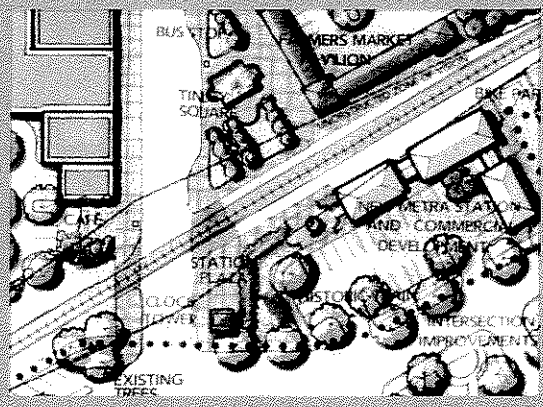
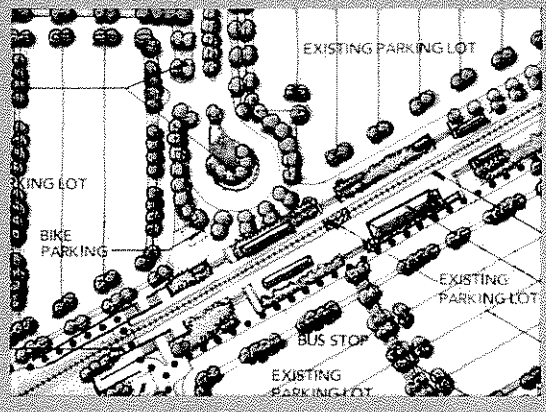
TRANSIT ORIENTED DEVELOPMENT PLANS

for the
OAK PARK AVENUE STATION AREA
and the
80th AVENUE STATION AREA
in
THE VILLAGE OF TINLEY PARK, ILLINOIS



Prepared For:
The Regional Transportation Authority
The Village of Tinley Park, Illinois



Prepared By:
Camiros, Ltd.

In Association With:
Barton-Aschman Associates, Inc.
Applied Real Estate Analysis, Inc.

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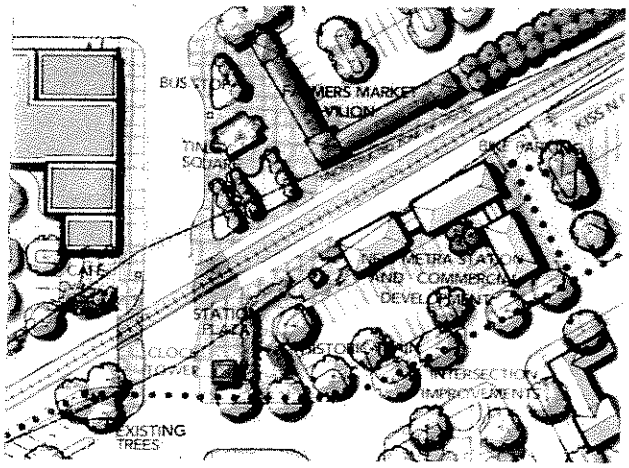

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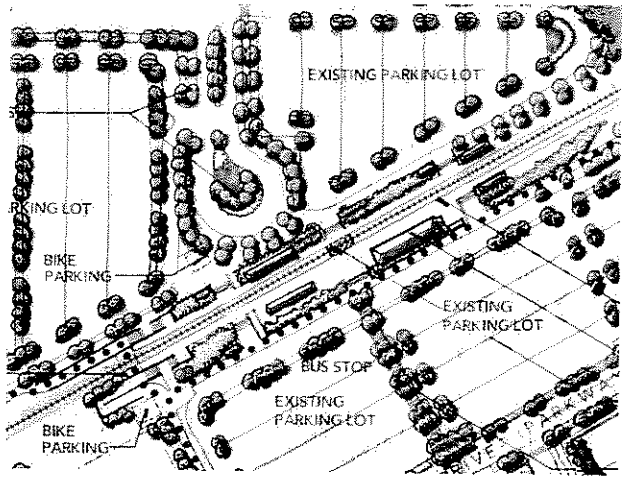

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September 1998

ACKNOWLEDGMENTS

The Transit Oriented Development Plans for the Oak Park Avenue Station Area and the 80th Avenue Station Area in the Village of Tinley Park, Illinois were prepared through the concerted effort of the Village of Tinley Park, the Regional Transportation Authority, Metra, Pace and the project's planning consultants, Camiros, Ltd., Barton-Aschman Associates, Inc. and Appied Real Estate Analysis, Inc. The considerable time and effort devoted to the creation of this plan is sincerely appreciated. The participation in the May 1998 planning charrette of many citizens, staff and officials of the Village of Tinley Park, too numerous to mention here, is especially appreciated.

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EXECUTIVE SUMMARY

This report presents a series of recommendations for the improvement and redevelopment of the areas surrounding the Oak Park Avenue and 80th Avenue Metra stations in Tinley Park, Illinois. These recommendations are based upon the use of transit oriented development (TOD) principles to achieve area visions and goals as derived by the citizens of Tinley Park.

Transit oriented development principles explain how desired development patterns can emerge in response to the location and use of mass transit facilities. Examples of TOD abound in areas developed before the post-war emergence of the automobile as the primary force shaping our urban environment. Especially observable in established "railroad" suburbs and older city neighborhoods, some key aspects of TOD are:

- The tendency for the transit station to be located within the center of the community;
- Direct pedestrian linkages to key commercial and employment sites;
- The location of residential development within reasonable walking distance of the station;
- Close and efficient transfer access between the commuter train stop and feeder bus routes;
- Accessible parking which can serve both transit and adjacent commercial uses;
- Feeder streets scaled to balance pedestrian and auto movement;
- Pedestrian and transit friendly urban design; and
- Higher levels of transit use.

Tinley Park is a growing village of approximately 45,000 located in Chicago's southwest suburbs. The community is served by the two Metra stations under study -- Oak Park Avenue and 80th Avenue. These stations are located in vastly different contexts. The Oak Park Avenue station is part of the village's historic center, an area that exhibits many TOD principles which have the potential for enhancement. The 80th Avenue station is in an emerging auto-oriented residential area, and has been constructed as a "park and ride" station in an area devoid of existing TOD influences. The challenge at Oak Park Avenue is to optimize existing potential. The challenge at 80th Avenue is to create a setting that helps to initiate such potential.

Planning and design for these areas occurred through a process involving the community through surveys of transit riders, a design charrette (workshop), and key person interviews with representatives of commercial and residential groups having interest in the station areas. Some key findings of the plans are as follows:

Oak Park Avenue Station Area

Participants in the TOD workshops have described Oak Park Avenue as follows:

> *Oak Park Avenue, in the vicinity of the Metra Station is a major focal point for the Tinley Park community. As the soul of the community it connects us with each other, to our heritage as a small farming community and to the larger transportation area. It exists at a physical scale which accommodates several modes of travel but emphasizes the character, walkability and accessibility of a small town center.*

Thus, the six goals of TOD based planning in this area are:

- Assure efficient and effective connections to the Metra station;
- Provide a safe, efficient and effective transportation system to serve the area;
- Encourage the economic vitality of Oak Park Avenue;
- Respect the present scale and type of development along Oak Park Avenue;
- Maintain the historic character of Oak Park Avenue; and
- Establish Oak Park Avenue as a community focal point.

