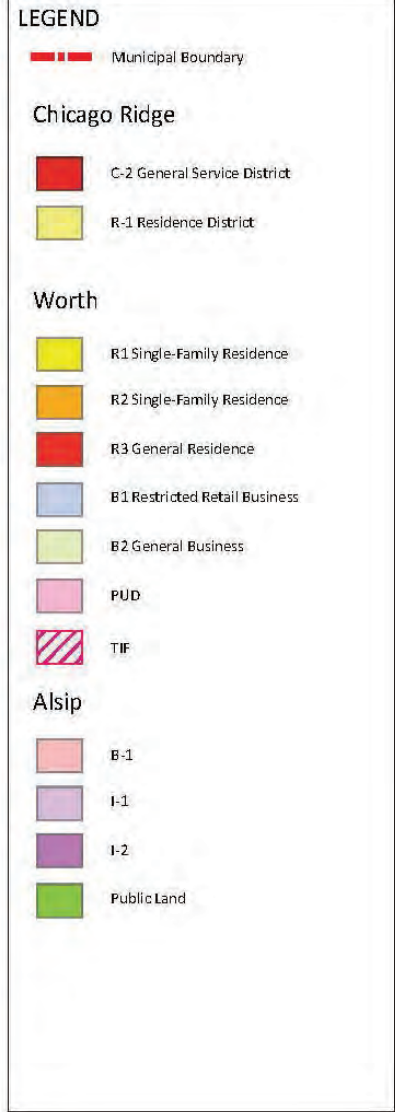
- C-1 General Business District
- C-2 General Service District
- C-3 Regional Shopping District
- M-1 Restricted Manufacturing District
- P-1 Planned Residence District
- R-1 Residence District
- R-2 Limited Multi-Family Residence District
- R-3 Multi-Family Residence District
- SC-2

Worth

- R1 Single-Family Residence
- R2 Single-Family Residence
- R3 General Residence
- B1 Restricted Retail Business
- B2 General Business
- TIF

KEY MAP

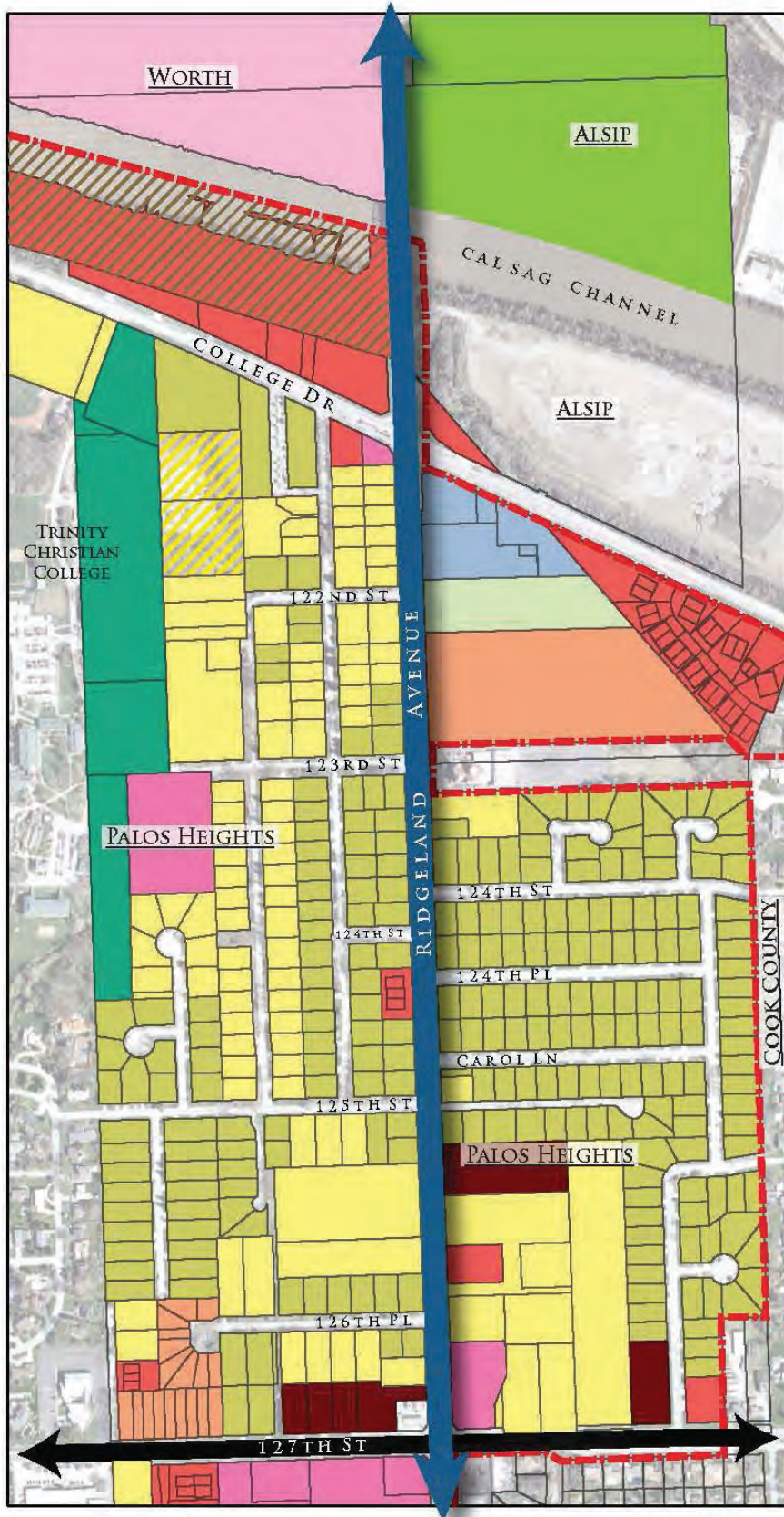




COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY

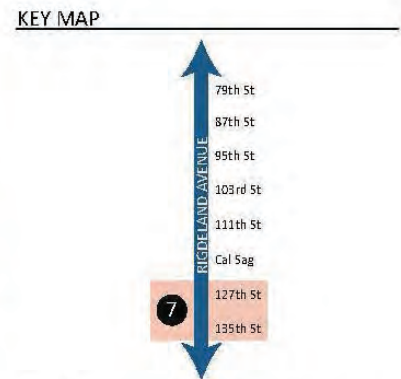
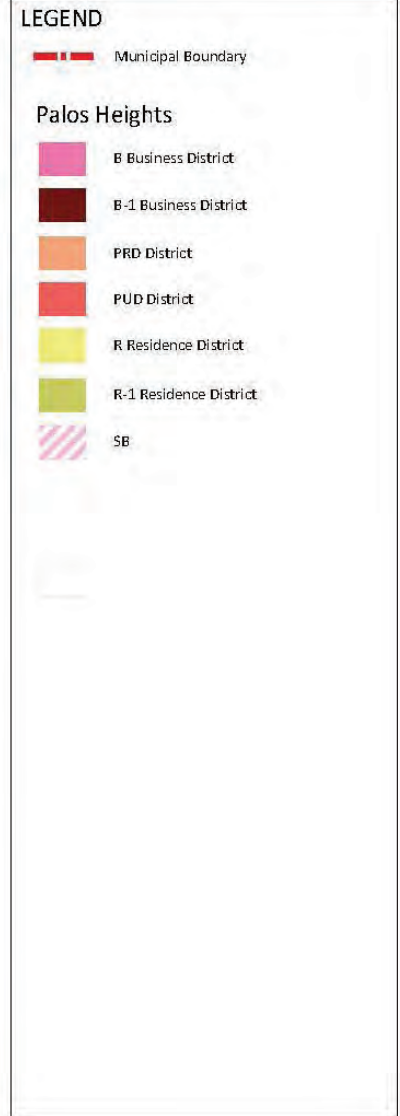
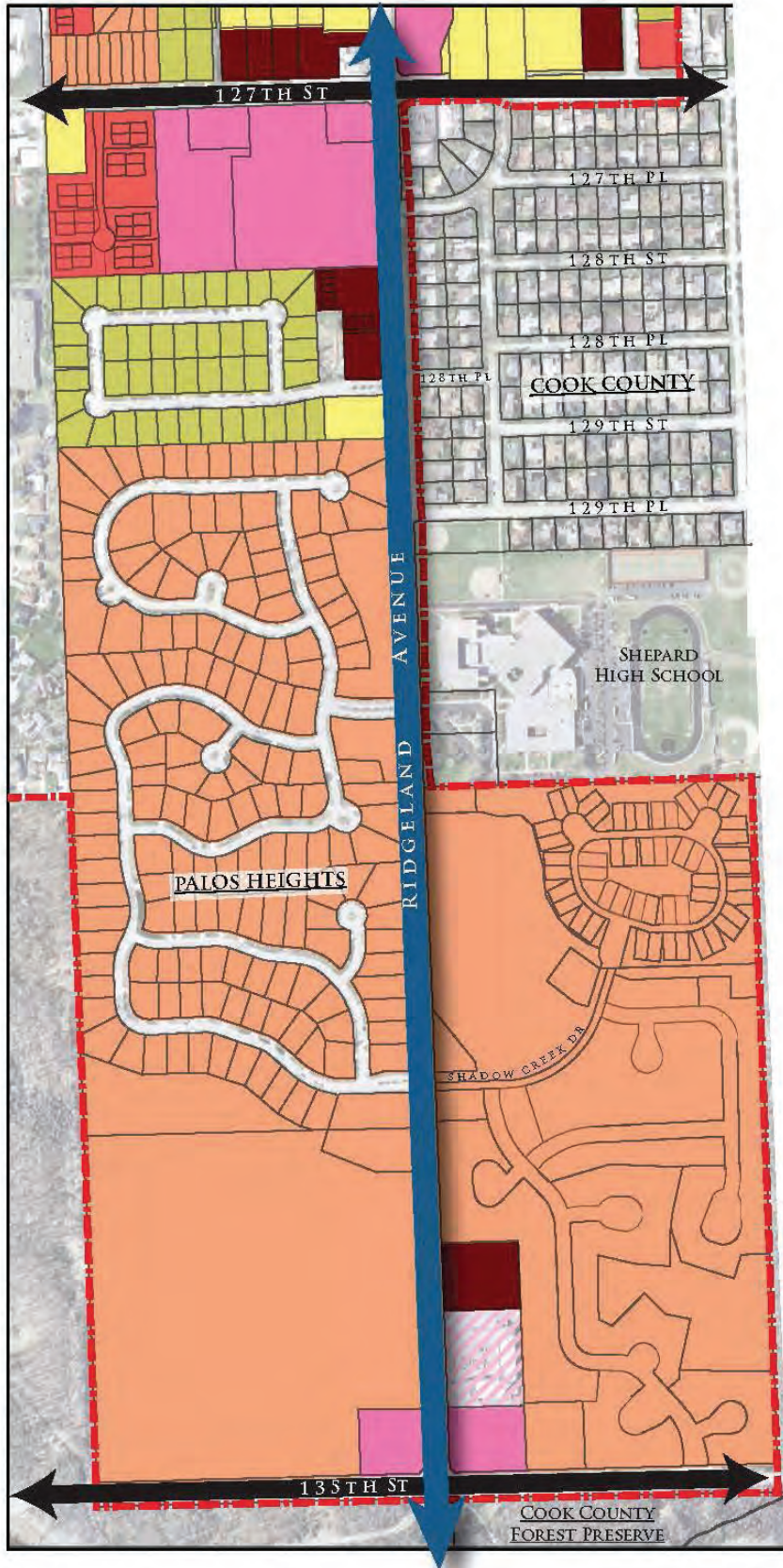
0' 150' 300' 600'





KEY MAP





6. DEMOGRAPHICS

Demographics Summary

The communities lining Ridgeland Avenue not only share a road. That connection creates a subregional, multi-jurisdictional community where residents use Ridgeland to cross community boundaries while traveling to jobs, shop, dine, and enjoy the many amenities available along the corridor. Effective economic development along the Ridgeland corridor seeks to combine this active residential population with a daytime population of employees that creates an economically sustainable local marketplace. This existing market conditions report provides baseline data to the Village, existing business owners, property owners, potential investors, and Village residents about the market support for specific types of retail, office, residential and mixed use projects.

Community Overview

The study area is composed of middle class southwest suburban Chicago communities that vary considerably.

Table 1

	Alsip	Burbank	Chicago Ridge	Oak Lawn	Palos Heights	Worth	Combined
Total Population	19,477	29,168	14,451	57,268	12,793	10,911	144,068
Pop Density per Sq. Mi.	3,059	4,528	6,245	6,924	2,579	4,237	4,658
Median Age	36.9	36.9	34.5	41.1	50.2	38.3	39.5
Renter Housing Units	33.0%	20.3%	45.9%	18.4%	4.1%	29.9%	23.3%
Average Household Income	\$65,184	\$69,717	\$57,477	\$74,311	\$114,617	\$62,295	\$73,207
Median Household Income	\$54,787	\$56,987	\$48,018	\$58,119	\$80,424	\$51,333	\$56,967

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This variety offers residents opportunities to move up to nearby communities and expands the development types that are appropriate.

This community overview identifies elements of the overall subregional economy that are relevant to how Ridgeland Avenue land uses fit into the sub-area's overall economy. Later, the implementation action plan element of the study will provide strategies and actions that position the Ridgeland Avenue Corridor as a vital element of the regional economy through physical and business mix changes.

Housing and Population Trends

Table 1 below updates the population trends for Ridgeland Corridor communities:

Table 2

	Population			Households		
	2000	2013	% Change	2000	2013	% Change
Alsip	19,517	19,477	-0.20%	7,422	7,598	2.37%
Burbank	27,896	29,168	4.56%	9,339	9,415	0.81%
Chicago Ridge	14,397	14,451	0.38%	5,757	5,668	-1.55%
Oak Lawn	55,270	57,268	3.61%	22,288	22,675	1.74%
Palos Heights	11,798	12,793	8.43%	4,383	4,964	13.26%
Worth	10,919	10,911	-0.07%	4,397	4,365	-0.73%
Combined	139,796	144,068	3.06%	53,586	54,685	2.05%

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The communities where population has changed less than households, Alsip and Palos Heights, are experiencing declining household size. In Palos Heights, the smaller households fit an older population aging in place while in Alsip the higher percent of rental properties fits with smaller household sizes. Communities where households are increasing less than the population are attracting larger families.

Nationally, the new homes market has faced an economic downturn never before experienced since data on that market has been collected. The downturn has caused values to decline for all residential real estate and created a buyers' market, as new households have chosen rental over acquisition. Table 3 illustrates the recovering owner market by reporting average house sales prices and the months of inventory available for study area communities. Builders become interested in markets where the supply of homes falls below four months before a buyer's market develops and begins to support price increases.

Table 3

	Average Price		Months of Inventory		Active Listings
	2012	2013	2012	2013	2013
Alsip	\$124,865	\$117,824	10.4	3.68	50
Burbank	\$139,455	\$129,493	7.16	5.52	132
Chicago Ridge	\$126,830	\$127,078	10.17	5.03	26
Oak Lawn	\$165,751	\$156,305	6.44	3.97	183
Palos Heights	\$276,179	\$242,965	6.71	5.89	53
Worth	133,083	127,775	7.01	4	33

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Since those conditions exist in Alsip, Oak Lawn, and Worth, there is an opportunity to build new homes in the study area.

Employment & Income

Table 4 compares employment and income in the study area communities.

Table 4

	Employees	Employees per Household	2000 Average income	2013 Average income	% Change
Alsip	12,373	1.6	\$54,329	\$65,184	20.0%
Burbank	7,638	0.8	\$55,911	\$69,717	24.7%
Chicago Ridge	5,341	0.9	\$48,928	\$57,477	17.5%
Oak Lawn	16,187	0.7	\$58,549	\$74,311	26.9%
Palos Heights	5,534	1.1	\$83,855	\$114,617	36.7%
Worth	2,386	0.5	\$48,368	\$62,295	28.8%
Combined	49,459	0.9	\$57,706	\$73,207	26.9%

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The employment base for this subregion is in Alsip and Oak Lawn. Consistent income growth in communities other than Chicago Ridge and Palos Heights indicates a stable population. The lower income growth in Chicago Ridge should be investigated further to determine whether it resulted from population or housing changes. The higher growth in Palos Heights is generally associated with adding high value new homes and the resiliency of higher income household during the recent tough economy.

Shopping and Dining

The Ridgeland Corridor spans a very competitive regional shopping area where the full range of national high volume tenants has locations. Table 5 compares the retail sales by community to each community's spending power.