The Oak Park Avenue Station Area Redevelopment Plan responds to these goals by making the station and surrounding areas more accessible by pedestrian, auto and feeder bus modes, accommodating new mixed use development close by the station area, improving parking layout and access, and creating several community gathering places which help to establish the scale and function of the area as a pedestrian oriented "town center." Among the major projects suggested by the plan are:

- Realignment and improvement of South Street, to improve auto and pedestrian east-west community linkages and to enhance access to the Oak Park Avenue station area.
- Improvement of parking lots to improve safety and accessibility to the Metra station, and to increase off-peak use by non-commuters.
- New mixed use development along South and North streets.
- Establishment of a town square immediately north of the Metra tracks along Oak Park Avenue.

80th Avenue Station Area

Participants in the TOD workshops have described Oak Park Avenue as follows:

> *80th Avenue, in the vicinity of the Metra Station is an emerging focal point for the Tinley Park community. As the village expands to the west, this newly developing area will become a center for commuter oriented services and municipal and recreational facilities. It is accessible through several modes of travel, but emphasizes connection of transit facilities to nearby residential areas and to the Village-wide bikeway system.*

Thus, the five goals of TOD based planning in this area are:

- Assure efficient and effective connections to the Metra station;
- Provide a safe, efficient and effective transportation system to serve the area;
- Provide commuter-oriented retail and services;
- Improve the appearance of the station area; and
- Establish the station area as a new center of community activity.

The 80th Avenue Station Area Conceptual Plan responds to these goals by proposing improved pedestrian and bicycle linkages between the station and existing and proposed adjacent development areas. Direct auto access as well as auto linkages to community-wide systems are proposed to expand the development context and orientation of the area. This includes a proposal for future development of a major cultural facilities complex just south of and connected to the station site. Lastly, suggestions are provided for the redesign of the station facility itself to better accommodate auto, bus, bicycle and pedestrian access.

Among the key projects suggested for further evaluation are:

- Linkage of the station area to an east-west "parkway" to improve community access to the area.
- Establishment of improved pedestrian and bicycle linkages to adjacent residential and commercial development.
- Redesign of the station facility and platforms.
- Linkage of the station site to potential residential development to the southwest and cultural facilities to the south.

Refinement and implementation of these plans, their related projects and other suggested implementation policies will help to direct the future development of both station areas in an efficient and effective manner, while achieving community-wide development goals and increasing opportunities for transit ridership.

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1: INTRODUCTION

PURPOSE OF THE STUDY

This study was undertaken to identify transit oriented development (TOD) opportunities in the areas surrounding the two commuter rail stations within the Village of Tinley Park, Illinois on the Metra Rock Island District line extending through the southwest Chicago suburbs. The study was jointly funded by the Village of Tinley Park and the Regional Transportation Authority (RTA).

The RTA is an authority created in 1974 by the Illinois State Legislature to facilitate public transportation in the six-counties surrounding Chicago, a roughly 3,500 square mile area. The operation of transit services within this area is provided by three RTA Service Boards: the Chicago Transit Authority (CTA); the Commuter Rail Division (Metra); and the Suburban Bus Division (Pace). Metra provides commuter rail service from the two stations studied to the LaSalle Street Station in Chicago's Loop. Pace operates two bus lines within Tinley Park, one of which currently serves the Oak Park Avenue station in Tinley Park's historic downtown.

The Village of Tinley Park applied for matching funds made available through the RTA's Technical Assistance Program in order to study the following: 1) opportunities for revitalization of the core commercial district immediately surrounding the Village's historic Oak Park Avenue station; and 2) development opportunities and potential transit-related improvements surrounding the Village's more recently constructed station facility at 80th Avenue. In pursuing a TOD study for both of these stations, the RTA hopes to achieve a greater understanding of the challenges and opportunities inherent in these two station types, as most suburban train stations existing within the Metra system fall within a context similar to one or the other of the two Tinley Park stations. Lessons learned through this study can inform future efforts by all three Service boards to better serve the needs of public transit users throughout the Chicago metropolitan area, and to identify ways to encourage the use of public transit to move throughout the region.

Given the nature of the built environment surrounding the two Tinley Park stations, planning efforts in this study focused primarily on the historic Oak Park Avenue station area. A detailed redevelopment strategy, including recommendations regarding parking and circulation, were developed for this station. The planning effort for the 80th Avenue station was more conceptual in nature.

PLANNING PROCESS

The planning process for this study consisted of four activities: 1) data collection; 2) public participation; 3) development of a redevelopment plan for the Oak Park Avenue station area; and 4) development of a concept plan for the 80th Avenue station area. Together, these efforts provided a clear picture of the physical, functional, economic and social characteristics of both station areas.

Data Collection

To aid in detailed site surveying efforts, a block number system was established for the Oak Park Avenue study area. Each block typically has four block faces. The north side of one street is included in one block and the south side of the street in another. For example, the north side of 174th Place is part of Block 20 and the south side of the street is included in Block 25.

Data collection at both stations included surveys of existing land use and building conditions, an inventory of existing physical and landscape amenities within public rights-of-way, and an assessment of the current function of both transit facilities by Camiros, Ltd. Applied Real Estate Analysis conducted research into the commercial market characteristics of the area. Site surveys and research were conducted in April and May of 1998.

In order to accurately assess the parking and circulation characteristics of the two station areas a detailed series of traffic counts, a sidewalk inventory and parking lot occupancy counts were completed. These data collection efforts focused primarily on the Oak Park Avenue station area. Traffic counts were conducted at the intersections of Oak Park Avenue with 174th Street (Hickory) and 173rd Place by Barton-Aschman Associates, Inc. from 7:00am to 9:00am and 4:00pm to 6:00pm on Wednesday, April 22, 1998. A sidewalk inventory was conducted within the study area in April 1998. Each block was observed for sidewalk maintenance problems, the presence or lack of a sidewalk, and compliance with the American with Disabilities Act (ADA) requirements. On-street parking and private, off-street parking lot occupancy counts were conducted mid-day on Wednesday, April 22, 1998 and on May 6, 1998. Commuter parking lot occupancy counts were conducted for both train stations on Wednesday, April 22, 1998, between the hours of 10:00am and 2:00pm.

Public Participation

A significant effort to solicit participation from the public was undertaken. The initial effort consisted of several key person group interviews conducted by Camiros, Ltd. in April and May 1998. Groups included representatives of the Village staff, several Village commissions, the Village Board of Trustees, Oak Park Avenue business and property owners, the Tinley Park Chamber of Commerce, the Oak Park Avenue Main Street Association (OPAMA), the Tinley Park Mental Health Center, the Howe Development Center, the Crisis Center for South Suburbia, Metra and Pace. A complete list of key person interview invitees is included in the Appendix of this report.