Table 5

	2012 Retail Sales	Households	Expected Spending per Household	Actual Spending per household	Capture Rate
Alsip	\$319,761,335	7,598	\$39,110	\$42,085	107.6%
Burbank	\$307,681,407	9,415	\$41,830	\$32,680	78.1%
Chicago Ridge	\$322,788,170	5,668	\$34,486	\$56,949	165.1%
Oak Lawn	\$1,019,398,198	22,675	\$44,587	\$44,957	100.8%
Palos Heights	\$117,877,925	4,964	\$63,039	\$23,747	37.7%
Worth	\$78,623,293	4,365	\$37,377	\$18,012	48.2%
Combined	\$2,166,130,328	54,685	\$43,924	\$39,611	90.2%

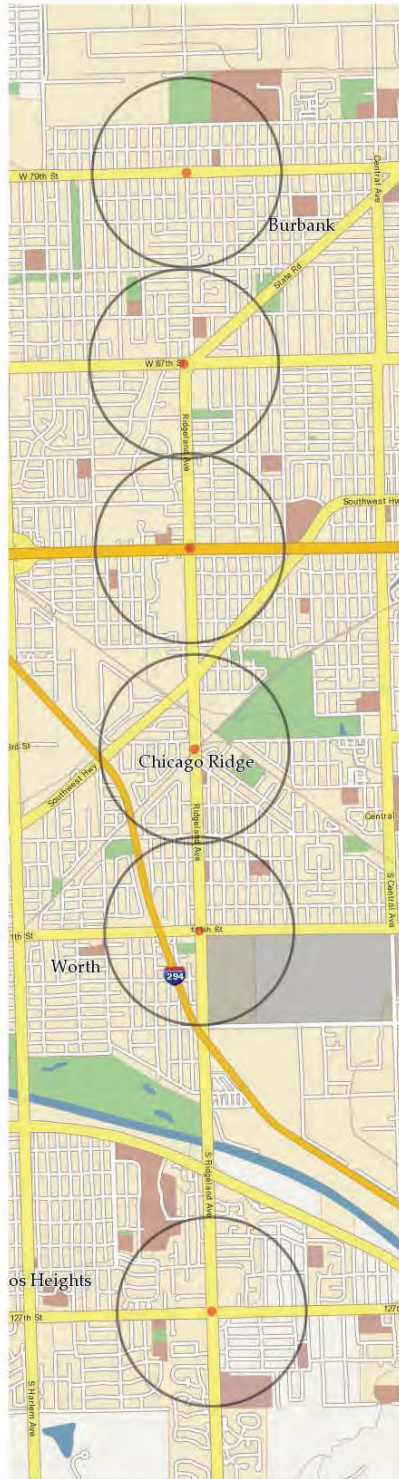
Illinois Department of Revenue, © 2013, by Experian, BDI

As this table verifies, retail spending does not follow community boundaries but rather clusters so that the businesses benefit from mutual attraction of customers. Within the corridor, Chicago Ridge Mall is a strong attraction that serves a regional market. Smaller shopping clusters exist to directly serve markets. Table 6 details population characteristics of the one-half mile pedestrian market surrounding Corridor intersections that currently offer retail businesses.

Table 6

	0.5 Miles: Narragansett & 79th	0.5 Miles: Ridgeland & 87th	0.5 Miles: Ridgeland & 95th	0.5 Miles: Downtown Chicago Ridge	0.5 Miles: Ridgeland & 111th	0.5 Miles: Ridgeland & 127th
Total Population	5,726	4,615	4,417	4,543	3,084	2,848
Population Density per Sq. Mi.	6,509	5,864	7,010	5,614	3,920	2,838
Median Age	36.9	40.6	40.2	34	38.7	47.7
Rented Housing Units	23.1%	11.7%	23.4%	42.9%	26.4%	3.7%
Hispanic Ethnicity	24.1%	17.1%	17.1%	16.7%	14.2%	4.9%
Not of Hispanic Ethnicity	75.8%	82.8%	82.8%	83.2%	85.7%	95.0%
Average Household Income	\$69,145	\$74,446	\$65,051	\$60,339	\$67,066	\$104,429
Employees	922	626	2,318	2,307	600	677

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Although the residents living within a one-half mile walk of commercial development are particularly intense users, they do not have enough spending power to support the businesses. Therefore, retail businesses at these intersections must also attract purchasing from Ridgeland Avenue traffic. The frequent, often pedestrian, trips by nearby residents add vitality to these intersections. Figure 1 illustrates convenience clusters that provided unduplicated market opportunities along Ridgeland Corridor. Businesses at these intersections would include gas/convenience stores; family services like day care, medical offices, financial institutions; and offices and light manufacturing that provides employment for nearby residents.

Figure 1

Neighborhood shopping centers, often anchored by grocery stores, are another opportunity for the corridor. These centers seek a population of 20,000 residents not currently served by a competitive anchor business. Logically, if one can drive to obtain needed items within five-minutes, that location can be the routine choice to meet every day needs if it offers desirable quality and variety. These five-minute drive time shoppers are the core market for most neighborhood retail clusters. This five-minute drive time market also identifies the homes of bicyclists, who can travel to a commercial cluster in ten-minutes or less, and adds recreational users to the convenience mix. As Figure 2 illustrates, there would be excessive duplication if all of the commercial intersections sought this larger retail cluster.

Table 7 illustrates the population characteristic of the five-minute drive time geographies surrounding the commercial intersections on Ridgeland Avenue Corridor.



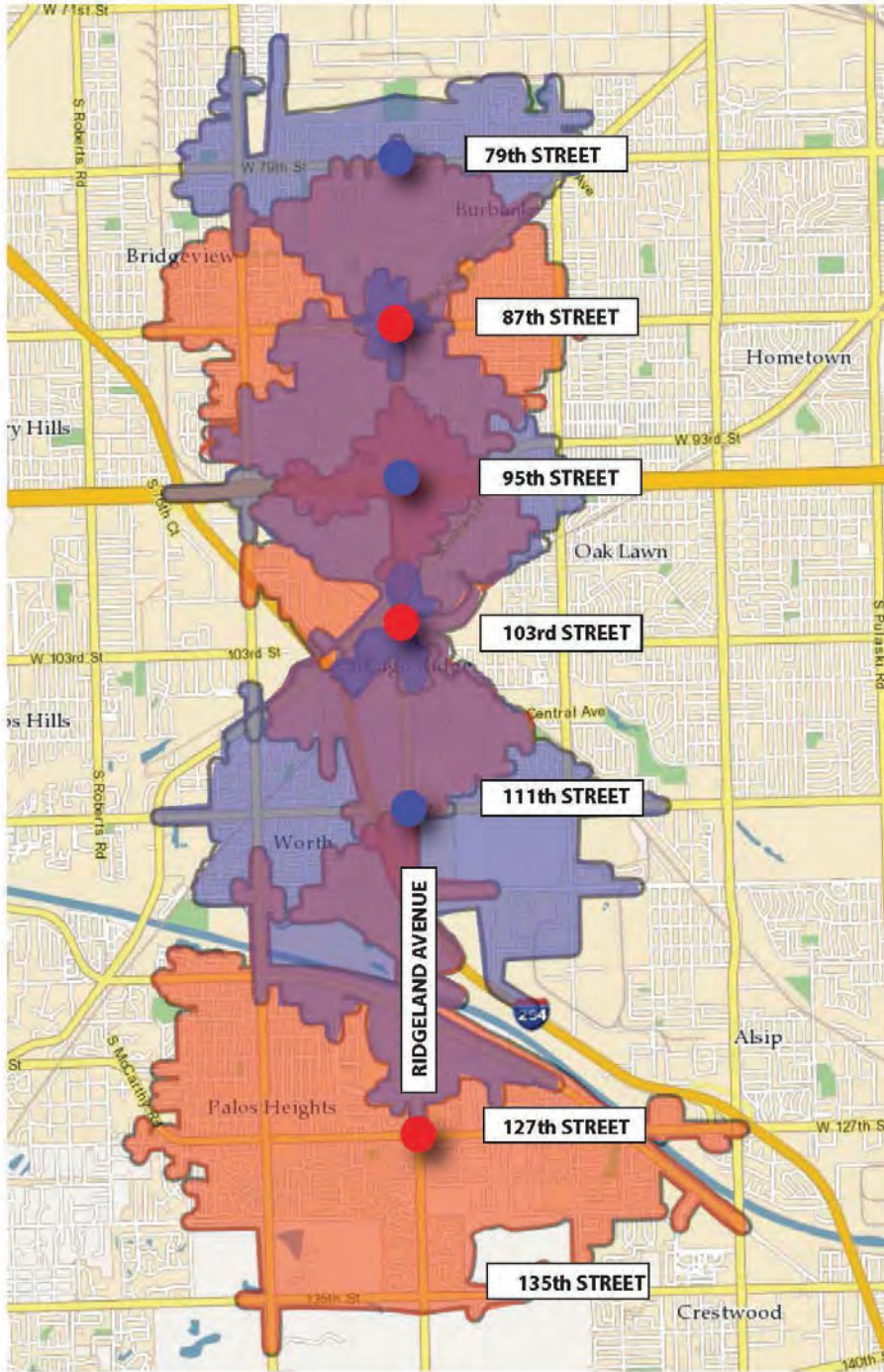


Figure 2

Table 7

	5 Minutes: Narragansett & 79th	5 Minutes: Ridgeland & 87th	5 Minutes: Ridgeland & 95th	5 Minutes: Downtown Chicago Ridge	5 Minutes: Ridgeland & 111th	5 Minutes: Ridgeland & 127th
Total Population	16,763	26,346	16,532	19,856	19,368	18,201
Population Density (per Sq. Mi.)	3,807.9	6,623.4	6,337.0	5,930.4	4,682.1	2,960.9
Renter Occupied Housing Units	22.9%	18.9%	20.3%	33.5%	25.7%	12.9%
Average Household Income	\$67,583	\$71,142	\$68,916	\$62,242	\$68,191	\$94,652
Employees	5,133	7,194	7,946	7,338	6,480	7,915

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As Figure 3 reveals, if the non-shaded intersections' five-minute drive times are mapped, the duplication of markets is largely avoided. The 111th and 127th intersections with Ridgeland have populations below 20,000, and, therefore, will have difficulty maintaining healthy retail. The solution is to add new households or developing an extremely strong anchor that leads customers from a larger geography to drive to those locations.

In addition to these standard markets, every corridor contains businesses creating a destination draw, as its unique offering attracts shoppers from a larger geography. Customers attracted from this larger trade area add sales to adjacent convenience businesses. The stores serving destination customers also give the commercial clusters a unique character that differentiates them from other shopping alternatives. It is important to note that, although the sales volume from this market is a smaller percent of total volume, these marginal sales add significantly to the profits of all businesses and, without destination customers, few businesses can meet their operational goals.

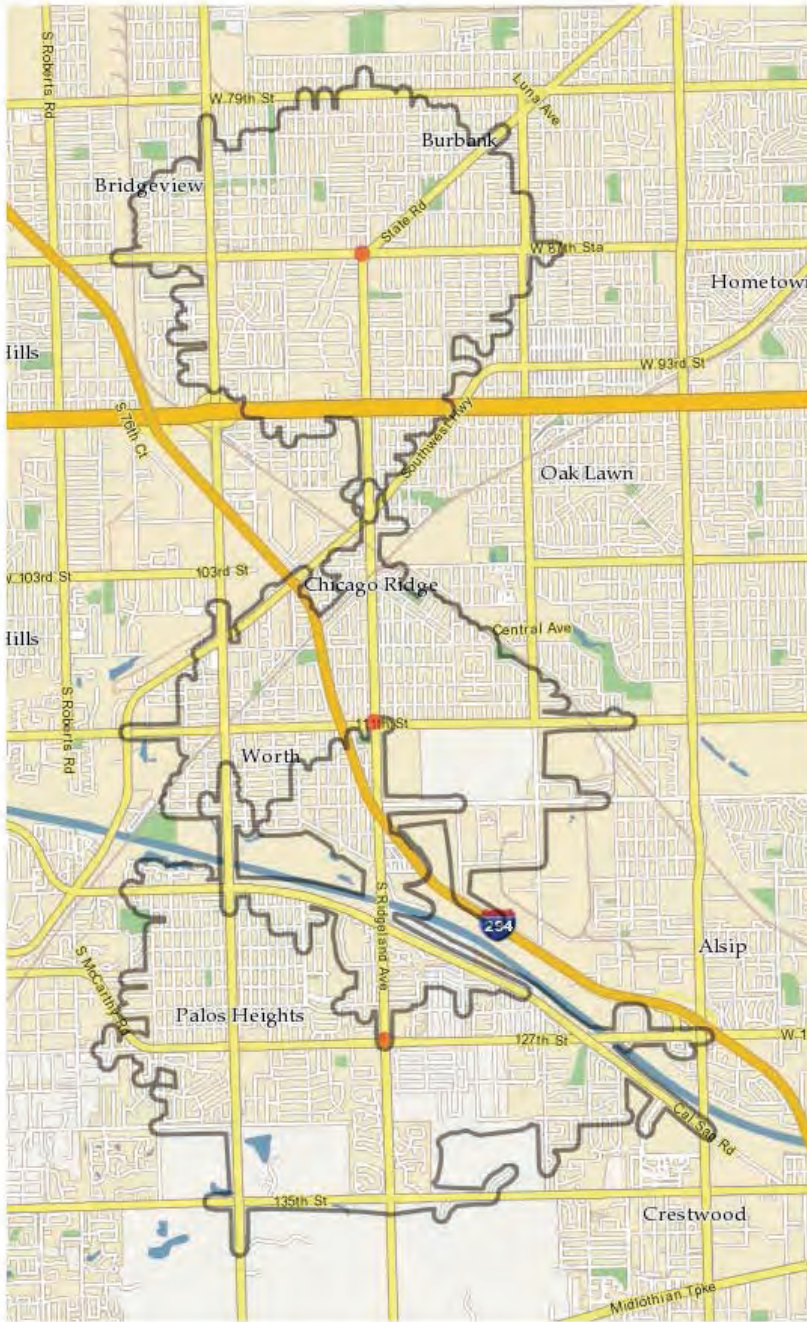


Figure 3

7. COMMUNITY IDENTITY AND CORRIDOR CHARACTER

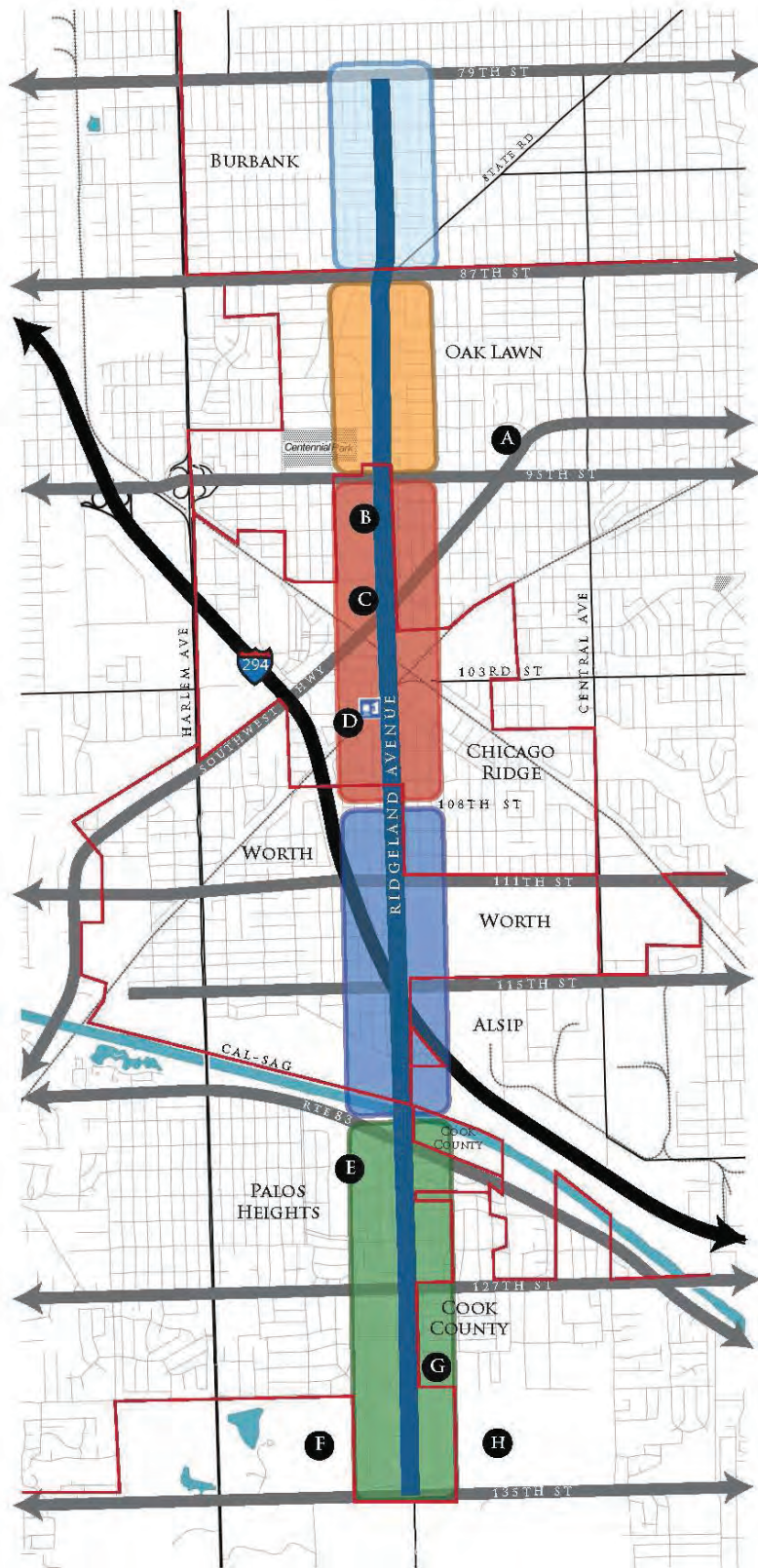
Community Identity and Corridor Character summary:

Physical characteristics such as building patterns, landscape treatments and roadway quality contribute to the image conveyed by a community. The physical characteristics of Ridgeland Avenue are varied along the corridor and have been grouped into sub areas based on these characteristics. The following sub areas have been identified:

- 1. Community Connector.**
 - a. Narrangasett Ave includes excellent sidewalk connections, bus stops, on street parking, landscaped parkways and roadway lighting.
- 2. Neighborhood Convenience**
 - a. This section of Oak Lawn includes neighborhoods that are accessible to convenience shopping and amenities along 95th Street.
- 3. Downtown Transit Hub**
 - a. Within the heart of Chicago Ridge, this section includes features of a traditional suburban downtown, including Metra station, Village Hall, retail shops and dining, on street parking, and multi-family housing.
- 4. Mixed Use Transition**
 - a. This section includes a mixture of land uses, including neighborhoods, mobile home park, cemetery, access to the Cal Sag Channel and a major business park with access to I-294.
- 5. Suburban Greenway**
 - a. Within Palos Heights and accessible to the Cal Sag Channel and Forest Preserves, this section includes gated residential communities, well landscaped commercial properties, interconnected sidewalks and landscaped parkways.

COMMUNITY IDENTITY & CORRIDOR CHARACTER EXHIBITS

- a) Overall Community Identity and Corridor Character Organization Map
- b) Sheet 1: Community Identity and Corridor Character - 79th Street to 87th Street (Burbank)
- c) Sheet 2: Community Identity and Corridor Character - 87th Street to 95th Street (Burbank, Oak Lawn, Chicago Ridge)
- d) Sheet 3: Community Identity and Corridor Character - 96th Street to 103rd Street (Oak Lawn, Chicago Ridge)
- e) Sheet 4: Community Identity and Corridor Character - 103rd Street to 111th Street (Chicago Ridge, Worth)
- f) Sheet 5: Community Identity and Corridor Character - 111th Street to Cal Sag Channel (Worth, Alsip, Cook County)
- g) Sheet 6: Community Identity and Corridor Character - Cal Sag Channel to 127th Street (Worth, Alsip, Cook County, Palos Heights)
- h) Sheet 7: Community Identity and Corridor Character - 127th Street to 135th Street (Palos Heights)



CORRIDOR CHARACTER

- Community Connector
- Neighborhood Convenience
- Downtown Transit Hub
- Mixed Use Transition
- Suburban Greenway
- Municipal Boundaries

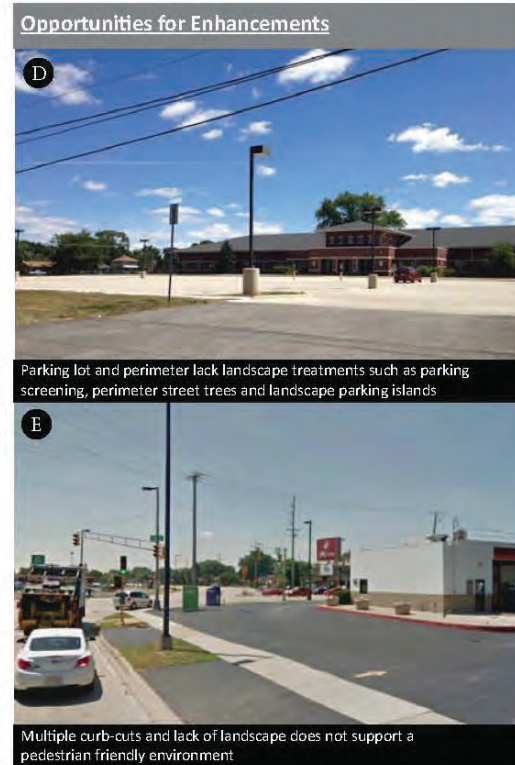
ACTIVITY CENTERS

- A Oak Lawn High School
- B Westfield Chicago Ridge Mall
- C Commons of Chicago Ridge Shopping mall
- D Chicago Ridge Metra Station
- E Trinity Christian College
- F Burr Oak Woods (Cook County Forest Preserve)
- G Alan B Shepard High School
- H Elizabeth A Conkey Forest (Cook County Forest Preserve)

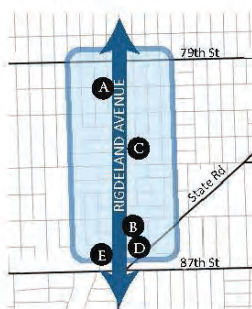
COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY

EXISTING CONDITIONS: COMMUNITY IDENTITY & CORRIDOR CHARACTER





KEY MAP



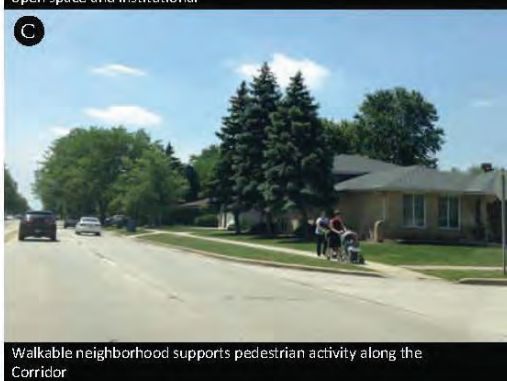
Positive Characteristics



A
Perimeter parking lot includes landscape screening

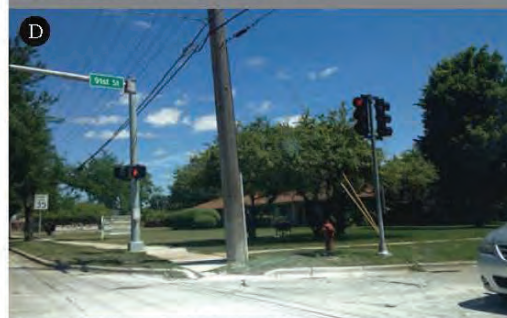


B
Corridor includes a mix of uses such as residential, commercial, open space and institutional



C
Walkable neighborhood supports pedestrian activity along the Corridor

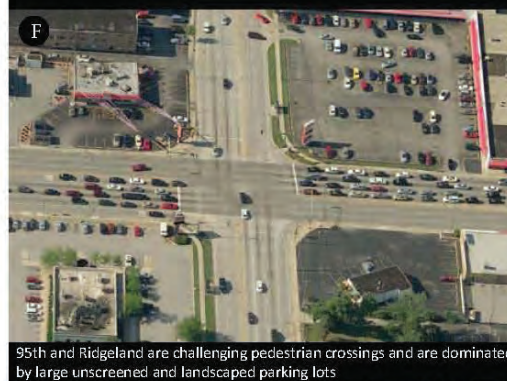
Opportunities for Enhancements



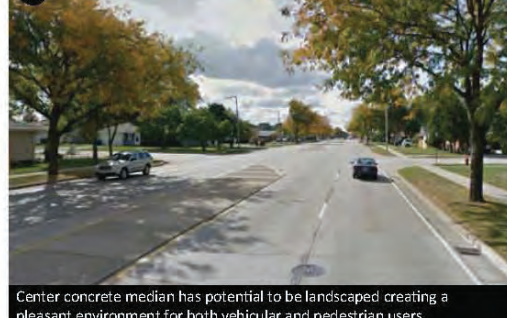
D
Some pedestrian crossings lack accessibility and clear markings at crosswalks



E
Perimeter and internal parking lot lacks landscape and screening

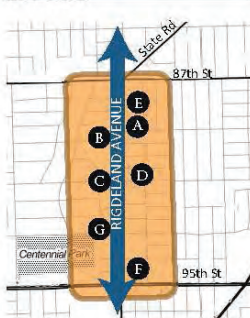


F
95th and Ridgeland are challenging pedestrian crossings and are dominated by large unlandscaped and landscaped parking lots



G
Center concrete median has potential to be landscaped creating a pleasant environment for both vehicular and pedestrian users

KEY MAP



COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS RIDGELAND AVENUE CORRIDOR STUDY

EXISTING CONDITIONS: COMMUNITY IDENTITY & CORRIDOR CHARACTER IMAGES - 87TH STREET TO 95TH STREET



Positive Characteristics



Parkway trees and landscaping contributes to a green corridor edge



On-street parking, decorative paving and zero building set-back lines promote a pedestrian friendly district



Keery Ridge Townhomes located near the Metra station promotes a pedestrian oriented environment

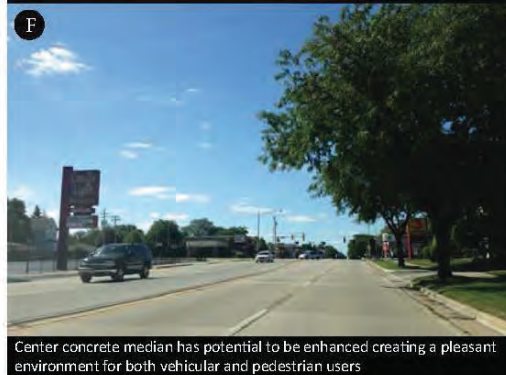
Opportunities for Enhancements



Perimeter landscape plantings along the parking lot would enhance the appearance of Chicago Ridge Mall and Ridgeland Avenue



Perimeter and internal parking lot lacks landscape and screening

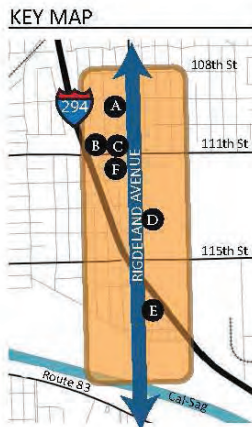


Center concrete median has potential to be enhanced creating a pleasant environment for both vehicular and pedestrian users



Vacant lot available for commercial development





COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDLAND AVENUE CORRIDOR STUDY

EXISTING CONDITIONS: COMMUNITY IDENTITY & CORRIDOR CHARACTER IMAGES - 108TH STREET TO CAL-SAG



Positive Characteristics



Decorative fencing and high quality landscape along the corridor provides for a visual pleasing environment



Access to the forest preserve along 135th Street provides an asset to Ridgeland Avenue



Corridor includes a mix of uses such as residential, commercial, open space and institutional

Opportunities for Enhancements



Opportunity to improve the pedestrian environment by adding sidewalks, marked crossings and access to future Cal-Sag bike trail.



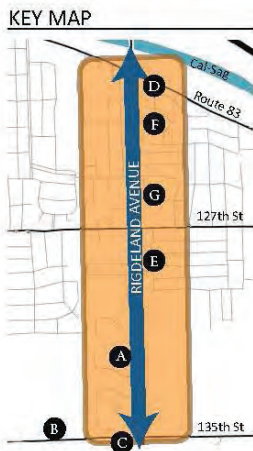
Metal guardrail at frontage road doesn't reflect the visual character throughout the corridor.



Pedestrian walks are lacking along segments the corridor



Vacant lot available for development



COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY

EXISTING CONDITIONS: COMMUNITY IDENTITY & CORRIDOR CHARACTER IMAGES - CAL-SAG TO 135TH STREET



Public Outreach Summary

The following summary describes the public outreach process for the Ridgeland Avenue Corridor Assignment. Upon completion of each meeting, detailed meeting summaries were provided to CCDOTH and RTA. The following is provided as an overview summary of the Public Outreach Process.



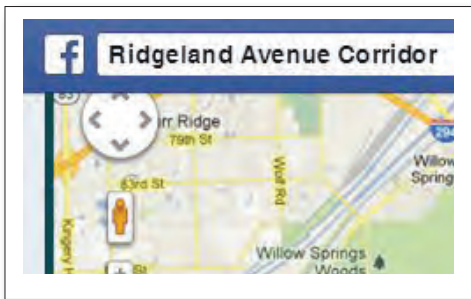
Steering Committee

The Ridgeland Avenue Corridor Steering Committee was formed and has provided guidance throughout the course of the assignment. The committee includes representatives from the following agencies: Cook County Department of Transportation and Highways (CCDOH), the Regional Transportation Authority (RTA), Metra, Pace Suburban Bus and the Southwest Conference of Mayors. The Steering Committee includes representatives from each of the six corridor communities. The Steering Committee met and participated in workshops on June 11, 2013; September 10, 2013; November 7, 2013; February 6, 2014 and April 16, 2014.



Project Website

A project website was developed for the duration of this assignment. Functions of the website include solicitation of community input via the Community Mapping Tool™. The website also includes features that announce upcoming public meetings, project calendar, access to project documents and project photographs. <https://ridgelandcorridor.wordpress.com/> The website has been open and monitored throughout the course of this assignment.



Facebook Page

A project facebook page was developed as an additional means to connect with community members. The facebook page includes announcements for public meetings, photographs of community outreach activities and a forum for community discussion related to this assignment. <https://www.facebook.com/RidgelandAvenueCorridor>. The facebook page has been open and monitored throughout the course of this assignment.



Printed and Web Based Graphics

Graphics were prepared throughout this assignment and posted to the project website, with weblinks to community websites. Printed materials such as posters, flyers and business cards were provided to the communities and distributed throughout community bulletin boards and businesses. Pace buses also posted signs at the interiors of the buses traveling within the project area. All printed materials included QR codes that directed smartphone users to the project website.

Community Survey

A community survey was distributed via Survey Monkey. Links to the survey were provided via the project website, community websites, facebook page and printed materials. The survey was open for approximately ten (10) weeks and yielded 500 responses.

Key Person Interviews

Based on recommendations provided by each municipality, key person interviews were conducted on August 7-8, 2013. Interviews took place at Oak Lawn Village Hall and included meetings with community stakeholders including municipal staff, economic development coordinators, representatives from local schools and business owners. Follow up phone interviews occurred as needed.

Focus Group

Based on input and emails provided for the Community Survey, individuals were invited to attend special Focus Group meetings prior to the Public Informational Meeting. A Focus Group meeting was held for participants interested in bicycling on October 29, 2013 to discuss bicycling along Ridgeland Avenue in greater detail.

Community Events

The consultant team participated in the Village of Oak Lawn's farmers market on October 9, 2013. A table was set up in which participants were invited to contribute their comments about the corridor. Input was documented with markers and stickers on the project maps.



Oak Lawn Farmer's Market



Public Meetings

The following public meetings and activities took place to solicit community comments.

1. Public Informational Meeting – The informational meeting took place October 29, 2013 at Chicago Ridge Village Hall and included an overview of the project scope and a presentation of the Existing Conditions Report.
2. Public Visioning Meeting – The visioning meeting took place February 20, 2014 at Palos Heights Recreational Center and included an open house format in which participants were invited to visit stations organized around topics related to transportation, economic development and urban design. Engagement activities were organized at each station and yielded written comments on post its, comment cards, and stickers on exhibits.
3. Open House Review – The open house review meeting took place April 29, 2014 at Alsip Recreational Center. The purpose of the open house review is to provide the communities with an opportunity to review and comment on the corridor plan prior to finalization.



Media

Articles were published in the following local media outlets:

"Upgrades eyed for 95th Street, Ridgeland Avenue" Southtown Star, February 24 2014
<http://southtownstar.suntimes.com/photos/galleries/index.html?story=25534410>

"Forum in Heights will show Ridgeland bike corridor plan" The Regional News, February 6, 2014

<http://www.theregionalnews.com/index.php/newsx/local-news/32980-fourum-in-heights-will-show-ridgeland-bike-corridor-plan>

Public Meeting Summaries

The following meeting summaries document meeting attendees and discussion points during the outreach process.

- Meeting #1** Kickoff Meeting - June 11, 2013
- Meeting #2** Steering Committee Meeting #1 - September 10, 2013
- Meeting #3** Public Informational Meeting - October 29, 2013
- Meeting #4** Steering Committee Meeting #2 - November 7, 2013
- Meeting #5** Transit Agency Meeting - January 22, 2014
- Meeting #6** Steering Committee Meeting #3 - February 6, 2014
- Meeting #7** Public Open House - February 20, 2014
- Meeting #8** Steering Committee Meeting #4 - April 16, 2014
- Meeting #9** Public Open House - March 22, 2014



Meeting #1 Kickoff Meeting - June 11, 2013

11 June 2013

Tara Fifer, CCDOTH
Tara.Fifer@cookcountyil.gov

Michael Horsting, RTA
HorstingM@RTAChicago.org



Re: Ridgeland Avenue Corridor Plan – Steering Committee Kickoff Meeting Summary

The following summarizes comments gathered during the Steering Committee Kickoff Meeting. This meeting took place 11 June 2013 at Chicago Ridge Village Hall, 2pm. The meeting agenda and sign-in sheet are attached to this summary.

After introductions by the Consultant Team, Cook County Department of Transportation and Highways (CCDOTH) and Steering Committee, the Consultant Team presented an overview of the corridor plan, including the work plan and project schedule.