With Metra's cooperation and assistance, an on-board survey of commuters boarding at the Oak Park Avenue station was administered on one morning in late April 1998. Commuters were given a four-page written survey to fill out and return upon arriving in the Loop. Questions included commuting habits, knowledge of businesses near the station, and patterns of use of these businesses. Roughly 800 survey forms were handed out by Village staff, with 260

responses collected and tabulated, for a roughly 33 percent response rate. Results of the survey are summarized in a later chapter, and the full survey results are included in the Appendix of this report.

The public participation phase of the project concluded with a three-day "charrette" held on-site in the Village's Public Safety Building in the Oak Park Avenue Station Area from the 11th through the 13th of May. A series of groups of interested constituencies were invited to review and comment on assembled data and initial concept ideas, as well as to help refine a vision and set of goals and objectives for the Oak Park Avenue station area. The charrette culminated with a public meeting on the final evening at which an initial redevelopment plan and list of proposed projects, developed as a result of the charrette, was presented for review and comment. A complete schedule and list of invitees from the charrette is included in the Appendix of this report.

Plan Development

After the charrette, discussion and feedback from Village staff, Village Commissions, the Village Board, RTA, Metra and Pace continued during working meetings. More survey work and analysis of the traffic system was conducted to complete the development and refinement of the two TOD plans.

As a result of this report, it is expected that the Village and the RTA will continue to work together to assure that aspects of the plan are implemented in a cooperative manner, to the ultimate benefit of both the Village and the transit system.

ORGANIZATION OF REPORT

This report begins with a brief overview of the concept of transit oriented development as a planning philosophy and strategy, in Chapter Two. Chapter Three provides a summary of the physical and economic characteristics of the planning context in the Village of Tinley Park. Chapter Four outlines the current transit related characteristics of the Village, and identifies, in general terms, the opportunities that TOD can provide. The redevelopment strategy and parking and access developed for the Oak Park Avenue station area is described in Chapter Five. Chapter Six consists of a discussion of the conceptual plan developed for the 80th Avenue station area. The report concludes with a lengthy Appendix, in which more detailed data and information is provided to supplement the discussion in the main body of the report.

2: TRANSIT ORIENTED DEVELOPMENT

Transit oriented development (TOD) is an approach to the design and development of land around transit stations that encourages and facilitates the use of mass transit. Transit oriented development has been occurring in the United States since the beginning of urban passenger rail systems in the latter half of the nineteenth century. Until the introduction of the automobile, communities centered around transportation hubs- whether rail, water way, or trolley line- out of necessity. Accessibility - the ease with which people and goods move into, through, or within a given area - was the key to a community's survival and success. Original TOD patterns are still evident in many older communities surrounding Chicago.

After automobiles became the primary mode of transportation, patterns of development emerged that were designed to accommodate the car, significantly altering traditional neighborhood and community development patterns. Streets were widened, sidewalks became less important and sometimes were eliminated. Often, land uses became so spread out that cars were an absolute necessity for mobility. Recent trends in urban design and planning have suggested a return to traditional neighborhood design, where defined neighborhoods are limited in size and encouraged to contain mixed uses - such as retail, services, employment, and residential - all within walking distance of one another. TOD builds on traditional neighborhood design by including a focus on transit for accessibility not only within a neighborhood but also between neighborhoods and to the larger region. The implication of TOD is that development is more efficient and desirable for pedestrians, resulting in an exciting and complex environment, and a heightened sense of community.

Most transit oriented areas can be considered as either a place of origin (i.e., a neighborhood of strong residential uses with transit users departing from the neighborhood station) and/or place of destination (i.e., an employment, commercial, retail, or entertainment center which draws people in from outside of the community). TOD-based neighborhoods and communities, while having their own histories and characteristics, follow a general set of design principles that can be adapted to fit the area, whether as a destination or place of origin.

TRANSIT ORIENTED DEVELOPMENT PRINCIPLES

As discussed in popular literature and various past studies on transit oriented development, successful TOD neighborhoods generally follow these planning and design principles:

- The immediate, transit-related neighborhood tends to be limited to one-quarter to one-half of a mile in radius, reflecting a five- to ten-minute walk distance. Advocates of traditional neighborhood design have pointed out that most people will only walk approximately 1,300 feet (two blocks or

about one-quarter of a mile) to reach a destination, with the exception that work-related trips can sometimes be longer.

- The neighborhood center contains a major public space surrounded by a mix of uses (such as retail, churches, parks, and schools) and focuses on a transit access point. Both daytime and nighttime pedestrian activity is encouraged.
- Within the neighborhood, a mix of land uses provides for essential daily needs (such as convenience shopping, schools, recreation, and entertainment) and, when possible, employment.
- Land uses closest to the transit facility are those which benefit the most from access to transit, such as businesses, schools, and high-density residential development. The overall density is highest in the ring around the transit stop and becomes less dense towards the edges of the neighborhood.
- Population density is high enough to support the local retail, services and transit facility.
- When possible, developments include mixed uses, typically with commercial uses on the first floor and residential or office uses above.
- Activities for transit using non-residents (such as retail, services, neighborhood institutions or employment sources) are encouraged, in order to increase outside contact with the neighborhood.
- Pedestrian accessibility is emphasized, but adequate auto access is also accommodated. Entrances to buildings occur at the sidewalk, with parking lots located between or behind buildings and shielded from view with landscaping where feasible.
- Streets and paths follow a clear grid system accessible to pedestrians, bicyclists, and motorists. Circulation paths for these different transportation modes are separated where possible and clearly delineated.
- Neighborhood landmarks are used for orientation purposes.
- Streets and public spaces feel secure both during the day and at night, and are visually appealing. Signage and lighting are coordinated and prominent, allowing for nighttime activity.

Within the immediate station area, several design and planning guidelines are used to implement these principles and to increase the efficiency and attractiveness of the transit station and adjacent retail, commercial, and other development for commuters and nearby residents. These guidelines are intended to stimulate and focus community activity around the station area:

- Commuters and nearby residents have direct access to a variety of goods and services. Transit users are able to buy more than just coffee and newspapers in station areas. They typically will patronize convenience-oriented businesses, such as dry cleaners, restaurants, ATMs, auto repair shops, beauty salons, video stores, and grocery stores.[1]
- The close proximity of businesses to a station creates convenient shopping opportunities, which are of primary importance to commuters. Convenience is so important to commuters' shopping decisions that they will often pay a premium for that convenience. The average commuter spends $20 to $30 per week at station-area stores, which can translate into additional sales tax

1 From a survey of Metra riders conducted by Camiros, Ltd. for a 1994 planning study.

revenue for the community and potential increase in local employment opportunities.[2]

- Visibility is as important as proximity for drawing commuters into nearby stores. Transit users often have a greater awareness of businesses around their stations than of those in a commercial center on a nearby arterial street. If commercial, retail, or other convenience services cannot be developed adjacent to the station or stop, strong linkages are made between the station and the nearest commercial center.
- Commuters prefer to shop in the evening, when not pressed for time. Therefore, station area businesses stay open later in the evening to take advantage of commuter business.
- Structures and landscaping are utilized to maintain a defined street edge.
- Commuter parking is designed and located to complement the entire station area land use scheme and enhance pedestrian circulation, seeking to place retail and service uses between the transit user and his/her ultimate destination.
- Pedestrian paths are provided for transit users between stations and commuter parking lots or residences that make nearby stores easy to see and reach.
- The station area should be maintained as an attractive and vibrant environment.