DELIVERABLE ITEMS

The following items were presented by the Consultant Team:

1. *Technical Data*. The consultant team has acquired GIS data from CCDOTH. Additional data requested is defined in the attached Data Request memo.
2. *Project Website*. The Steering Committee was provided a link to the project website prior to the meeting. The Consultant Team discussed the functions and features of the website.
3. *Draft Community Survey*. The Steering Committee was provided a handout of the draft survey at the Steering Committee meeting. The Consultant Team discussed the survey methodology. Any comments or suggestions pertaining to the survey are requested.
4. *Stakeholder Interviews*. The Team discussed upcoming stakeholder interviews. A list of recommended stakeholders is requested.

A memo to the Steering Committee is attached to this summary. This memo outlines information requested by the Consultant Team.

CORRIDOR CHARACTER

The Steering Committee discussed characteristics associated with the corridor.

The following responses were documented:

1. This is an active mixed use corridor including commercial, shopping, dining, schools and libraries. Maintain diversity of uses.
2. Maintain restaurant uses.
3. Maintain and create new places to rest and enjoy beauty.
4. Chicago Ridge has the highest percentage of pedestrians on Metra's SW Service. Capitalize on this.
5. Many long standing businesses exist along the corridor and should continue to be supported.

6. Ridgeland acts as an alternate route to other busy roads – it is more pleasant and has slower speeds than Cicero & Harlem.
7. Pace service has good ridership – commuters should be supported along the corridor.
8. Ridgeland Ave is more pedestrian friendly than the other surrounding roadways.
9. Embrace diversity along the corridor.
10. Between 83rd and 85th, the Elementary School needs a traffic signal for safer pedestrian crossings.
11. Bus shelters along Narrangasett are installed by the Illinois Convenience and Safety Corporation (ICSC)
12. Transit service is excellent along the corridor – access needs to be improved.
13. The corridor has a relatively high density of residents – consider mixed use as a possibility.
14. Capitalize on pedestrian / bike traffic to Metra.
15. Incorporate welcoming pedestrian friendly space such as plazas, streetscapes and / or Village Green.
16. Ridgeland Ave is the backbone of infrastructure, including water main service, excellent roadway lighting, and well-timed signals.
17. The corridor provides overall mobility which should continue to be supported.
18. Capitalize on existing wide ROW / wide parkways.
19. Ridgeland Ave has less traffic and therefore is the route of choice for community members in the know.
20. Chicago Ridge Mall is making positive improvements to the property and is a strength for the Corridor.
21. New development is a strength throughout the corridor – but better connectivity is needed.
22. The corridor has an eclectic feel, including unique businesses such as *Jack and Pats* and *Doughs Guys Bakery*. Although new enhancements are needed, do not lose the eclectic feel of the environment.
23. Preserve what is eclectic and funky about the corridor.
24. The corridor needs to be freshened up to attract a wider range of patrons / younger crowds.
25. Use design guidelines to enhance facades.
26. Maximize development opportunities for TIF districts along the corridor, such as the district at 111th and Ridgeland, located across the street from the cemetery.

NEXT STEPS

Next steps for the Consultant Team include the following:

1. Obtain and compile data from the Steering Committee towards the development of the Existing Conditions Report;
2. Finalize and distribute a test survey to the Committee;
3. Monitor and update the website;

The meeting adjourned at approximately 3.15pm

Encl: Meeting Agenda; Sign In Sheet, data request memo

11 June 2013

**Ridgeland Avenue Corridor Plan
Cook County Department of Transportation and Highways / RTA
Steering Committee Kickoff Meeting Agenda**



1. Introductions
2. Purpose of Corridor Study
3. Work Plan and Schedule
4. Technical Data – *help us understand your communities*
 - a. Zoning Data, Planning Studies, Comprehensive Plans, Relevant Planning Initiatives
5. Website & Survey – *help us get the word out to your communities*
 - a. Links to municipal websites, e-blasts, park districts, chambers of commerce, schools, churches, others
6. Interviews – *direct us to key stakeholders in your communities*
 - a. Elected / appointed officials, organization leaders, property owners, neighborhood representatives, business owners, developers, business organizations, municipal staff
7. Committee Activity – *Corridor Strengths, Weaknesses, Opportunities & Threats*

RIDGELAND AVENUE CORRIDOR STUDY
 COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS / RTA



KICKOFF MEETING
 CHICAGO RIDGE VILLAGE HALL
 TUESDAY 11 JUNE 2013, 2 PM

SIGN IN SHEET

NAME	MUNICIPALITY/AGENCY	EMAIL
Jennifer (Sig) Killen	Cook County DOT H	jennifer.Killen@cookcounty.il.gov
TARA C Filer	CCDOTH	TARA.filer@cookcountyil.gov
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Priscilla Andersen	Metra	kandersen@metra.rail.com
Bridget Lane	BDI	blane@business-districts.com
Jessica Mitchell	Pace	Jessica.Mitchell@pacebus.com
Adam Eichenberger	Pace	adam.Eichenberger@pacebus.com
Leon Eaton	City of Burbank	burbankpublicworks@sbicglobal.net
Michael Horsting	RTA	horstingm@rtachicago.org
Heather Tabbert	RTA	tabbert@rtachicago.org
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Chuck TOKAR	Chgo Ridge	CTSR2@msn.com
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Amanda Larson	GHA	alarson@gha-engineers.com
Tim Doron	GHA	tdoron@gha-engineers.com
Dominic Suardini	TESKA	dsuardini@teskaassociates.com

11 June 2013

**To: Tara Fifer, CCDOTH
Ridgeland Avenue Steering Committee Members**



Re: Ridgeland Avenue Corridor Study – Data Request

Thank you for attending the Ridgeland Avenue Kickoff Meeting. We are looking forward to working with you to develop a creative and functional transportation, land use and economic development plan for the Corridor. The corridor study area includes Ridgeland Avenue / Narragansett Avenue between 79th Street to the north and 135th Street to the south. The corridor intersects the following communities: Burbank, Chicago Ridge, Oak Lawn, Worth, Alsip, and Palos Heights. The project is being conducted in coordination with Cook County Department of Transportation and Highways (CCDOH), RTA, Pace and Metra.

As discussed during the kickoff meeting, The Consultant Team requests technical data that will be incorporated into our corridor analysis. The following list includes items that we would be interested in reviewing. If possible, please provide GIS / AutoCAD files, digital documents or web links to documents. If digital formats are not available, please provide paper or scanned copies of documents. We understand that the list below is comprehensive and that all information may not be available. We are only asking that you provide what is available at this time.

LAND USE, ZONING, URBAN DESIGN

- Zoning Ordinance / Zoning Map
- Land Use Map
- Comprehensive Plan
- Sub-Area / Neighborhood Plans

TRANSPORTATION AND TRANSIT

- Transportation / Transit studies
- Parking studies
- Traffic Counts
- Traffic Signal timings at major intersections
- Planned infrastructure improvements / capital improvement plans (streets, sidewalks, utilities, streetscapes)
- Bikeway Plans
- Crash Statistics for high accident locations

ECONOMIC DEVELOPMENT

- Major employers and destinations
- New development / redevelopment proposals & market studies associated with them
- Contact information for developers, commercial realtors, and business organizations who are active in the communities
- Special funding districts: TIF, Special Service Area, Business Improvement District (maps)

MISCELLANEOUS

- Cook County Forest Preserve – future plans for Cal-Sag and Tinley Creek trails
- Environmental studies for sites along the Corridor
- Municipal logos (jpg format)

Materials can be sent to Teska Associates at the address below.

Jodi Mariano
Teska Associates, Inc.
627 Grove Street
Evanston, IL 60201
JMariano@TeskaAssociates.com

Kindly provide information to us by July 3rd and feel free to call if there are any questions or clarifications that I can provide.

Many thanks,

A handwritten signature in blue ink that reads "Jodi Mariano" followed by a long horizontal flourish.

Jodi Mariano
Principal, Teska Associates



Meeting #2 Steering Committee Meeting #1 - September 10, 2013

10 September 2013

Tara Fifer, CCDOTH
Tara.Fifer@cookcountyil.gov

Michael Horsting, RTA
HorstingM@RTAChicago.org



Re: Ridgeland Avenue Corridor Plan – Steering Committee Meeting #1 - Meeting Summary

The following summarizes comments gathered during the Steering Committee Meeting. This meeting took place 10 September 2013 at The Terrace Center in Worth, 2pm. The meeting agenda and sign-in sheet are attached to this summary.

After introductions, the Consultant Team presented a summary review of the Existing Conditions Summary. The Steering Committee was provided a copy of the Existing Conditions Summary prior to the meeting.

DELIVERABLE ITEMS

The following items were presented by the Consultant Team:

1. *Existing Conditions Summary.*
 - a. Transportation Network
 - b. Transit Systems and Pedestrian Connections
 - c. Land Use
 - d. Zoning
 - e. Demographics
 - f. Corridor Character
2. The following items were discussed regarding the Exhibits:
 - a. An existing Pace Route (#895) should be included on the exhibits.
 - b. Alsip suggested that the Committee considers a recommendation to extend Pace service along Ridgeland Ave south of 115th to serve the nearby business park. The Team and Pace confirmed that this service historically existed, however was eliminated due to low ridership. Per information gathered from a recent meeting with Pace officials, the Team reported that data is needed from the Village to verify that an active ridership population exists in the business park.
3. *Outreach Efforts.* The Team reported that 402 people have responded to date on the community survey. In an effort to gather more input, the Team has extended the survey and is recommending additional outreach activities as follows:
 - a. Facebook page – provided via email weblink to each committee member for distribution.
 - b. Project Website Posters – provided to each committee member for distribution.
 - c. Project Website cards - provided to each committee member for distribution.
 - d. Pace Car-Card – displayed for Committee information. The Car-Card has been approved by Pace and will be posted inside 50 buses within the Southwest division.

4. Next Steps. The following next steps were discussed:
 - a. Public Information Meeting – Chicago Ridge offered to host this meeting. The County will follow up to secure a date and time.
 - b. Community Event – Pace suggested attending an event at the Children’s Museum. The Team will follow up to learn more about this event.

COMMITTEE EXERCISE

The Committee was asked to participate in an exercise in which each participant was provided voting dot stickers. Participants were asked to identify critical sites and issues on the exhibits with the stickers. Consultant Team members recorded participant comments associated with critical sites and issues on the exhibits.

A list of items documented follows:

1. Exhibit 1 (79th St to 87th St)
 - a. Improve ADA crossing at 87th Street
2. Exhibit 2 (87th St to 95th St)
 - a. Pedestrian improvements needed at State Road Plaza
 - b. Pedestrian connections needed at Worthbrook Park
 - c. Improve ADA crossings at 95th St
3. Exhibit 3 (95th St to 103rd St)
 - a. Pace Route #895 connects Chicago Ridge Mall to I-294. Consider extending Pace service to Oak Lawn Metra
 - b. Pedestrian improvements needed at Chicago Ridge Mall
 - c. An observation that accidents were witnessed at 99th Place
 - d. A bike route is planned along Stony Creek. Should connect across Ridgeland and north to 95th along Melvina Ditch (west side of the Mall)
4. Exhibit 4 (103rd St to 111th St)
 - a. Traffic issues exist at Penny Lane School north of 103rd
 - b. Pedestrian Connection and ADA access is missing at the Metra Station
 - c. Incorporate new convenience retail (coffee shop) near the Metra Station
 - d. Can Metra be relocated to the parcel east of Ridgeland Ave to take advantage of proximity to underutilized Metra parking and nearby Village services? Note: Metra representatives discussed this and indicated that the existing railroad intersection would make this a challenge.
 - e. Several vacancies exist along Ridgeland Avenue between 106th and 108th. Opportunities for redevelopment/enhancement compatible with the downtown environment.
 - f. Improve ADA access near schools at 109th St.
5. Exhibit 5 (111th St to Cal Sag)
 - a. Worth TIF district at 111th St
 - b. Bus stop is needed at 115th St to serve IBEW Technical Institute.
 - c. Transit service is needed south of 115th St to serve business park employees
 - d. Improve pedestrian environment under I-294 bridge

6. Exhibit 6 (Cal Sag to 127th St)
 - a. A pedestrian/bike trail exists along the south side of the Worth Golf Course and extends under Harlem Ave to the Metra Station
 - b. Alsip has received funding to study recreational uses along the Cal Sag. This study has not yet begun.
 - c. Alsip annexed the Trinity College Sports Complex property that was formerly within Cook County jurisdiction.
 - d. Improved transportation is needed between Trinity College and the sports complex.
 - e. Palos needs sidewalks between 123rd St and the Cal Sag along the west side of Ridgeland (first priority)
7. Exhibit 7 (127th St to 135th St)
 - a. Redesign the commercial center located at the SE corner of 127th St.
 - b. Need sidewalks in front of Shepard High School

NEXT STEPS

Next steps for the Consultant Team include the following:

1. Revise Existing Conditions Summary as needed;
2. Monitor the community survey;
3. Monitor and update the website and facebook page;
4. Work with Pace to display Car-Cards on vehicles;
5. Prepare for the community event;
6. Prepare for the Public Information meeting.

The breakout session began around 3:30pm. Participants left between 3:45 and 4:00 pm.

Encl: Meeting Agenda; Sign In Sheet

10 September 2013
2pm
The Terrace Center
11500 S. Beloit Ave
Worth, Illinois



Ridgeland Avenue Corridor Plan
Cook County Department of Transportation and Highways / RTA
Steering Committee Meeting #1 - Agenda

1. Corridor Study Scope Review
2. Review Existing Conditions Summary
 - a. Transportation Network (*Gewalt Hamilton Associates*)
 - b. Transit Systems and Pedestrian Connections (*Fish Transportation Group*)
 - c. Land Use/Zoning (*Teska*)
 - d. Demographics (*Business Districts Inc*)
 - e. Corridor Character (*Teska*)
3. Outreach Efforts
 - a. Community Survey
 - b. Website / Facebook
 - c. Pace Car-Cards and eblasts
 - d. Distribution of Posters / Business Cards
4. Next Steps
 - a. Focus Groups / Public Information Meeting
 - b. Community Event
5. Committee Breakout Exercise
 - a. Identify critical sites and issues

RIDGELAND AVENUE CORRIDOR STUDY
 COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS / RTA



STEERING COMMITTEE MEETING #1
 THE TERRACE CENTER, VILLAGE OF WORTH
 TUESDAY 10 SEPTEMBER 2013, 2 PM

SIGN IN SHEET

NAME	MUNICIPALITY/AGENCY	EMAIL
Bridget Lane	FDI	-
Cindy Fish	FTG	cfish@fishtrans.net
Tim Doran	GAA	tdoran@gha-engineers.com
MARY WERNER	WORTH	MWERNER@VILLAGEOFWORTH.COM
Michael Hostory	RTA	mhostory@rtachicago.org
Brian Haeker	Metra	bhaeker@metrarr.com
Kristen Andersen	Metra	kandersen@metram.com
ANDREW PUFUNAT	CBBGL	APUFUNAT@CBBGL.COM
Chuck Tokarc	Chgo Ridge	ctokarc@msn.com
Adrienne Wuellner	Pace	Adrienne.Wuellner@pacebus.com
Jessica Mitchell	Pace	Jessica.Mitchell@pacebus.com
DAN NISAVIC	city of Palos Heights	Dan@palosheights.org
Barbara Zubek	SW Conference of Mayors	zubek@swmayors.com
KEVIN MICHAELS	VILLAGE OF ALSIP	KMICHAELS@VILLAGEOFALSIP.ORG
TARA C FIFER	COOOTH	TARA.FIFER@COOKCOUNTY.IL.GOV
Dominic Suardini	TESKA	
Joeli Mariano	Teska.	

Meeting #3 Public Informational Meeting - October 29, 2013

04 November 2013

Tara Fifer, CCDOTH
Tara.Fifer@cookcountyil.gov

Michael Horsting, RTA
HorstingM@RTAChicago.org



Re: Ridgeland Avenue Corridor Plan – Focus Groups / Public Informational Meeting #1 - Meeting Summary

The following summarizes comments gathered during the Steering Committee Meeting. This meeting took place 29 October 2013 at Chicago Ridge Village Hall, 6pm. The sign-in sheet is attached to this summary.

OUTREACH INVITATIONS TO MEETINGS

Prior to the meetings, the following outreach activities took place to invite the public to the meetings:

1. Focus Groups – Based on email addresses and responses received during the community survey exercise, invitations were sent to the public thanking them for their response to the survey and inviting them to attend one of the following focus groups.
 - a. Pace Riders – 35 participants invited
 - b. Metra Riders – 35 participants invited
 - c. Bicyclists – 96 participants invited
2. Public Meeting – The Steering Committee was provided with a press release inviting the public to attend the meeting. Announcements were made on the Project Website and Facebook Page.

FOCUS GROUPS

One participant attended the Bicyclist Focus Group. Comments regarding the corridor include:

1. Lives in Worth, along Ridgeland Ave, south of 115th St
2. Husband's family used to own the farm that existed west of Ridgeland between 115th and Home Ave. Remembers when Ridgeland was an elevated road and the frontage roads were provided to gain access to driveways.
3. Likes the frontage road as it provides a protected drive to her house. Two way entry and exit are allowed at Frontage Roads but neighbors generally use the north for entry and south for exit. Neighbors also park along the Frontage Roads.
4. An avid bicyclist; also rides Pace and Metra
5. Bikes north to Church in Oak Lawn and bikes south to the Cal Sag trail – uses neighborhood roads to get to destinations. If a bike route were added to Ridgeland, would prefer an off street protected facility.
6. Would bike to work at her job in Tinley Park if better facilities existed
7. Uses Pace bus at Harlem because Pace does not reach her house – walks to Harlem via 111th
8. Shops at Dominicks and Walgreens, would like to see a new grocer like Trader Joes.

The Focus Group meeting adjourned at approximately 6:45 pm

PUBLIC MEETING

Three participants attended the Public Meeting. Due to the relatively low turnout, the meeting format was modified to a design workshop with the Steering Committee members also in attendance. The Team utilized the large format exhibit boards to discuss each one mile long segment with the group, discuss opportunities and solicit responses. The following discussion topics were recorded.

SECTION 1 | 79th Street to 87th Street

1. Burbank wants to replace truck capacity signs that were removed as part of the recent roadway reconstruction;
2. Pace bus pad locations may not be aligned with where Pace buses actually stop – suggest checking bus pad locations; improved Pace signage was also suggested
3. There is an opportunity to cross market the City of Burbank with neighboring communities to promote a “Downtown Burbank” brand along 79th Street;
4. CVS was interested in the SW corner of 79th and Narragansett – consider as a possible study area;
5. The intersections of Narragansett and 79th and 87th were noted as unfriendly for pedestrians and suggested improved pedestrian treatments.

SECTION 2 | 87th Street to 95th Street

1. State Road Plaza has a signage and landscaping plan – the Team will follow up with the Village of Oak Lawn to obtain this information;
2. Better bike facilities are suggested along Narragansett to promote biking in the community;
3. Signal timing is perceived to be too short for safe pedestrian crossings, esp. at 95th. The team will look into signal timing for the corridor;
4. It was observed that cars parked in the existing bike lanes on 93rd

SECTION 3 | 95th Street to 103rd Street

1. 99th Street near Chicago Ridge Mall does not have a signal. It is shown on the existing conditions graphics and will be removed. The team will look into traffic accident history to understand if a signal is warranted for this area; (CBBEL offered to provide data to the Team)
2. Cut through traffic was observed at 99th, possibly to avoid 95th Street traffic.
3. SW Highway and Ridgeland Ave
 - a. Traffic congestion was witnessed when motorists are making right turns from southbound Ridgeland to westbound SW Highway. The team will look into whether there driveway conflicts or not enough stacking space;
 - b. Difficult turning movements were witnessed when motorists are making right turns from northbound Ridgeland to eastbound SW Highway. Right turn traffic backs up onto Ridgeland Ave. Homes and businesses in the area cause traffic conflicts. This is a Cook County controlled signal.
 - c. Vacancies in stores noted along east side of Ridgeland along SW Highway. Team will investigate opportunities for consolidation and redevelopment of strip malls as a special study area.

SECTION 4 | 103RD Street to 111th Street

1. Chicago Ridge downtown is considered by the Team as a special study area for economic development. The group agreed;
2. Safer pedestrian crossings are needed at the Metra tracks. Metra representatives recommended the following pedestrian facilities: depressed median, pedestrian bump outs, clearly marked crosswalk, signage, pedestrian diversion;
3. Village of Chicago Ridge is currently submitting plans to add additional light poles in this area, NE of Birmingham Ave and E of Desmonds;
4. A flashing pedestrian beacon was suggested by the group. Metra responded that there would be concerns a flashing beacon would conflict with other existing lighted facilities associated with the train signals.
5. A concern was noted regarding drop-off/pick up for Penny Lane Day Care, and the need to cross Ridgeland to access the Penny Lane parking lot.

SECTION 5 | 111th Street to 118th Street

1. The Village of Worth has hired an economic development coordinator. The Team will follow up with this person to coordinate recommendations for the TIF area.
2. Worth wants to increase sales tax revenue.
3. The team suggested this area as a bank site.
4. The group had a discussion about the goals of economic development in the corridor. The Team's goals are to support an overall economy for the corridor communities. This could mean a strategy to plan for new residences for existing shops and dining for instance. The Team will be looking at the overall functions of the community to determine uses that fit the existing market and also fit the configurations of the site.
5. A suggestion was made to provide better access between Trinity Christian College and other destinations near CalSag. The College has cultural facilities/attractions.

SECTION 6 | Cal Sag to 127th Street

1. This area lacks sidewalks. The group suggested that residents with driveways along this section may not want new sidewalks as they may conflict with front yard access and car storage in driveways. The team will continue to work to get input by these residents in Palos Heights.
2. An on street bike path was suggested as an alternative that would provide bike facilities while also preserving front yard driveways.

SECTION 7 | 127th Street to 135th Street

1. The team addressed the Dominick's site and the recent announcement that Dominick's is moving out of the Chicagoland market. The team indicated that this area is challenged because it has the lowest density and lowest walkable population surrounding the store.
2. The team suggested that this may be an opportunity for housing or non-retail such as medical uses.
3. The group discussed the vacant Limestone and Cold Stone shops at 135th. The Team will look into this area as a special study area.

NEXT STEPS

The survey has been closed – 500 responses were gathered.

We have scheduled a Conference Call with the Committee November 7 to review the public input gathered to date.

The meeting adjourned at approximately 9pm.

RIDGELAND AVENUE CORRIDOR STUDY
COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS / RTA



FOCUS GROUP MEETING
CHICAGO RIDGE VILLAGE HALL
TUESDAY 29 OCTOBER 2013, 6 PM

SIGN IN SHEET

NAME	COMMUNITY	EMAIL
<i>Joan Schutt</i>	<i>Worth IL</i>	<i>jschutt1@att.net</i>

**RIDGELAND AVENUE CORRIDOR STUDY
COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS / RTA**



**PUBLIC INFORMATION MEETING
CHICAGO RIDGE VILLAGE HALL
TUESDAY 29 OCTOBER 2013, 7 PM**

SIGN IN SHEET

NAME	COMMUNITY	EMAIL
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Bridget Lane	BDI	
Amanda Larson	GHA	
Cindy Fish	FTG	
Dominic Suardini	TESKA	
Josh Jones	Oak Lawn	jjones@oaklawn-il.gov

Meeting #4 Steering Committee Meeting #2 - November 7, 2013

07 November 2013

Tara Fifer, CCDOTH
Tara.Fifer@cookcountyil.gov

Michael Horsting, RTA
HorstingM@RTAChicago.org



Re: Ridgeland Avenue Corridor Plan – Steering Committee Meeting #2 - Meeting Summary

The following summarizes comments gathered during the Steering Committee Meeting. The purpose of this meeting was to review the results of the public input survey and public comments collected to date. This meeting took place 07 November 2013 via teleconference, 10am. A list of attendees follows below:

Steering Committee Members

Andy Pufundt, Village of Chicago Ridge
 Josh Jones, Village of Oak Lawn
 Tara Fifer, CCDOTH
 Barbara Zubek, SW Conference of Mayors
 Kristen Anderson, Metra
 Brian Hacker, Metra
 Adam Eichenberger, Pace
 Adrian Wuellner, Pace
 Michael Horsting, RTA

Consultant Team Members

Jodi Mariano, Teska
 Dominic Suardini, Teska
 Bridget Lane, BDI
 Tim Doron, GHA
 Amanda Larson, GHA

Prior to the meeting, the Committee was provided a memorandum titled “Ridgeland Avenue Corridor Plan – Community Input Summary”, dated November 4, 2013. The summary addresses the following topics:

1. Outreach and Methodology
2. Community Survey Narrative
3. Community Survey Summary
4. Community Survey Comments
5. Community Comments by subarea and topic
6. Proposed Special Study Areas

1. Teska addressed Community Outreach and Methodology and indicated that input received to date will be applied towards the next phase of work, the preparation of draft recommendations
2. BDI addressed the Community Survey Narrative and Summary. It was noted that 504 people responded to the survey. Highlights include a general desire for safety, accessibility and improved appearances along the corridor.
3. The following items were discussed further by the group:
 - a. **Pace service extension.** The group discussed public comments regarding the extension of Pace service south of 115th Street along Ridgeland Ave. The team recalled information provided by Pace regarding the Village of Alsip's request to extend service to the business park located south of 115th Street. Service was limited to this area as a result of the South Cook Will Survey. Pace and Alsip have discussed replacing service in this area. Pace requested that Alsip provide data regarding employee addresses to determine ridership opportunity. The team understands this data has not been made available at this time. Pace confirmed this information to be correct.
 - b. **Chicago Ridge Speed Limit.** The group discussed the Village's request to reduce speed from 35 mph to 25 mph thru the downtown area. As a speed study is not included in the current assignment, the County suggested that they would look into the possibility of preparing a speed study and would provide this information to the Team.
 - c. **Chicago Ridge Metra Crossing.** The group discussed that per Metra direction a pedestrian diversion would not be appropriate at this location. However the following recommended improvements may be applied to this area: depressed median, pedestrian bump outs, clearly marked crosswalk and signage.
 - d. **99th Street Intersection.** The group discussed reports of dangerous traffic at this intersection and the potential for a traffic signal. The County suggested that they would provide traffic accident data for the Team to review.
 - e. **Development Site at 127th Street.** The group suggested this area would be reviewed as a special study area. BDI clarified that a potential development scenario would be mixed use, including housing, medical office and a small retail component.
4. Teska reviewed the Special Study Area exhibits that were included in the memorandum. As part of the current assignment, the team will prepare site development concepts for these areas. A list of the proposed special study areas follows:
 - a. SW corner of 79th Street and Ridgeland Ave, Burbank
 - b. Intersection improvement at 87th, Oak Lawn/Burbank
 - c. Commercial strip centers at Southwest Highway, east of Ridgeland Ave, Oak Lawn
 - d. Penny Lane School, Chicago Ridge
 - e. Metra Crossing, Chicago Ridge
 - f. Chicago Ridge Downtown, 105th to 108th, Chicago Ridge
 - g. Worth TIF zone, 111th, Worth
 - h. Dominick's Center, 127th Street, Palos Heights
 - i. Retail Center, 135th Street, Palos Heights

5. Next Steps:
 - a. The Teska team will be drafting preliminary concepts for internal review by County / RTA / Pace. These are scheduled to be made available Mid December
 - b. A Transit Agency Meeting is preliminarily planned for Mid January. Metra has indicated that the last 2 weeks in January (with the exception of Jan 20) is best.
 - c. Steering Committee #3 is preliminarily planned for Early February. The purpose of this meeting would be to review draft recommendations approved by the County, RTA and Transit Agencies.

6. The group discussed potential methods to bring a larger public audience to the Public Open House meeting preliminarily scheduled for Mid February. A suggestion was made to coordinate the Open House with another community event. Chicago Ridge was not aware of any events scheduled at that time. Oak Lawn suggested that the event scheduled close to that time would be an Easter Egg Hunt in March. The Team will reach out to other Steering Committee members to inquire of other opportunities.

7. The meeting adjourned at approximately 11am.

Encl:

Meeting Agenda

Community Input Summary memorandum, 11.04.2013



November 2013

**Ridgeland Avenue Corridor Plan
Cook County Department of Transportation and Highways / RTA
Public Hearing Committee Meeting #2**

Conference Call, 10am

Conference call in number: 877-336-1829

Conference code number: #6305477

Agenda

1. Review scope and schedule
2. Review Community Input Summary Memorandum
 - a. Community Input Methodology
 - b. Community Survey Response
 - c. Highlights of Public Input by Project Subarea
3. Consultant Team Next steps
 - a. Special Study Areas
4. Suggestions for public engagement moving forward

Meeting #5 Transit Agency Meeting - January 22, 2014

27 January 2014

Tara Fifer, CCDOTH
Tara.Fifer@cookcountyil.gov

Michael Horsting, RTA
HorstingM@RTAChicago.org



Re: Ridgeland Avenue Corridor Plan – Transit Agency Meeting - Meeting Summary

The following summarizes comments gathered during the Transit Agency Meeting. The purpose of this meeting was to review the *Draft Ridgeland Avenue Corridor Plan Report*. This meeting took place 22 January 2014 at CCDOTH, 69 West Washington, Chicago, 11am. A list of attendees follows below:

Transit Agency Attendees

Tara Fifer, CCDOTH
 Michael Horsting, RTA
 David Kralik, Metra
 Brian Hacker, Metra
 Kristen Anderson, Metra
 Adam Eichenberger, Pace
 Jessica Mitchell, Pace
 Adrienne Wuellner, Pace

Consultant Team Members

Jodi Mariano, Teska
 Dominic Suardini, Teska
 Tim Doron, GHA
 Amanda Larson, GHA
 Cindy Fish, FTG

In advance of the meeting, Transit Agencies were provided with the *Draft Ridgeland Avenue Corridor Plan Report*. Some comments were received by the transit agencies in advance of the meeting. Prior to the meeting, attendees were provided handouts entitled “Draft Transportation and Transit Recommendations” and “Roadway Sections” which summarizes draft recommendations identified in the report document. The meeting format followed the format of the report including the following topics:

- Introduction
- Land Use and Zoning
- Connectivity
- Transportation
- Economic Development
- Urban Design

1. The following items were discussed further by the group:
 - a. **Pace service extension.** In a comment provided prior to the meeting, Pace stated that there are not plans to extend route 895 to the Worth and Palos Heights Metra Stations as suggested in the draft report. This item will be removed from the report.
 - b. **Pace 95th Street Corridor Study.** This is the correct title for the study underway and will be referenced throughout the report.
 - c. **Chicago Ridge Speed Limit.** The group discussed the Village's request to reduce speed from 35 mph to 25 mph thru the downtown area. CCDOTH indicated that a study had been completed earlier which did not support the reduction of speed limit in this area. CCDOTH offered to provide a copy of this study to the team. The group agreed that additional urban design elements such as landscaped medians, improved streetscape, landscape and façade enhancements may encourage motorists to slow down through this area.
 - d. **Chicago Ridge Metra Crossing.** The group discussed comments provided to the team prior to the meeting relative to the crossing area. Per Metra direction a pedestrian diversion is recommended at the south platform area only. The following recommendations were discussed by quadrant:
 - i. NE – pedestrian gate to be oriented perpendicular to the path; directional signage
 - ii. SE – pedestrian gate to be oriented perpendicular to the path; directional signage
 - iii. NW –directional signage and access control fencing only (proximity to adjacent property will not allow a pedestrian diversion)
 - iv. SW – platform to be truncated; pedestrian gate to be oriented perpendicular to the path; pedestrian diversion with planted area; directional signage
 - v. Additional Metra recommendations, including dimensions and design standards, identified in comments provided prior to the meeting will also be referenced in the report document.
 - e. **99th Street Intersection.** The group continued an earlier discussion regarding the potential for a traffic signal at 99th Street. CCDOTH indicated that a meeting could be arranged to discuss this matter further with one of the CCDOTH engineers.
 - f. **Study Areas.** The group discussed proposed site plan concepts. Where appropriate, all areas indicate Pace pull off areas and pedestrian connectivity between the sidewalk and development.
 - g. **Study Area #2.** This study area contemplates roadway realignment at Ridgeland Ave / 87th St / State Road towards a plan that promotes economic development and pedestrian safety. CCDOTH indicated that there are no immediate plans to modify this intersection in the near future.

2. Next Steps:
 - a. Revisions will be made to the report document as noted above;
 - b. The next Steering Committee meeting is scheduled for February 6 at Oak Lawn Village Hall, 2pm;
 - c. The next Public Meeting is scheduled for February 20 at Palos Heights Recreational Center, 7pm.

3. The meeting adjourned at approximately 12.30pm

Encl:

Sign in sheet

Ridgeland Ave Corridor Plan – Draft Transportation and Transit Recommendations Spreadsheet

Motorized and Non-Motorized Transportation Systems – Roadway Sections Exhibit

RIDGELAND AVE CORRIDOR

TRANSIT AGENCY MTG.