Transit facilities themselves are central to any successful transit oriented development. The following planning and design recommendations focus on integrating transit stations into TOD neighborhoods:

- The station should relate to the rest of the neighborhood, contribute to street life and promote development of adjacent sites. Stations that are vital parts of the community tend to be less vulnerable to misuse and vandalism.
- The station should be safe for transit users and nearby pedestrians, with adequate light and security provided. The platform area should not feel isolated from its surroundings.
- Accommodations should be made to encourage transfer between modes of transportation. The location of circulation paths to bus shelters, "kiss n' ride" areas and bike racks is crucial, and they should be as close to the station entrance as possible.
- Station signage, and the station design itself, can act as a "beacon" for residents and non-residents alike. Signage should be clear both from a distance and upon arriving at the station by all transportation modes.
- Adequate space and landscaping should be provided around the transit station to allow for easy circulation and orientation, especially during rush hour periods.

Through the use of these planning principles and recommendations, TOD can effectively improve how existing neighborhoods function and create more efficient and sustainable new development. Through TOD, new development can effectively utilize existing infrastructure,

2 From a survey of Metra riders conducted by Camiros, Ltd. for a 1994 planning study.

build upon strong existing land use patterns, and help to alleviate the inefficiency of separation of land uses. TOD ultimately seeks to enable the creation of a larger community consisting of numerous small-scale neighborhood centers, each with an "origin" or "destination" function, efficiently linked together through mass transit, improved pedestrian access and the automobile. In this way, each individual development project can serve to strengthen the entire system.

THE REALITIES OF TRANSIT ORIENTED PLANNING

The principles and guidelines mentioned above help to establish a context for encouraging the emergence and maintenance of transit oriented development. However, their application is not a guarantee of success, for the realities of existing physical, market and regulatory conditions often limit the degree to which TOD can affect the rejuvenation or improvement of developed areas. For example, prior experience indicates that:

- The historic structure of many Chicago suburban commercial cores is based on TOD principles. TOD planning is often not an issue of rearranging the existing development pattern, but rather of refocusing development around this pattern.
- Often, much of the built fabric that created historic TOD patterns is missing because of clearance and more recent attempts to reorient development toward the automobile. Some retrofitting back to this original structure is often necessary.
- Present intermodal transfer facilities and/or linkages (such as bus to train, automobile to train, and bicycle to train) tend to be very weak or nonexistent. A key function of TOD planning is to correct this weakness.
- Present pedestrian linkages between transit stations and the surrounding community are also often very weak or nonexistent. Another key function of TOD planning is to establish (or reestablish) these links.
- Even in a community that has a historic TOD orientation, it is not axiomatic that rejuvenation of the transit system will foster significant growth. Moreover, it may be that transit facilities are no longer located at the "center" of the community at all. Neighborhood centers can relocate due to increased automobile dominance or competing transit facilities nearby.
- TOD is not a substitute for market demand. It can serve to organize an existing market but can only, by itself, create a modest enhancement to the market base of an area. Improving a transit stop and its immediate surroundings is not a guarantee of major development attraction.
- Transit service levels will have a significant effect on the ability of transit to spur redevelopment activity. If transit-generated traffic occurs only at the "commuting" rush hours, non-transit customers must be lured to the area at other times.
- Many TOD-conducive areas boast private property owners with interests in development, but who lack a sense of how to capitalize on transit-generated customer traffic. TOD planning is a tool which can provide a sense of direction and market for such property owners.
- TOD can succeed only with strong coordination between the public sector and the community. There is a need for the municipality and transit agencies to initiate coordination with the private development market so that public sector and private sector initiatives become mutually supportive.

- The standard TOD "area of influence" will vary in certain areas, at times being smaller or larger than the generally accepted range of one-quarter to one-half of a mile. Large institutional or entertainment-related uses falling outside that range may in some cases allow TOD principles to extend beyond the traditional range. In other situations, where barriers exist that affect circulation and activity in the neighborhood, residents may be unable or unwilling to walk even a short distance to access transit.

3: THE VILLAGE OF TINLEY PARK

The Village of Tinley Park is a growing community in the southwest suburbs of Chicago. It is located along I-80 and is divided diagonally from southwest to northeast by the Rock Island Railroad, which carries both commuter and freight traffic. The Village is bounded by the communities of Oak Forest to the north and Orland Park to the west, forest preserve land to the east, and the Village of Mokena and unincorporated Will County land to the south.

The community is served by two commuter stations, an historic station at Oak Park Avenue and a much newer station at 80th Avenue. Recent residential development has extended the community significantly to the west. Like many communities in the Chicago metropolitan region, Tinley Park's new growth has resulted in a "geographic center" that does not coincide with the "historic center."

A BRIEF HISTORY[3]

The historic development of Tinley Park is centered on Oak Park Avenue at the railroad tracks. Settlement of the area began in the mid-1800s, when settlers of Germanic origin predominated in the timberlands north and northeast of the present historic center. In 1850, Bremen Township was established, and construction of the railroad line through the area began in 1852. The Village of New Bremen was platted in 1853, and by 1863 had become a center for commerce for the predominantly agricultural surrounding area. By this date, the station area included several hotels, two saloons, three merchants, three carpenters, a blacksmith, a cobbler and a wagonmaker. A public school had also been established nearby. A wind-driven mill and grain elevator were constructed in the 1870s, and soon thereafter Saenger Hall, a dance hall, and the Bremen Cash Store, the first masonry structure in the Village, were built

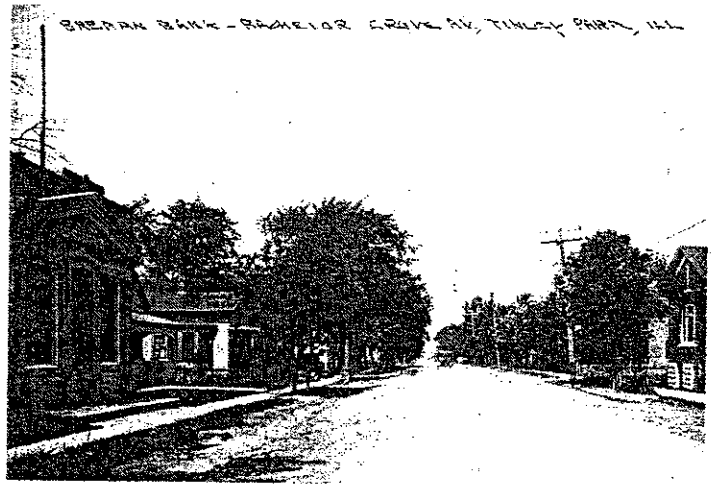

Figure 1:
Looking north along Oak Park Avenue from North Street, circa 1924 (the bank and homes in the left foreground no longer exist).