JAN 22 2014 CUBOTH

SIGN IN

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Jodi MARIANO	JMariano@teskaAssociates.com

Meeting #6 Steering Committee Meeting #3 - February 6, 2014

06 February 2014

Tara Fifer, CCDOTH

Tara.Fifer@cookcountyil.gov

Michael Horsting, RTA

HorstingM@RTAChicago.org



Re: Ridgeland Avenue Corridor Plan – Steering Committee Meeting #3 - Meeting Summary

The following summarizes comments gathered during the Steering Committee Meeting. The purpose of this meeting was to review the Draft Ridgeland Avenue Corridor Plan issued January 31. This meeting took place 06 February 2014 at the Oak Lawn Village Hall, 2pm. A list of attendees follows below:

Steering Committee Members

Tara Fifer, CCDOTH

Michael Horsting, RTA

Mary Werner, Village of Worth

Josh Jones, Village of Oak Lawn

Charles Tokar, Village of Chicago Ridge

Andrew Pufundt, CBBEL

Barbara Zubek, Southwest Conference of Mayors

Dan Nisavic, City of Palos Heights

Kevin Michaels, Village of Alsip

Lynn Dwyer, Village of Alsip

Kristen Andersen, Metra

Jessica Mitchell, Pace Bus

Adam Eichenberger, Pace Bus

Invited Attendees

John Jack Lind, Trustee, Village of Chicago Ridge

Consultant Team Members

Jodi Mariano, Teska

Dominic Suardini, Teska

Bridget Lane, BDI

Tim Doron, GHA

Amanda Larson, GHA

1. Prior to the meeting, the Committee was provided the Draft Ridgeland Avenue Corridor Plan (January 31). The plan includes the following chapters:
 - a. Introduction
 - b. Land Use and zoning
 - c. Connectivity
 - d. Transportation
 - e. Economic Development
 - f. Urban Design

2. Outreach activities conducted prior to this meeting included the following:
 - a. Transit Agency Meeting – January 22
 - b. Meetings with individual municipalities – January 16 and January 30

3. Since elements of the Draft Corridor Plan were discussed during the outreach activities described above, the Steering Committee presentation focused on the following items:
 - a. Revisions to the plan
 - b. Economic development and special study areas

4. Current items under evaluation by the Team were discussed and include the following:
 - a. *Pace bus turnout locations.* Per direction from Pace, bus turnouts are currently warranted only at the northbound and southbound stops at 95th Street. The six (6) site study areas which had contemplated turnouts do not carry enough ridership today to warrant turnouts. Pace and the team are working together to determine whether certain study areas might warrant turnouts in the future.
 - b. *Traffic signal analyses at 99th and 123rd Streets.* The Consultant Team was provided accident data for these locations and are evaluating whether signals are warranted in these locations. GHA indicated that 99th Street data includes relatively high accidents, while 123rd Street does not. However, given 123rd street's function as the main Trinity College roadway access and the need for improved pedestrian crossings in this area, there may be certain signal improvements that can be applied.
 - c. *Metra crosswalk concept.* The Consultant Team has worked with Metra to generate a concept that depicts improved pedestrian crossings at the Chicago Ridge Metra Station. Metra acknowledged that the concept depicts recommendations by Metra. Final design and engineering shall be coordinated with Metra.
 - d. *Speed study.* The Consultant Team and CCDOTH is working with Chicago Ridge to evaluate the feasibility of a traffic speed reduction through Chicago Ridge. It was reported that the speed through this area was previously 40mph and reduced to 35mph in 2004. CCDOTH will perform a speed study in this area this spring to determine the feasibility of a speed reduction.
 - e. *Alsip business park and Pace service.* The Consultant Team has discussed with Pace the current bus service along Ridgeland Ave, south of 115th, near the New North Cal Sag Industrial Area. As part of the 2009 Pace service restructuring study, the productivity of Route 384 between Ridgeland/111th and Orland Square was extremely low. As a result this segment of the route was discontinued. As part of the study, a Call-n-Ride type of flexible service would provide service to the industrial areas north of the Cal Sag and east of Ridgeland. FTG suggested the

Village of Alsip and Pace should move forward with a transit market assessment to evaluate the merit of a Call-n-Ride service.

5. The special study areas were reviewed. The Team reiterated that the purpose of these concepts was to depict site improvement enhancements that would improve economic development and activity at these areas. Although the concepts are specific in their depiction of land uses, circulation, buildings and parking, drawings are conceptual and intended to initiate discussion between the County, municipalities and development community.
 - a. *Study Area 1: 79th Street Commercial Development (Burbank)*. This concept contemplates a commercial property with pedestrian oriented features along the 79th and Ridgeland frontages. Parking and drive thru access are suggested at the side or rear of the building.
 - b. *Study Area 2: State Road Plaza (Oak Lawn/Burbank)*. This concept evaluates the uncoupling of the current 5-way intersection of Ridgeland Ave/ 87th Street / State Road towards a more pedestrian oriented intersection crossing and additional development parcels. The development scheme depicts a pedestrian oriented retail/restaurant atmosphere which includes renovations to and a new traffic signal for the State Road Plaza.
 - c. *Study Area 3: Medical Office (Oak Lawn)*. This concept studies the feasibility of a new 3-story medical office along Southwest Highway to support Southwest Highway as a developing medical office corridor.
 - d. *Study Area 4: Penny Lane School (Chicago Ridge)*. This scheme evaluates a new parking area and drop off for the school functions which are achieved with the acquisition of the Auto Body Shop towards the south. There may be some opportunities for this parking area to be shared with other Chicago Ridge businesses.
 - e. *Study Area 5: Chicago Ridge Downtown Infill and Façade Enhancements (Chicago Ridge)*. BDI discussed an opportunity for Chicago Ridge to consider all parking areas in the Downtown as municipal lots to be shared amongst the various land uses. This parking management model, used by other communities such as Naperville, has been successful in attracting new development and tenants. It would require the Village to develop funding mechanisms to build and maintain these parking areas, such as a special service area. The group discussed the possibilities to create a TIF in this area to support these improvements.
 - f. *Study Area 6: Worth TIF (Worth)*. BDI discussed an opportunity to contribute to the larger economy through the incorporation of residences as well as commercial buildings. The group discussed opportunities for additional 'fast casual' dining in place of the proposed bank building. The Team discussed that banks typically demand less parking than restaurants. Therefore if a restaurant were to be contemplated, it would require additional parking area.
 - g. *Study Area 7: Former Dominick's (Palos Heights)*. This concept contemplates a new mixed use center that incorporates housing, office and restaurant uses as well as the retensing of the former Dominick's building. The Village reports that a restaurant is planned for the former Bakers Square building. The Team suggested that the new restaurant may consider incorporating some of the items shown in the concept plan, such as outdoor dining plaza and landscaping.

6. Committee exercise. The Committee participated in an exercise in which issues were evaluated in terms of priority. The results were tallied and are provided on the following page. Issues are organized by discipline as follows.
 - a. Transportation and Transit
 - b. Economic Development
 - c. Urban Design and Streetscape

7. Next Steps:
 - a. The Public Meeting is scheduled for Thursday February 20, 7pm at Palos Heights Recreation Center. Prior to the meeting, the Committee was provided the following materials via email: meeting announcements, a digital poster, and press release language for distribution within the communities. At the end of the meeting, the team provided 11x17 size posters to each of the communities for posting.
 - b. The Team will proceed with the development of draft implementation strategies.
 - c. The next Steering Committee Meeting is preliminarily planned for April.

The meeting adjourned at approximately 3.30pm.

Encl:

Meeting Agenda

Prioritizing Issues Worksheet with tallied responses

Sign in

06 February 2014

**Ridgeland Avenue Corridor Plan
Cook County Department of Transportation and Highways / RTA
Steering Committee Meeting #3**



Oak Lawn Village Hall, 2pm
9446 S Raymond Drive, Oak Lawn

Agenda

1. Review scope and schedule

2. Discuss current transportation items
 - a. Pace bus potential turnout locations – 95th Street NB & SB
 - b. Traffic signal analyses at 99th and 123rd Streets
 - c. Metra crosswalk concept (Chicago Ridge)
 - d. Speed study (Chicago Ridge)
 - e. Alsip business park employee data to evaluate call n ride service

3. Review special study areas
 - a. Study Area 1 – 79th Street Commercial Development (Burbank)
 - b. Study Area 2 – State Road Plaza (Oak Lawn/Burbank)
 - c. Study Area 3 – Medical Office, 99th Street and Southwest Highway (Oak Lawn)
 - d. Study Area 4 – Penny Lane School, 103rd Street and Ridgeland Ave (Chicago Ridge)
 - e. Study Area 5 – Chicago Ridge Downtown Infill and Façade Enhancements (Chicago Ridge)
 - f. Study Area 6 – Worth TIF, 111th St and Ridgeland Ave (Worth)
 - g. Study Area 7 – Former Dominick's, 127th Street and Ridgeland Ave (Palos Heights)

4. Committee exercise – prioritizing projects

5. Next Steps
 - a. Public Meeting – Thursday February 20th, 7pm at Palos Heights Recreation Center
 - b. Draft Implementation Strategies
 - c. Steering Committee #4 – early April

Ridgeland Avenue Corridor Plan

Steering Committee Meeting #3

06 FEBRUARY, 2:00 PM | OAK LAWN VILLAGE HALL

PRIORITIZING ISSUES

Responses tallied at Steering Committee Meeting #3

Issue	How high or low a priority is this issue?				
	Very High	High	Neutral	Low	Very Low
TRANSPORTATION AND TRANSIT					
1. Work with CCDOTH to develop potential for additional traffic signals at 99 th and 123 rd Streets if warranted.	2	3	7	2	0
2. Work with CCDOTH to develop improved pedestrian crossings at signalized intersections.	6	4	2	0	0
3. Collaborate with Metra to develop an improved pedestrian crossing at the Metra station in Chicago Ridge, including enhanced pavements, signage and landscaping.	6	6	2	0	0
4. Collaborate with Pace to develop enhanced bus stop facilities, including shelters, signage, connected sidewalks and landscaping.	3	7	3	1	0
5. Develop key multi use trail segments that link the planned Cal Sag Trail with the Tinley Creek Trail.	2	5	6	1	0
6. Develop urban multi use trail segment through Chicago Ridge.	3	4	7	0	0
7. Work with Pace to implement a Call-n-Ride or other appropriate transit service to serve south of 111 th .	4	1	5	2	2
ECONOMIC DEVELOPMENT					
1. Explore commercial development scenarios to support Burbank's 79 th Street Commercial Corridor.	0	4	8	1	1
2. Collaborate with CCDOTH, Oak Lawn, Burbank and property owners to evaluate the feasibility to pursue a revitalized commercial center at Ridgeland and State Road.	0	4	7	2	1
3. Explore medical office development along Southwest Highway that is appropriate for the market and supported by Oak Lawn.	1	3	3	6	1
4. Explore a shared parking concept in downtown Chicago Ridge that would support new development, streetscape and façade enhancements.	3	4	6	1	0
5. Explore a mixed use development that supports upscale rental housing at Ridgeland and 111 th Street.	2	8	4	0	0
6. Explore potentials to retenant and redevelop the former Dominick's property with a mix of restaurant, office and residential uses at Ridgeland Ave and 127 th St.	5	2	5	2	0
URBAN DESIGN AND STREETScape					
1. Develop a coordinated wayfinding signage program that links communities with local and regional trails.	5	3	3	3	0
2. Collaborate with CCDOTH to develop a continuous ADA compliant sidewalk system.	4	8	1	0	1
3. Collaborate with CCDOTH to develop an infill tree planting program.	6	2	4	2	0
4. Develop a coordinated roadway lighting and banners program.	4	4	6	0	0
5. Develop a landscape median planting program.	5	5	4	0	0

RIDGELAND AVENUE CORRIDOR STUDY
 COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS / RTA



STEERING COMMITTEE MEETING #3
 OAK LAWN VILLAGE HALL
 THURSDAY 06 FEBRUARY 2014, 2 PM

SIGN IN SHEET

NAME	MUNICIPALITY/AGENCY	EMAIL
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Jessica Mitchell	Pace Bus	Jessica.mitchell@pacbus.com
Adam Eichenberger	Pace Bus	adam.eichenberger@pacbus.com
Josh Jones	Oak Lawn	jjones@oaklawn-il.gov
John Jack Lead	Chicago R & C TRUSTEE	JOHN.JACK@R&C.NET
ANDREW PUFUMAT	CBBL	APUFUMAT@CBBL.COM
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Barbara Zubeck	SCM	zubeck@swm.org/SCM
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Kristen Andersen	Metra	kandersen@metra.com
Michael Husting	RTA	hustingm@rtachicago.org

Meeting #7 Public Open House - February 20, 2014

05 March 2014

Tara Fifer, CCDOTH
Tara.Fifer@cookcountyil.gov

Michael Horsting, RTA
HorstingM@RTAChicago.org



Re: Ridgeland Avenue Corridor Plan – Public Meeting #2 - Meeting Summary

The following summarizes activities and comments gathered during Public Meeting #2. This meeting took place 20 February 2014 at the Palos Heights Recreation Center, 7pm. The sign-in sheet is attached to this summary.

OUTREACH INVITATIONS TO MEETINGS

Prior to this meeting, the Steering Committee was provided with the following materials to assist with outreach to the communities:

1. Printed announcement posters distributed via email and at the previous steering meeting;
2. Press release for distribution;
3. Individual email invitations to addresses offered as part of the community surveys and interviews;
4. Announcements on the project website and facebook page.

PUBLIC MEETING

The meeting began with an introductory presentation that addressed project scope, schedule and highlights of the draft plan. Meeting attendees were invited to visit each of the three stations that were organized around the room. The three stations included exhibits and engaging exercises as follows:

1. Transportation and Transit

- a. Exhibits – Pedestrian and Bicycle Systems; Roadway Sections; Metra Station pedestrian crossing concept; Functional Roadway Classifications; Existing Conditions – Transit Systems and Pedestrian Connections; copy of draft report
- b. Exercise – mark comments on the exhibits

2. Streetscape and Urban Design

- a. Exhibits – Bike Facility Typologies; Chicago Ridge 3D Visualization; Streetscape Site Furnishings; Conceptual Signage and Branding; Community Identity and Corridor Character; Existing Conditions – Zoning and Land Use; copy of draft report.
- b. Exercise – dot voting on streetscape furnishings options, both green and yellow dots were used to indicate streetscape preferences based on a range of streetscape furnishing treatments; post it comments.

3. Economic Development

- a. Exhibits – Site Enhancement Concepts (7 sites); copy of draft report;
- b. Exercise – post it comments.

4. A “Comments” box was provided for additional input.**COMMENTS**

The following comments are organized by station below:

1. Transportation and Transit

- a. Pedestrian/Bicycle Systems
 - i. #5 – Nagle Avenue - review quality of roadway surface where bike path is proposed along Nagle Ave between 115th St and Home Ave; surfacing improvements may be required. Consistent signage is needed.
 - ii. #6 – 123rd Street – improved pedestrian/bike crossings are required to serve Trinity Christian College
- b. Bike Facility Typologies – The legend should indicate “Cal Sag Multi-Use Trail” (remove “proposed”)
- c. Participants noted that they have experienced an increase in heavy truck traffic, especially later at night. The County noted that CCDOTH is currently working on a freight study which will address truck traffic.
- d. Participants noted a preference for reduced speed limit at the southern part of the corridor
- e. Participants indicated a general support of the off road bicycle facility
- f. Trinity Christian College noted concerns regarding safe access between the college and proposed bike path at the east side of Ridgeland Ave;
- g. Concerns about safe crossings at 123rd and 124th Streets
- h. Questions regarding whether certain east-west streets would lose their access with the incorporation of a center median. *It should be noted that aside from a proposed roadway closure at 106th in Chicago Ridge, the intent of the plan is not to block access from east-west streets.*
- i. Can signage be incorporated to alert motorists to visually impaired residents living along Ridgeland Ave – Visually impaired resident reported he lives near 123rd Street.

2. Streetscape and Urban Design

- a. Community Identity and Corridor Character Exhibit – consider 109th Street as the transition between the “Mixed Use Transition” and “Downtown Transit Hub” areas due to the existing traffic signal and school crossing.
- b. Concern about potential conflicts between people exiting parked cars on street and the proposed cycle track path.
- c. Questions regarding how streetscape improvements, including medians, are funded.
- d. Recommendation that the communities should coordinate a joint beautification committee to oversee improvements and their maintenance.

- e. Positive comments regarding streetscape and branding concepts.
- f. A comment that existing bicycle signage along Central is too small and difficult to read, new signage should be prominent and of high quality.
- g. Streetscape furnishings
 - i. Paving – Concrete and clay brick sidewalk treatments were preferred over precast unit paving materials;
 - ii. Benches – backless benches and benches with wood seats were preferred over traditional metal benches with backs;
 - iii. Pedestrian scale lighting – traditional and modern lighting was preferred over accent lighting; A preference was indicated for LED lighting.
 - iv. Roadway lighting – black fixtures were preferred over existing galvanized lighting; A preference was indicated for LED lighting.
 - v. Landscaped medians – landscaped medians treated with canopy trees, lawn and accent understory plantings were preferred over extensively paved treatments;
 - vi. Pedestrian bridge – decorative pedestrian bridges with accent lighting were preferred over utilitarian looking bridges;
 - vii. Pedestrian underpass – Wide and well landscaped underpasses were preferred over narrow underpasses;
 - viii. Vehicular directional signage – signs with dimensional elements and multiple colors were preferred over flat signs with fewer colors;
 - ix. Bicycle directional signage – signs with dimensional elements were preferred over flat signs.

3. Economic Development

- a. Study Area #6, Worth TIF (111th Street at Ridgeland) – Cycles and Sports bike shop exists along 111th Street, west of the Tollway. This may be a resource to potential bike route users.
- b. Positive comments in support of Chicago Ridge concepts, including infill development, an approach to shared municipal parking and façade enhancements.

4. General Comments

- a. Please include residents from all communities to be on a board to monitor progress and implementation of this plan.