3 Summarized from materials provided by the Tinley Park Historical Society.

south of the tracks. Saenger Hall would serve as a major regional attraction for many years, until it was destroyed by fire in 1962.

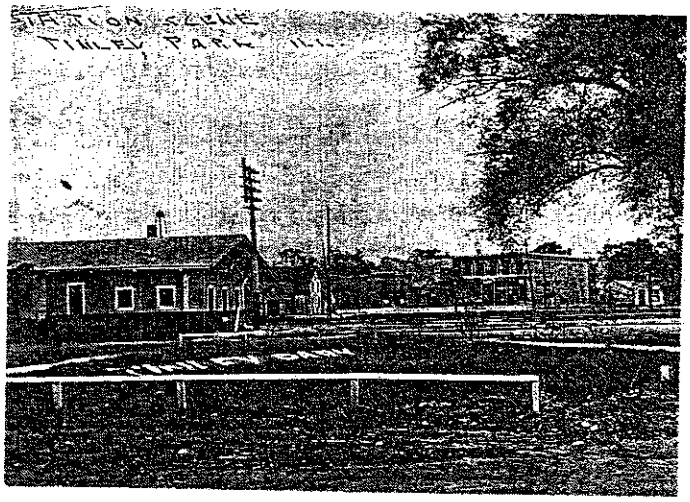

Figure 2:
Looking southwest from Oak Park Avenue toward the station and Cash Store, circa 1920 (the station shown was replaced in 1945).

By 1890, New Bremen boasted a population of 200, and its name was changed to Tinley Park in memory of Samuel Tinley, the first ticket agent at the railroad station. Residents self-financed a municipal water system in 1898, and established electrical service in 1909. The original train depot was replaced by the current one in the 1940s.

As the Chicago metropolitan area has grown by leaps and bounds during the 20th Century, so too has Tinley Park. While it no longer serves a surrounding agricultural areas as it once did, its historic center maintains a small town atmosphere that hearkens back to that time. The Village's population has grown to over two hundred times its size a century ago, but much of its historic fabric can still be seen in the vicinity of the Oak Park Avenue station.

PHYSICAL CHARACTERISTICS

Tinley Park is a predominantly residential community, with 52 percent of existing Village land being used for single family residential development and 13 percent accommodating multi-family residential development. Commercial land use accounts for 12 percent of the Village, generally concentrated along Oak Park Avenue and at the north side of the Village in the vicinity of 159th Street and Harlem Avenue. Twenty-three percent of the Village is in Office/Industrial use, primarily concentrated to the south along the I-80 corridor.[4]

Recent expansion of residential development to the west has been brisk, and all land use types have experienced significant development activity during the 1990s.[5] A vast majority of the housing stock in the Village was constructed after 1970 in a suburban pattern of subdivisions, with nearly 40 percent of the stock existing in 1990 having been built between 1970 and 1979.[6]

The Village is bordered to the east by the Tinley Creek Forest Preserve. The New World Music Theater, located on Ridgeland Avenue just south of I-80, brings considerable regional traffic to the south end of the Village during the summer concert season. A major convention center

4 1997 figures compiled by the Village of Tinley Park Economic Development Department.
5 1997 figures compiled by the Village of Tinley Park Economic Development Department.
6 1990 Census.

facility is planned near the Harlem/I-80 interchange, which will ultimately draw more regional traffic.

The State of Illinois owns a large tract of land bounded by the Metra Rock Island District tracks to the north, Harlem Avenue to the east, 183rd Street to the south, and 80th Avenue to the west. This property houses two state-run facilities, the Tinley Park Mental Health Center and the Howe Development Center. The Village has recently constructed a new police station and fire department training facility in this area, on property purchased from the state near the corner of 80th Avenue and 183rd Street. Large portions of the state property remain undeveloped, and may contain environmental limitations.

As Figure 3, Station Area Context Analysis, indicates, Harlem Avenue is the main north/south movement corridor through the Village, and has an interchange with I-80 south of 183rd Street. Harlem Avenue is halfway between 80th Avenue and Oak Park Avenue, neither of which provide direct access to I-80. I-57 runs north/south to the east of the forest preserve, accessed by an interchange with 167th Street. 167th Street is the only east/west travel route that extends uninterrupted through the Village. 159th Street, another major east/west corridor, forms the northern boundary of the Village. 183rd Street, which runs east/west south of the railroad tracks is the other major east/west route, but does not extend west past 80th Avenue. The Village plans to extend 183rd further to the west if permission to construct an at-grade crossing over the railroad tracks can be secured.

SOCIOECONOMIC CHARACTERISTICS

Tinley Park's population was recorded at just over 37,000 persons in 1990, and is estimated to be over 45,000 in 1998. The number of households in the Village has increased from roughly 12,500 in 1990 to around 15,000 in 1998. The population is overwhelmingly comprised of private sector wage and salary workers who earned a median household income of just over $43,000 in 1989. In 1990, nearly 80 percent of Village housing was owner-occupied, with a median value of $116,000.[7]

It is even more relevant to a transit oriented development study to note that just over 171,000 persons live within a five-mile radius of the historic station area of Tinley Park, a number which is projected to increase to nearly 174,000 persons by 2002. This population earned a median household income of nearly $52,000 in 1997, which is projected to increase to nearly $59,000 in 2002.[8]

OAK PARK AVENUE MARKET CHARACTERISTICS

The Village is working to preserve the Oak Park Avenue commercial area by designating the oldest portion an historic district and vigorously promoting the area. Because the district is the historic commercial center of the village, part of the effort has been focused on expanding its retail base. In addition, retail is a desirable land use for an area with transit orientation, both because it provides support for the higher-density residential development that is important to

7 1990 Census and Applied Real Estate Analysis, Inc.
8 Pop-Facts Report, National Decision Systems.