The meeting adjourned at approximately 9.15pm.

Encl: announcement poster, streetscape furnishings exhibits with dot voting preferences; sign in sheet

Because Roadways aren't just for cars.

🗨️ Come check out the draft plans that have been drawn up for Ridgeland Avenue, including safer walkways, bikeways, access to transit and redevelopment opportunities. Give us your input, tell us if we're on the right track!



PUBLIC MEETING

Thursday, Feb 20th at 7pm

Palos Heights Recreation Center
6601 W. 127th St., Palos Heights, IL



RIDGELAND AVENUE CORRIDOR

RIDGELANDCORRIDOR.WORDPRESS.COM

PAVING



Concrete Paving



Brick Paving



Concrete/Brick Paving

BENCHES



A



B



C

PEDESTRIAN LIGHTING



Traditional Lighting



Accent Lighting



Modern Lighting

VEHICULAR DIRECTIONAL SIGNAGE



Black Roadway Lighting



Existing Roadway Lighting



Roadway/Pedestrian Lighting



Roadway/Pedestrian Lighting

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY
 STREETScape OPTIONS



MEDIANS



PEDESTRIAN BRIDGE



PEDESTRIAN UNDERPASS



VEHICULAR DIRECTIONAL SIGNAGE



BICYCLE DIRECTIONAL SIGNAGE



COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
RIDGELAND AVENUE CORRIDOR STUDY
STREETSCAPE OPTIONS



**RIDGELAND AVENUE CORRIDOR STUDY
COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS / RTA**



**PUBLIC MEETING #2 –Corridor Concepts Review
THURSDAY FEBRUARY 20th, 7PM
PALOS HEIGHTS RECREATION CENTER
6601 W 127th ST, PALOS HEIGHTS IL**

SIGN IN SHEET

NAME	COMMUNITY	EMAIL
GAIL GREENWALD	Palos Heights	gig88keys128@gmail.com
JEFF KEY	Palos Heights	jeffreymkey@att.net
Marmella McCurrie	Palos Hills	cmecurrie@comcast.net
BOB STRAZ	Palos Heights	MAYOR@palosheights.org
DAN BADON	CHICAGO RIDGE	DABADON@AOL.COM
DAN NISATZ	Palos	denise.palos.hq.org
BRENT WOODS	Cook County Board	Brent@lizdorman.com
Tim Hadac	THE REGIONAL NEWS	tim@hadac.com
MARY WERNER	WORTH	
Rita & Dan Schuble	Palos Heights	ritaschuble@yahoo.com
ANDREW PUFUNDT	CBBEL	apufundt@cbbel.com
TARA CHAU	Cook County	Tara.FRC@cookcountyil.gov
Brian Hawker	Metra	bhawker@metra.com
Sally Durkin	Chicago Ridge	sdurkin@chicagoridge.org
Ginny Carpenter	Palos Heights/Trinity	
Steve Lipkoe	Palos Hills/Worth	steven.lipkoe@illinois.gov
Seanna Sordani-Skeels	Oak Lawn	seanna.sordani@yahoo.com
Janet Evans	Palos Heights	janetbevans@ssc
Kathy/Dan Davis	Palos Heights	kathy.davis@trnity.edu
Dan DAVIS	Palos Heights	doubled371@gmail.com

GLOBAL
NE

Meeting #8 Steering Committee Meeting #4 - April 16, 2014

16 April 2014

Tara Fifer, CCDOTH

Tara.Fifer@cookcountyil.gov

Michael Horsting, RTA

HorstingM@RTAChicago.org



Re: Ridgeland Avenue Corridor Plan – Steering Committee Meeting #4 - Meeting Summary

The following summarizes comments gathered during the Steering Committee Meeting. The purpose of this meeting was to review the Ridgeland Avenue Corridor Plan with a special focus on Implementation Strategies. The Plan was provided to the Committee April 10. This meeting took place 16 April 2014 at the Chicago Ridge Village Hall, 2pm. A list of attendees follows below:

Steering Committee Members

Tara Fifer, CCDOTH

Michael Horsting, RTA

Mary Werner, Village of Worth

Charles Tokar, Village of Chicago Ridge

Andrew Pufundt, CBBEL

Barbara Zubek, Southwest Conference of Mayors

Kevin Michaels, Village of Alsip

Lynn Dwyer, Village of Alsip

Kristen Andersen, Metra

Brian Hacker, Metra

Jessica Mitchell, Pace Bus

Adam Eichenberger, Pace Bus

Invited Attendees

Dan Baden, Village of Chicago Ridge

Consultant Team Members

Jodi Mariano, Teska

Dominic Suardini, Teska

Bridget Lane, BDI

Tim Doron, GHA

Amanda Larson, GHA

Cindy Fish, FTG

1. Prior to the meeting, the Committee was provided the Draft Ridgeland Avenue Corridor Plan (April 10). The plan includes the following chapters:
 - a. Acknowledgements
 - b. Executive Summary
 - c. Community Connectivity
 - d. Transportation Systems
 - e. Land Use and Zoning
 - f. Economic Development
 - g. Urban Design
 - h. Implementation Strategies
 - i. Appendix
 - i. Existing Conditions Data
 - ii. Public Outreach Summary
 - iii. Traffic Signal Warrant Analysis
2. Outreach activities conducted prior to this meeting included the following:
 - a. Public Open House, February 20, 2014.
3. Teska provided an overview of the additional and revised report items as indicated in the agenda. The following comments are noted:
 - a. Pg 23 – to minimize confusion in the transit section and per Metra suggestion, the term “IHB” will be removed from this sentence and will refer to “Railroad” crossing only.
4. The consultant team reviewed the Implementation Strategies chapter. The following discussion points and comments are noted:
 - a. All implementation charts – “SSMMA” should be revised to “SCM”
 - b. Barbara Zubek noted that the SCM has participated in a bike planning initiative in which southwest communities are working together to provide improved bike connections and facilities. The SCM suggested that Ridgeland might be a good candidate to focus on.
 - c. It was noted that the SCM will partly fund Phase 1 engineering efforts towards implementation.
 - d. The group discussed an opportunity for municipalities to jointly endorse the Ridgeland Corridor Plan. Joint endorsement can be used to help leverage regional funding opportunities. CCDOTH and Teska will draft some language that municipalities may consider towards considering a resolution to adopt the Corridor Plan.
 - e. CCDOTH senior staff will be reviewing the Corridor Plan. As part of this review, maintenance responsibilities will be determined.
 - f. Budget costs for pedestrian bridge and underpass structures were discussed. Since these items vary in cost based on structural requirements and aesthetic treatments, it was determined that the budget section be revised to reflect a cost range for these improvements.
 - g. The public outreach summary will be updated upon completion of the final public meeting planned for May 22.
 - h. Chicago Ridge indicated their interest in moving forward with a façade improvement program consistent with the Corridor Plan.

- i. The group was generally supportive of continued involvement with this plan. CCDOTH suggested remaining involved to assist with organization and guidance towards implementation of Corridor Plan components.
5. Committee exercise. Participants were each provided with \$100 in play money. The group was asked to spend their funds in any of the 21 envelope banks provided. A description of the envelope banks is included in the handout titled “Ridgeland Avenue Corridor Plan – Implementation Exercise”. Participants were requested to spend not more than 50% of their funds in their own communities. The results of this exercise are shown on the attachment titled “Implementation Exercise – tallied results”. Highest grossing enhancements include the following:
- a. Transportation Projects:
 - i. Intersection Improvements: New/improved streetscape elements - \$140
 - ii. Metra improvements: Complete design and construction for Metra crossing concept: \$115
 - b. Community Projects:
 - i. Alsip Business Park: Coordinate with Pace to improve public transportation to Alsip business park - \$215
 - ii. Chicago Ridge Downtown Enhancements: Coordinate 106h Street closure, infill development, municipal lots and streetscape: \$135
6. Next Steps:
- a. Comments on the Draft Report are due to CCDOTH by May 1, 2014.
 - b. The Public Meeting is scheduled for Thursday May 22, 7pm at Alsip Recreation Center. The committee will be provided with the following materials via email: meeting announcements, a digital poster, and press release language for distribution within the communities.
 - c. After the May 22 Public Meeting, the Corridor Plan report will be finalized with the RTA / CCDOTH.

The meeting adjourned at approximately 3.15pm.

Encl:

Meeting Agenda

Implementation Strategies Summary

Implementation Exercise – tallied results

Sign in

16 April 2014

**Ridgeland Avenue Corridor Plan
Cook County Department of Transportation and Highways / RTA
Steering Committee Meeting #4**



Chicago Ridge Village Hall, Chambers, 2pm
10455 S. Ridgeland Ave., Chicago Ridge

Agenda

1. Review project schedule
2. Review additional/revised report items:
 - a. Acknowledgements - *new page*
 - b. Part 1 - Executive Summary – *new section*
 - c. Part 2 – Community Connectivity
 - i. Bike facility typology renderings added
 - d. Part 3 - Transportation Systems
 - i. Landscaped medians added
 - e. Part 4 – Land Use and Zoning
 - i. Expanded to address enhancements that municipalities & property owners can make to support redevelopment strategies
 - f. Part 5 - Economic Development
 - i. Zoning information and graphic coordination with transportation plan
 - g. Part 6 - Urban Design
 - i. Wayfinding signage concept added
 - h. Part 7- Implementation Strategies – *new section*
 - i. Transportation enhancements & budget costs
 - ii. Redevelopment concepts
 - i. Part 8 – Appendix
 - i. Existing Conditions Data
 - ii. Public Outreach Summary
 - iii. Traffic Signal Warrant Analysis
3. Committee Exercise – implementation exercise
4. Next Steps
 - a. Comments on Draft Report due May 1, 2014
 - b. Public Meeting – Thursday May 22nd, 7pm at Alsip Recreation Center
 - i. posters to be sent in advance
 - ii. media
 - c. Finalize Corridor Plan Report with RTA/County

BIDGELAND AVE CORRIDOR STEERING MTG 4

04/16/2014 SIGN IN SHEET

NAME

EMAIL

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Bridget Lane

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Amanda Larson

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Cindy Fish

cfish@fishtrans.net

Dominic Suardini

dsuardini@teshassociates.com

Meeting #9 Public Open House - March 22, 2014

28 May 2014

Tara Fifer, CCDOTH
Tara.Fifer@cookcountyil.gov

Michael Horsting, RTA
HorstingM@RTAChicago.org



Re: Ridgeland Avenue Corridor Plan – Public Meeting #3 - Meeting Summary

The following summarizes activities and comments gathered during Public Meeting #3. This meeting took place 22 May 2014 at the Apollo Recreation Center, Alsip Park District, 7pm. The sign-in sheet is attached to this summary.

OUTREACH INVITATIONS TO MEETINGS

Prior to this meeting, the Steering Committee was provided with the following materials to assist with outreach to the communities:

1. Printed announcement posters distributed via email;
2. Press release for distribution;
3. Individual email invitations to addresses offered as part of the community surveys and interviews;
4. Announcements on the project website and facebook page;
5. Personal follow up emails to Steering Committee members and interview participants.

PUBLIC MEETING

The meeting was organized in an Open House Format. Meeting attendees were invited to visit each of three stations focused around **Transportation and Transit; Streetscape and Urban Design; and Economic Development**. Each station included exhibits, enlargement prints of relevant Implementation Chapter excerpts and a bound copy of the printed report. A list of exhibits displayed follows below:

1. Transportation and Transit

- a. Exhibits – Pedestrian and Bicycle Systems; Roadway Sections; Metra Station pedestrian crossing concept; Functional Roadway Classifications; Existing Conditions – Transit Systems and Pedestrian Connections.

2. Streetscape and Urban Design

- a. Exhibits – Bike Facility Typologies and 3D Visualizations; Conceptual Signage and Branding; Community Identity and Corridor Character.

3. Economic Development

- a. Exhibits – Site Enhancement Aerials, Zoning and Development Concepts:
 - i. 79th Street Commercial Development (79th and Narragansett, Burbank)

- ii. State Road Plaza (State Road, Narragansett Road, Ridgeland Ave, Burbank and Oak Lawn)
- iii. Medical Office (99th St and Southwest Highway, Oak Lawn)
- iv. Penny Lane School (103rd and Ridgeland Ave, Chicago Ridge)
- v. Chicago Ridge Downtown Infill and Façade Enhancements (105th street to 108th Street, Chicago Ridge)
- vi. Worth TIF area (111th Street and Ridgeland Avenue, Worth)
- vii. Former Dominick's Commercial Center (127th St and Ridgeland Ave, Palos Heights)

COMMENTS

1. The following comments were discussed and noted:
 - a. Interest to improve the Chicago Ridge downtown and Metra Station Area. One participant represents the multi-family buildings located south of the Metra Station Area and noted recent investment in physical improvements to this property.
 - b. Desire for improved pedestrian and bike connectivity along Ridgeland in Worth.
 - c. One participant noted developer interest in the Worth TIF area, however could not disclose the proposed use or development at this time.
 - d. Positive feedback regarding bike connectivity and community identity signage.
 - e. One participant represents the Friends of the Cal Sag Trail and indicated an interest in developing bike and pedestrian facilities associated with the Cal Sag Trail.
 - f. Interest to redevelop the Former Dominick's Commercial Center in Palos Heights.

2. A "Comments" box was provided for written input. No written comments were provided.

The meeting adjourned at approximately 8.15pm.

Encl: announcement poster, sign in sheet

**WE
HEARD
YOU
LOUD
AND
CLEAR...**

**Ridgeland
Avenue
Corridor
Plan**

**Open House
Thursday
May 22nd
7-9pm**

Alsip Park District
Apollo Recreation Center
12521 S Kostner Avenue
Alsip, IL 60803



VISIT THE PROJECT WEBSITE - SCAN TO DISCOVER!

Now it's time to view the plan!

VISIT THE PROJECT WEBSITE AT WWW.RIDGELANDCORRIDOR.WORDPRESS.COM

RIDGELAND AVENUE CORRIDOR PLAN
 COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS / RTA



PUBLIC MEETING #3 –Corridor Plan Review
 THURSDAY MAY 22ND, 7PM
 APOLLO RECREATION CENTER
 12521 S KOSTNER AVE, ALSIP

SIGN IN SHEET

NAME	COMMUNITY	EMAIL
RON KLINGENSMITH	CHICAGO RIDGE	
Kathy Davis	Palos Hts	
Joseph Farwell	Chicago Ridge	JCFARWELL@GMAIL.COM
PETE MCGAHAN	IDOT	peter.mcghan@illinois.gov



Traffic Signal Warrant Analysis

During the public outreach, multiple comments were received regarding the unsignalized intersection at 99th Street and Ridgeland Avenue. The consultant team obtained traffic reports and prepared a signal warrant analysis to determine if a traffic signal was warranted for this area. The Traffic Signal Warrant Analysis follows:

TRAFFIC SIGNAL WARRANT ANALYSIS

To: **Ms. Tara Fifer**
Cook County Department of Transportation and Highways

From: **Amanda L. Larson, P.E.I.**
Tim Doron, Director of Transportation Planning

Date: February 18, 2014

Subject: **Traffic Signal Warrant Analysis**
Ridgeland Avenue Corridor Study



CONSULTING ENGINEERS

850 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701

820 Lakeside Drive, Suite 5, Gurnee, IL 60031
TEL 847.855.1100 ■ FAX 847.855.1115

53 W. Jackson Blvd., Suite 924, Chicago, IL 60604
TEL 312.329.0577 ■ FAX 312.329.1942

www.gha-engineers.com

GEWALT HAMILTON ASSOCIATES, INC. (GHA) has conducted a traffic signal warrant analysis for the above mentioned project. Two intersections were analyzed to determine the possibility of adding traffic signal control to two intersections based on crash data, pedestrian data, and/or traffic volumes. The following intersections were analyzed:

- Ridgeland Avenue @ 99th Street in Chicago Ridge
- Ridgeland Avenue @ 123rd Street in Palos Heights

Exhibit 1 summarizes the existing Weekday Morning and Evening Peak Hour traffic volumes at each intersection. The Weekday Peak Period counts were completed on February 6, 2014 by GHA. No unusual activities (e.g. emergency vehicle activity or inclement weather) were observed during our counts that would be expected to impact traffic volumes or travel patterns in the vicinity.

Traffic Signal Warrant

The 2009 Manual on Uniform Traffic Control Devices (MUTCD) presents nine possible warrant conditions to analyze for any particular intersection. For the intersection of Ridgeland Avenue at 99th Street, Warrant 3, Peak Hour, was the most likely to be met and was the focus of our analyses.

Exhibit 2 presents the following Warrant Calculations for this intersection:

- A. Existing Traffic Volumes (from *Exhibit 1*)
- B. Reductions for future traffic that will be able to make a Right Turn on Red (RTOR).
- C. Warrant Volumes – total volumes adjusted for RTOR

The MUTCD recommends that traffic signal warrant volumes be calculated while considering the reduced volume that will result from the future Right Turns on Red (RTOR). IDOT and most municipalities have adopted *Pagones' Theorem* (See *Appendix I*) which considers both the geometrics of the intersection approaches, as well as the mainline traffic volume when determining an appropriate RTOR reduction factor.