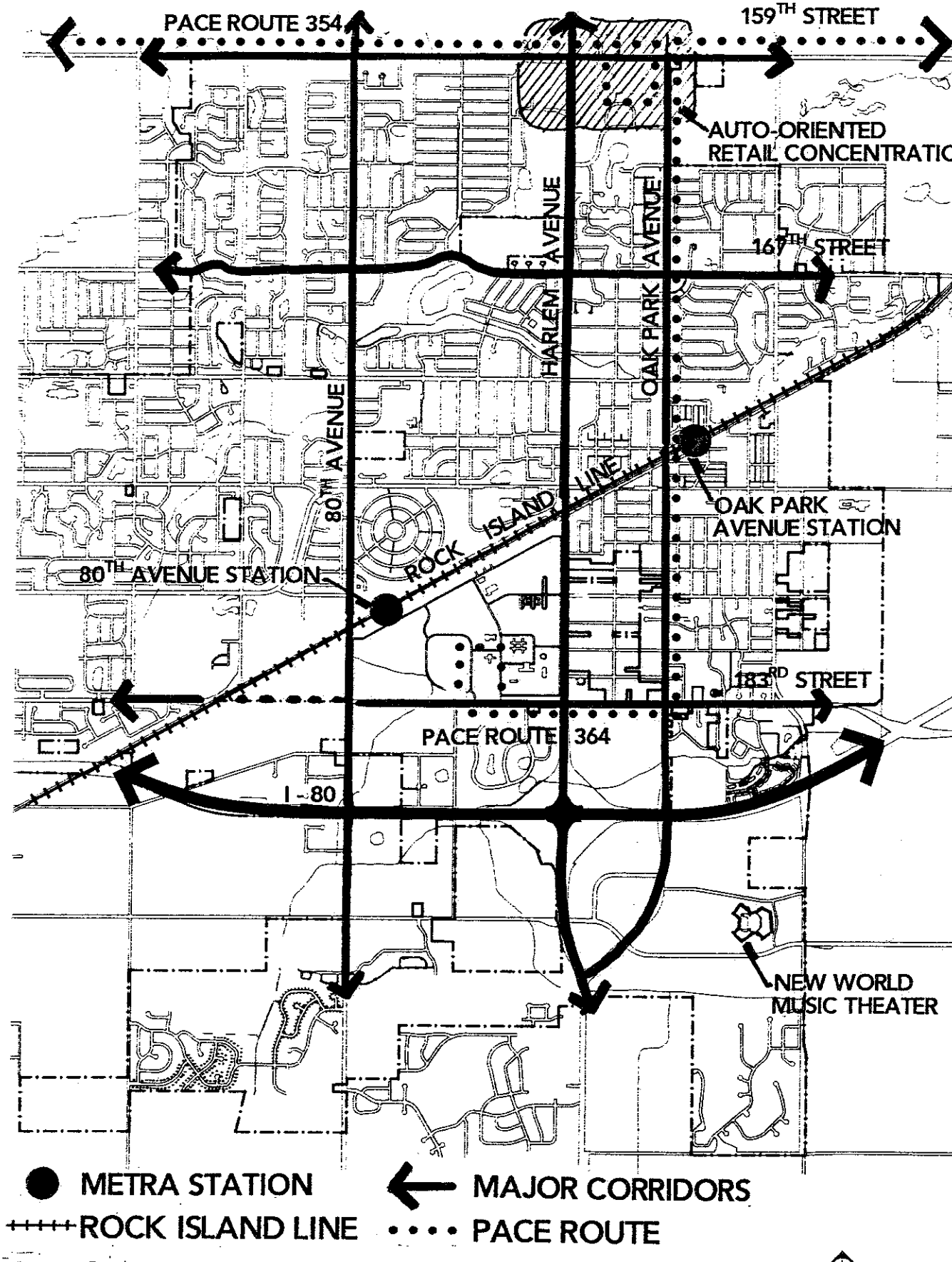

Figure 3

STATION AREA CONTEXT ANALYSIS

Tinley Park, Illinois

CAMIROS

developing transit ridership and because it can become a destination that might draw additional transit riders. This analysis thus focuses on the potential for additional retail development within the historic district.

Existing Conditions

Retail establishments are scattered along Oak Park Avenue from north of 167th Street to south of 180th Street. The greatest concentration of retail/commercial space is in the vicinity of the Metra tracks from about 172nd to 175th Streets. Additional commercial space is located east of Oak Park Avenue along North and South Streets. Even within this area, the retail establishments are interspersed with residences, and a number of the establishments are located in structures that were originally designed for residential use. The character of the area, therefore, is more comparable to a "rural" village than a typical "downtown" commercial center. It is this character, in part, that has attracted a broad mix of retail establishments to the area. The most prominent businesses are restaurants and taverns, but the village center also boasts a photographer, a framing shop, a children's clothing store, a sporting goods shop, a florist, a bicycle shop, video stores, convenience food stores, automotive businesses, and an array of personal and professional service establishments. Most of these businesses are owned and operated by village residents or persons from nearby communities. The few businesses that are affiliated with national or regional chains tend to be franchise operations that still have local owner/operators.

Competitive Environment

Assuming typical household retail expenditure patterns of $10,000 to $12,000 per year, and average sales of about $300 per square foot, Tinley Park residents could support between 500,00 and 600,000 square feet of retail space. Thus the village currently has enough retail space (more than 1.7 million square feet) to serve a population almost three times its size. In addition, the area within a five-mile radius of Tinley Park contains more than 4 million square feet of retail space, again enough to serve a population approximately three times as large as the current population within that area. It is obvious that merchants in Tinley Park and the surrounding communities serve a vast geographic area. Orland Square (located at 151st Street and Route 45, about four miles northwest of Tinley's main retail concentration at 159th Street and Oak Park Avenue) regularly draws customers from the southwest side of Chicago, more than 10 miles away. Other shoppers travel even farther to occasionally shop at this regional center. Table 1 shows the major shopping centers located within approximately five miles of downtown Tinley Park. In addition to these large centers, there are numerous centers ranging from 20,000 to 150,000 square feet and hundreds of free-standing retail establishments throughout the area. Vacancies in some of the shopping centers along 159th Street appear to support the conclusion that Tinley Park already has more retail space than it can support.

In an area already overdeveloped with retail space, the prospects of attracting new retailers to Oak Park Avenue would appear to be unrealistic. However, retail space is not totally generic: there is often potential for specific retailers in an otherwise saturated market. Various retail establishments can operate in a few hundred square feet as well as 100,000 square feet. They can locate in large enclosed malls, in small strip centers, or in free-standing buildings. Thus, a town with too much retail space in large "boxes" may still have a market for smaller spaces. And, one with a surplus of free-standing buildings designed for fast-food restaurants may be able to support new free-standing restaurants designed for a more leisurely dining experience.

TABLE 1
MAJOR RETAIL CENTERS WITHIN FIVE MILES OF OAK PARK AVENUE

Center Name	Location	City	Approx. Size (sq. ft.)
Orland Square	151st & Rte. 45	Orland Park	1,200,000
Lincoln Mall	Rte. 30 & Cicero	Matteson	1,100,000
Southtown Center	153rd & Rte. 45	Orland Park	725,000
Park Place	161st & Harlem	Tinley Park	408,000
Lake View Plaza	159th & Rte. 45	Orland Park	388,000
Brementowne Mall	159th & Oak Park	Tinley Park	356,000
Canterbury	159th & Kedzie	Markham	300,000
Tinley Park Plaza	159th & Harlem	Tinley Park	284,000
Matteson Plaza	4200 Lincoln Hwy	Matteson	271,000
Matteson Town Center	Rte. 30 & Cicero	Matteson	225,000
Park Center	159th & Harlem	Tinley Park	190,000
Oak Creek	159th & Central	Oak Forest	180,000

Source: Applied Real Estate Analysis, Inc.

Development Potential

For a typical retail analysis of an area like Oak Park Avenue, one would try to identify the district's strengths (such as the approximately 1,150 persons utilizing Metra commuter rail service each morning and evening), estimate the purchasing power in the trade area for various categories of goods and services; identify the types of establishments that are underrepresented in the area; and provide the local officials with statistics to help them recruit targeted businesses. However, the Oak Park Avenue retail district already contains a collection of convenience and service businesses that serve a local population plus a number of specialty businesses that cater to a broad geographic market. Many of the existing businesses could be located anywhere in the southwest suburbs and their customers would still find them. They are located in Tinley Park because the owners like the atmosphere of Oak Park Avenue, have ties to the community, or both. Some of the merchants like the ambiance provided by structures originally designed for residential use; others simply appreciate the scale of their surroundings and the proximity of trees and other landscaping. Moreover, not only does the Oak Park Avenue commercial district already have most of the types of businesses normally recommended, but the larger market area is saturated with retail space as well.

Although many businesses are thriving, some merchants in the Oak Park Avenue district report that their business is either stagnant or declining. They attribute this to a lack of parking and to increased congestion on Oak Park Avenue, especially when commuter trains block passage along the street during the evening rush hour. In such circumstances, the normal result would be an increase in vacancies and a lack of potential retailers. However, during our analysis, we learned that there are still entrepreneurs looking for space on Oak Park Avenue.

The main problem appears to be that the retail district lacks concentration and focus. Most of the businesses are located on Oak Park Avenue itself, but they are strung out over a distance of more than a mile, making it difficult for a merchant at one end of the street to benefit from traffic generated by stores at the other end. Given this distance from end to end, together with the number of residences interspersed among the businesses, the street is functionally composed of several small retail districts that tend to compete as much as they complement one another. Outside of a two- or three-block area within the historic center of the Village, the businesses do not even benefit from having a pedestrian environment. The fact that the district functions as well as it does is testimony to the talents of the merchants located on the street.

Clearly nearby residential uses provide an immediate market base for Oak Park Avenue. In addition to some residential units in the commercial core, there is potential for developing larger residential complexes on the fringes of the station area on land that is now vacant or occupied by uses that are incompatible with the area's residential character. The supply of rental properties in Tinley Park is limited and there is a growing population of young people in the area that need apartments. There also appears to be a market for multi-unit buildings with condominium ownership. Any additional residential development in or near the downtown area will reinforce efforts to strengthen the commercial environment and could also increase ridership on Metra.

Analysis Summary

The historic core of downtown Tinley Park can be developed into an attractive, pedestrian-oriented commercial area that will attract local entrepreneurs and could eventually draw customers from throughout the southwest suburbs on a more regular basis. The Metra station can be the focal point of such a development. In addition to commercial uses, the area is able to support additional residential development, both in the immediate commercial core and on the periphery of the commercial area.

4: TRANSIT CHARACTERISTICS OF TINLEY PARK

Tinley Park has two commuter rail stations, one old and one new, which are located in vastly different physical contexts. This chapter summarizes current transit use characteristics for both Tinley Park stations, as well as outlining in detail the analysis of parking facilities at or near both stations. The potential for TOD-related benefits to Tinley Park on a Village-wide level is then discussed, prior to the station specific chapters to follow.

PUBLIC TRANSIT

Current Transit Service[9]

Metra Rock Island District commuter service begins in southwest suburban Joliet and passes through the New Lenox, Mokena and Hickory Creek stations before stopping at both 80th Avenue and Oak Park Avenue in Tinley Park. The line continues through the Oak Forest, Midlothian, Robbins, Washington Heights, Longwood and Gresham station stops before reaching LaSalle Street station in Chicago's Loop. Trains run inbound from Joliet beginning at about 5:00am on weekdays and 6:00am on weekends, and continue through about 10:30pm on weekdays and Saturdays and 8:30pm on Sundays. Outbound service from the Loop runs from roughly 6:30am weekdays and 8:30am on weekends, until around 12:30am on weekdays and Saturdays and 11:00pm on Sundays. The train ride between either Tinley Park station and the Loop is approximately 50 minutes in duration. Peak period trains are nine or fewer cars in length, with shorter trains serving the line at off-peak periods.

Pace bus service to the Tinley Park station areas is minimal. Pace Route #364 serves the Howe Development Center and the Tinley Park Mental Health Center at the southwest end of its route. It travels along 183rd Street, Oak Park Avenue and 159th Street within in Village. This route passes the Oak Park Avenue station hourly in each direction between 6:00am and 8:00pm on weekdays, and between roughly 10:00am and 5:00pm on weekend days. The other Pace route that passes through Tinley Park does so along 159th Street on the Village's northern boundary. Route #354, the "Orland/Southwest Shopper," originates at the Orland Square shopping center, passes by Brementowne Shopping Mall at 159th Street and Oak Park Avenue, then continues east. This route also runs hourly in each direction from about 9:00am to 7:00pm on weekdays, and between roughly 9:30am and 5:30pm on weekend days. See Figure 1 in Chapter Three for the general alignment of Pace routes through Tinley Park.

9 Schedules current as of September, 1998.

Metra Ridership

There are very defined peak periods of ridership at both stations, as virtually all riders are commuters bound to and from the Loop. Mid-day, late night and weekend use drops off dramatically. The busiest morning boardings occur between about 6:45am and 7:45am at the Oak Park Avenue station, and between about 6:35am and 7:45am at the 80th Avenue station.[10] Table 2 outlines the weekday boarding characteristics at the two stations over the past decade. Ridership has been relatively stable, increasing slightly over the period. At 80th Avenue, the increases seen are most likely directly related to periodic increases in parking capacity at the station. Table 3 summarizes boarding and alighting characteristics at both stations, clearly demonstrating the peak period nature of station use at both locations.

TABLE 2
WEEKDAY STATION BOARDINGS OVER TIME (Inbound and Outbound)

Station	1987	1989	1991	1993	1995	1997
Oak Park Avenue	1,106	1,397	1,356	1,350	1,331	1,169
80th Avenue	1,178	1,246	1,268	1,148	1,240	1,585

Source: Metra

TABLE 3
WEEKDAY RIDERSHIP BY TIME OF DAY

Inbound Year	Boardings Station	AM Peak	Midday	PM Peak	Evening	Total
1987	Oak Park Avenue	1,032	63	4	3	1,102
1997	Oak Park Avenue	1,094	43	15	4	1,156
1987	80th Avenue	1,144	26	3	1	1,174
1997	80th Avenue	1,492	70	13	5	1,580
Outbound Year	**Alightings Station**	**AM Peak**	**Midday**	**PM Peak**	**Evening**	**Total**
1987	Oak Park Avenue	7	40	1,027	30	1,104
1997	Oak Park Avenue	6	92	1,018	32	1,148
1987	80th Avenue	4	49	938	33	1,024
1997	80th Avenue	7	162	1,314	85	1,568

Source: Metra

It is worthy of note that while roughly 4,750 Tinley Park residents were employed in Chicago in 1990, only about 1,750 availed themselves of "railroad" transportation to get to work.[11] Nearly two-thirds of Tinley Park commuters who work in the city drive rather than utilize Metra rail service. During planning meetings Metra officials noted that while the "everyday" rider of Metra is still prevalent, the number of "occasional" commuters has increased in recent years, presumably due to increases in workplace flexibility.