99th Street

Exhibit 3 presents MUTCD Figure 4C-3, which is used to determine if minimum threshold volumes are met during the Peak Hour. The minor approach, 99th Street, has an existing traffic volume of 64 vehicles per hour (VPH) during

*Traffic Signal Warrant Analysis
Ridgeland Avenue Corridor*

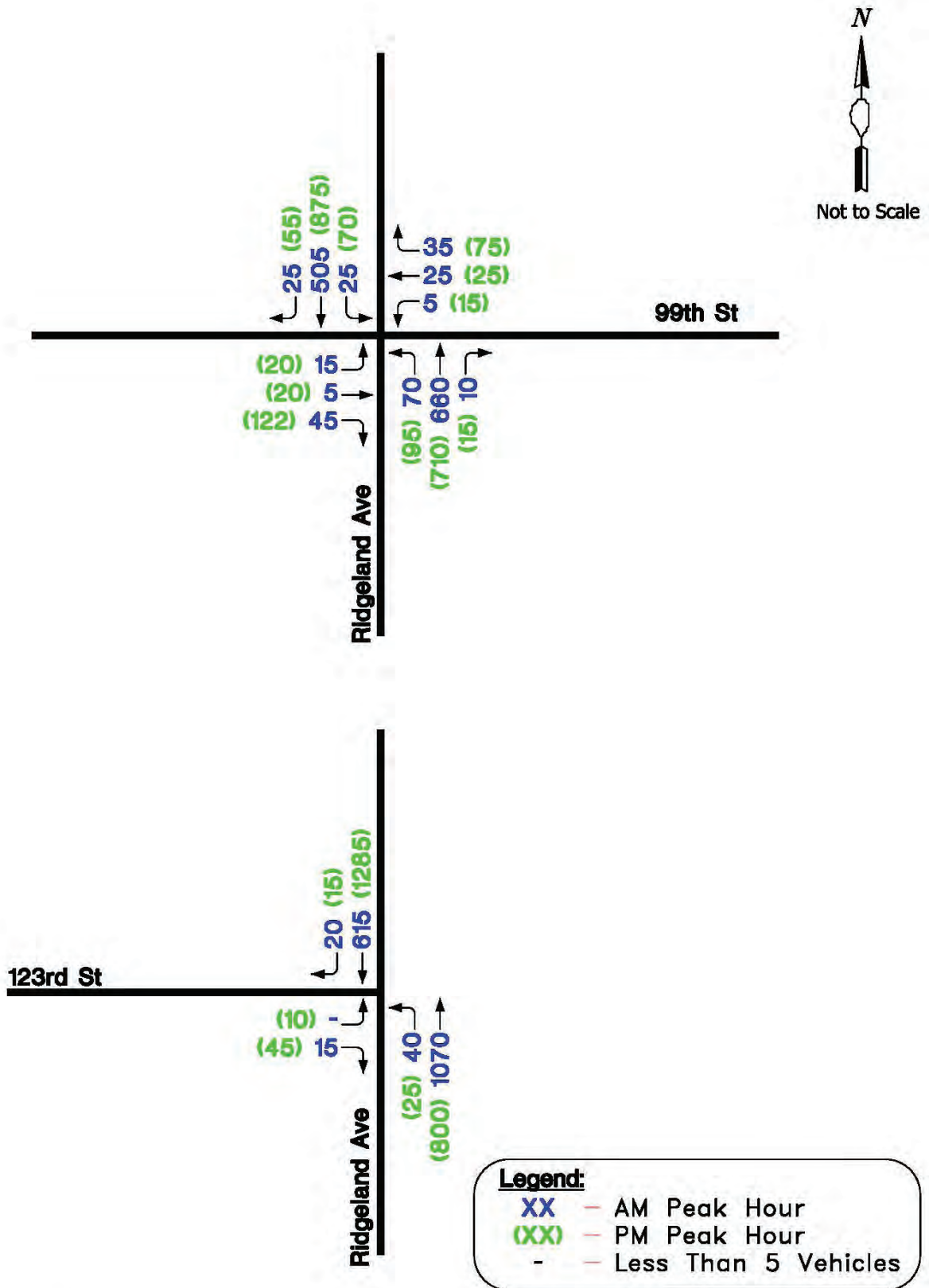
the AM peak hour and 160 VPH during the PM peak hour. Using the aforementioned *Pagones' Theorem*, Right Turn on Red reductions of 25 and 65 vehicles were taken during the Morning and Evening Peak Hours respectively, resulting in a Warrant volume on the minor approach of 40 vehicles during the AM peak hour and 100 vehicles during the PM peak hour. When considered in conjunction with the combined through volume along Ridgeland Avenue of 1161 and 1576 vehicles respectively, the evening peak hour does not exceed the minimum volume (i.e. falls above the curve) and doesn't satisfy the warrant criteria. Although this volume isn't met with the existing traffic count volumes, some vehicles leaving the Commons of Chicago Ridge Shopping Center wishing to travel northbound on Ridgeland Avenue will exit on the northern driveway to 99th Street to complete their left turn movement. These additional vehicles will help warrant the traffic signal.

It is also important to note that traffic counts were taken in February which is a low point in the retail year. It is reasonable to estimate that during most other months the minimum warrant volume could be met. Another point of discussion is the current vacancies in Chicago Ridge Mall, as well as the Commons of Chicago Ridge Shopping Center. As new tenants are added, traffic using the intersection will increase accordingly.

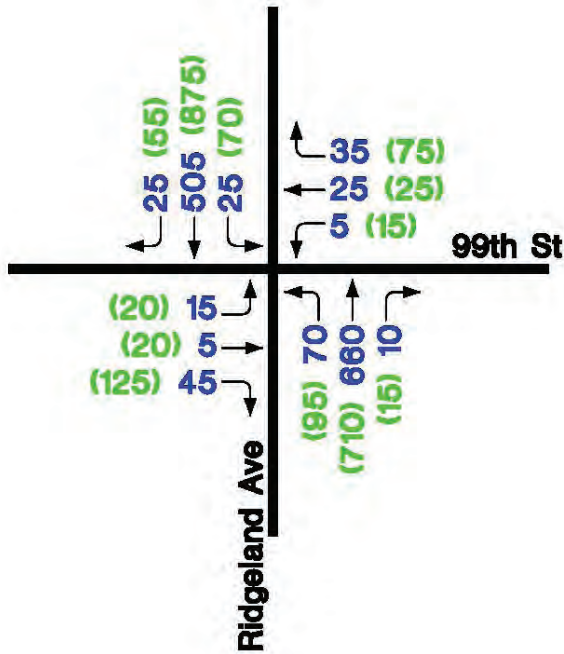
123rd Street

For the intersection of Ridgeland Avenue at 123rd Street, Warrant 3, Peak Hour, and Warrant 4, Pedestrian Volume, were tested and neither one was satisfied. *Note: Traffic counts were completed in February which affects the number of pedestrians and bicycles using the intersection. For an accurate pedestrian number, counts should be redone in the spring or summer.*

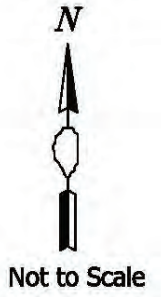
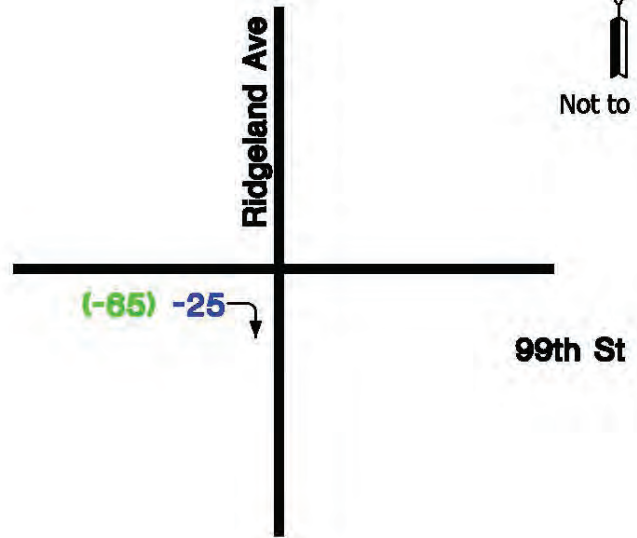




A. Existing Traffic



B. RTOR Reduction



C. Warrant Volumes

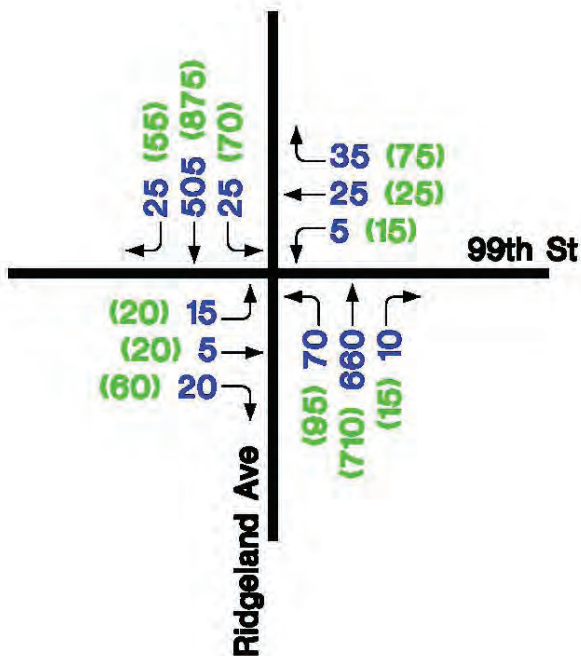
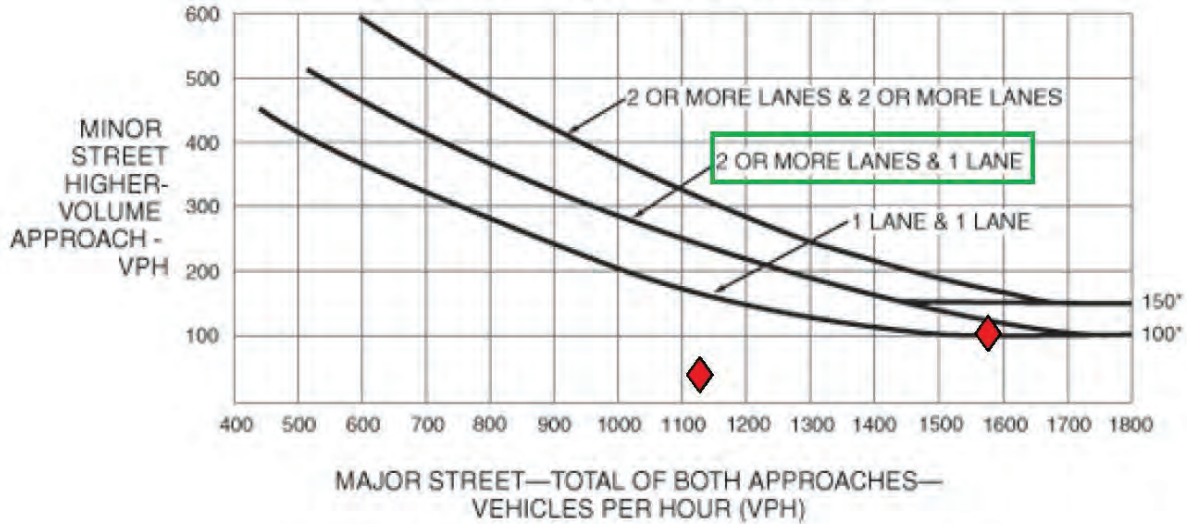


Exhibit 3
Traffic Signal Warrant Test for Ridgeland Avenue and 99th Street – Peak Hour from 2009 MUTCD

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Discussion

- Based on MUTCD 4C.01-9, the minor street approach is only considered to be 1 lane because less than half of the traffic on the approach turns left.

Volumes (AM Peak Hour and PM Peak Hour, respectively)

- Major Street – Ridgeland Avenue = 1,161 VPH, 1,579 VPH,
- Minor Street – 99th Street (With Pagones’ Reduction) = 40 VPH, 100 VPH

Result

- Existing Intersection Volumes does not meet Warrant #3 Peak Hour for either peak hour



Draft Resolution

During the last steering committee meeting, there was interest by stakeholder communities to adopt the Ridgeland Avenue Corridor Plan at the municipal level. Village Board and City Council adoption would be a useful tool when applying for future planning and implementation grants. The attached draft resolution document was provided to the Committee for their consideration and use towards adoption.

At the time of printing, the Village of Chicago Ridge adopted the Ridgeland Avenue Corridor Plan, Resolution Number 14-05-06, May 20, 2014.

RESOLUTION NO.

Resolution to Adopt the Transportation and Land Use Plan for “Ridgeland Avenue”

WHEREAS, the Ridgeland Avenue Corridor Study, a transportation and land use study, was partially funded by the Regional Transportation Authority (RTA), this was a planning initiative of the Cook County Department of Transportation and Highways; and,

WHEREAS, the MUNICIPALITY participated as a Steering Committee member for the completed Corridor Transportation and Land Use Plan for Ridgeland Avenue from 79th Street to 135th Street; and,

WHEREAS, the Corridor Transportation and Land Use Plan will provide strategic planning and development within the corridor area; and

WHEREAS, the Corridor Transportation and Land Use Plan make recommendations on land use and zoning, community connectivity, all mode transportation system, economic development and urban design within the MUNICIPALITY; and,

WHEREAS, the Steering Committee has held public meetings and provided comprehensive public involvement, reviewed the plan and recommends adoption of the Ridgeland Avenue Transportation and Land Use Plan.

Chicago Ridge Metra Crossing Implementation

Ongoing discussions have taken place between the Village of Chicago Ridge and Metra regarding the implementation of pedestrian crossing improvements at the Chicago Ridge Metra Station. The following letter was provided by Metra on June 13 2014 describing near term action steps that the Village and Metra can take towards improving pedestrian access at the station area. The Village and Metra are encouraged to continue discussions regarding this topic.



547 W. Jackson Blvd. Chicago, IL 60661 (312) 322-6900 TTY# 1-312-3

June 13, 2014

The Honorable Charles E. Tokar
 Village President
 Village of Chicago Ridge
 10455 S. Ridgeland Avenue
 Chicago Ridge, IL 60415

Dear Mayor Tokar:

During the planning process for the Ridgeland Avenue Corridor Study, Metra staff was informed that passengers have been observed crossing Ridgeland Avenue over the railroad tracks after alighting outbound trains at the Chicago Ridge station. When outbound trains are stopped at this station, the rear of the train extends into the crossing and safety gates remain down. We understand that some pedestrians falsely perceive that these gates provide a protected path across Ridgeland Avenue, and cross the tracks behind the train.

Metra takes the safety of our riders very seriously, and worked with the study team to develop the pedestrian crossing improvement concept shown in the study's draft final plan. The draft plan also discusses rail safety enforcement efforts as a strategy to encourage pedestrian safety at this location. In addition, at an onsite meeting held April 30, 2014, Village of Chicago Ridge staff and trustees asked if outbound trains during the afternoon peak could stop at the station's south platform, so that commuters walking toward the southeast side of the Ridgeland/SWS intersection would no longer need to cross the tracks.

Metra has determined that this operational change will not be feasible. In the outbound direction, the next track crossover is located between the Palos Heights and Palos Park stations, meaning that a platform change at Chicago Ridge will also affect the platforms used at the Worth and Palos Heights stations. The length of the south platform at Worth is not sufficient to accommodate a full-length train, and two cars would no longer be able to open at this station. At Palos Heights, a shift to the south track would inconvenience commuters utilizing the station's parking facilities, all of which are located north of the station.

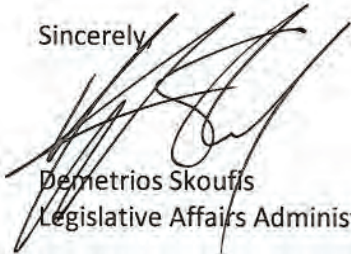
Metra will employ two strategies to encourage Chicago Ridge commuters to cross Ridgeland Avenue at designated crosswalks. Effective immediately, outbound Metra trains stopping at Chicago Ridge will pull further west into the station, so that safety gates at Ridgeland will rise before alighting passengers can reach the rail crossing. On July 18, Metra will lead a safety blitz at Chicago Ridge, to educate commuters about safe behavior on and around rail crossings. Chicago Ridge staff and law enforcement have been invited to participate in this event. Metra frequently works with station host communities on safety enforcement campaigns, and has found them to be very effective.

Metra also recommends working with Cook County to install high-visibility signage at the existing crosswalk south of the tracks, which will encourage motorists to stop for pedestrians, in accordance

with state law. In the long term, the Village can pursue funding for full implementation of the pedestrian crossing improvement concept proposed in the Ridgeland Avenue Corridor Study final plan.

The safety of our riders, employees, and the general public is Metra's top priority, and we look forward to continued coordination with the Village of Chicago Ridge to improve pedestrian safety near this station.

Sincerely,



Demetrios Skoufis
Legislative Affairs Administrator