10 Counts conducted by Metra on October 2, 1997.
11 1990 Census.

Origins and Mode of Access of Metra Commuters

About four out of five passengers who use the Oak Park Avenue station are from the Village of Tinley Park. A smaller percentage of the commuters originate from Orland Park, Frankfort, and Oak Forest. Table 4 shows the distribution of the passengers' home location.

TABLE 4
OAK PARK AVENUE STATION ORIGIN OF COMMUTERS

Community	Percent
Tinley Park	78%
Orland Park	8%
Frankfort	6%
Oak Forest	4%
Country Club Hills	1%
Other	3%

Source: Metra and Village of Tinley Park

The majority of the commuters accessing the 80th Avenue station come from Tinley Park, with a significant number of commuters from Orland Park and Frankfort. Table 5 shows the distribution of passengers from Tinley Park and surrounding communities.

TABLE 5
80TH AVENUE STATION ORIGIN OF COMMUTERS

Community	Percent
Tinley Park	58%
Orland Park	25%
Frankfort	14%
Lockport	1%
Matteson	1%
Other	1%

Source: Metra and Village of Tinley Park

An April 1998 on-board survey found that about 74 percent of the commuters using the Oak Park Avenue station drove alone or carpooled and parked their car in the station area. A majority of commuters drove alone (about 69 percent). About 16 percent of commuters walked to the station and about 10 percent of commuters were dropped off. The walkers generally are within four or five blocks of the station. The average walk length for this station is around three blocks. Table 6 indicates the distribution of distances walked to the Oak Park Avenue station, as communicated by the 39 walkers who responded to the survey.

The 80th Avenue station is not served by Pace bus service, and can only be easily accessed on foot from two nearby subdivisions. Thus, this station is a predominantly automobile-oriented "park and ride" station with minimal non-motorized commuting. Metra's 1995 survey revealed that 85 percent of commuters at this station drove alone or in a car pool, with an even higher percentage driving alone than at Oak Park Avenue (where the rate is 78 percent). About nine percent of commuters were dropped off, and just over three percent walked to the station.

TABLE 6
DISTRIBUTION OF DISTANCE TRAVELED BY WALKERS (Oak Park Avenue)

Distance	Number	Percent
Less than 2 blocks	6	15%
2-3 blocks	17	44%
4-5 blocks	10	26%
6 or more blocks	6	15%

Source: April 1998 on-board survey

Shopping Habits of Metra Commuters

An April 1998 on-board survey of Oak Park Avenue commuters sought to determine the manner in which commuters interact with the station area on their way to and from the train, providing insight into the potential for commuters to provide a customer base for station area businesses. Respondents closely match the typical commuter with regard to origin and mode of access, and were almost entirely regular riders utilizing the train for a work trip during the morning peak period. Eighty-four percent of respondents live within four miles of the station, and 82 percent usually ride Metra at least eight times per week. Females were more heavily represented than males (70 percent). The age of respondents was well distributed and typically within the range of 30 to 50 years. Nearly all respondents were permit parkers who utilize Lots A, D and N (which comprise the parking lot immediately north of the tracks and the angle parking off of Hickory Street).

Commuters are far more likely to patronize businesses in the evening than in the morning. Thirty-three percent indicated that they would patronize businesses if they were open earlier in the morning, and just under 60 percent would if they were open later in the evening. Very few commuters indicated that they would go more than two blocks out of their way to patronize a business. Nearly 50 percent of respondents had not stopped to patronize *any* business on their way to or from work in the previous ten days, whether or not it was in the station area. Roughly 33 percent of respondents had stopped at a station area business once or twice in the previous ten days.

Many respondents are familiar with station area businesses (67 percent) and feel that they are conveniently located (59 percent). However, less than half feel that businesses have convenient hours of operation (44 percent), and only 30 percent feel that station area businesses have "what they need." Respondents feel strongly that businesses are more desirable if they are near the station (72 percent), and do not necessarily prefer shopping at businesses near their homes rather than near the Metra station (49 percent).

Eighty-eight percent of respondents indicated that businesses are "easy to get to" from the station. Those who indicated that they are not easy to get to tended to cite traffic or difficulty in crossing Oak Park Avenue as the reason. Responses indicated that four of five businesses are visible from the train platform and parking lot, but that very little or no advertising is visible. They indicated that seeing the store itself or seeing signage around the station would be most effective in luring them to shop near the station. The types of businesses indicated as being desirable very closely mirrored responses in the 1994 survey cited in Chapter Two. Most frequent responses were: a convenience store, a bank, a specialty coffee shop, a dry cleaner, a

drug store, a bakery and a grocery store (the survey did not ask respondents to distinguish between existing and desired businesses).

Full results of the on-board survey, as well as a sample survey form, are included in the Appendix of this document.

PARKING AT STATION AREAS

Commuter Parking in the Oak Park Avenue Station Area

A total of 830 spaces are provided in off-street lots for Metra commuters using the Oak Park Avenue station. The spaces are allocated as follows: 397 regular permit spaces, 278 reserved permit spaces, 134 daily fee spaces, and 21 "other" spaces (primarily stalls for disabled drivers). Included in the 830-space commuter total are 76 spaces provided in a privately owned pay lot (Block 18) and 26 reserved permit spaces provided in the Pinto Lounge parking lot (Block 14).

Of these 830 spaces, 629 were occupied during a recent survey, for an occupancy rate of 76 percent. Parking in the daily lots exceeds capacity (102 percent) compared to the regular permit spaces (which were 64 percent occupied) or the reserved permit spaces (which were 81 percent occupied). Available permit spaces indicate that the oversell rate can be increased. Lot A and the private lot in Block 18, both daily pay lots, are the only lots to exceed 90 percent occupancy. The Municipal Lot (Lot F) experienced the lowest occupancy level with only 35 percent of its 68 regular permit spaces filled. These figures summarized in Table 7 below, and detailed commuter occupancy data is included in the Appendix.

TABLE 7
COMMUTER PARKING OCCUPANCY BY TYPE (Oak Park Avenue)

	Spaces	Occupancy
Regular Permit Spaces	397	64.0%
Reserved Permit Spaces	278	80.9%
Daily Fee Spaces*	134	101.5%
Other	21	66.7%
Total	**830**	**75.8%**

*- occupancy exceeds capacity because cars were parked in unmarked spaces in the privately owned pay lot at the time of the survey.

Source: Barton-Aschman Associates, Inc.

Figure 4, Existing Commuter Parking Capacity and Type, indicates the capacity of the various commuter lots at the Oak Park Avenue station. Figure 5, Existing Commuter Parking Occupancy, indicates current occupancy rates at these commuter lots.

Non-Commuter Parking at Oak Park Avenue Station

The non-street commuter parking consists of a combination of public on-street curb spaces, municipal lots, and private lots serving businesses or land uses. Public parking is regulated by posted time limitations and is enforced by marking tires. There are 1,991 non-commuter spaces located near the Oak Park Avenue station, as listed in Table 8.

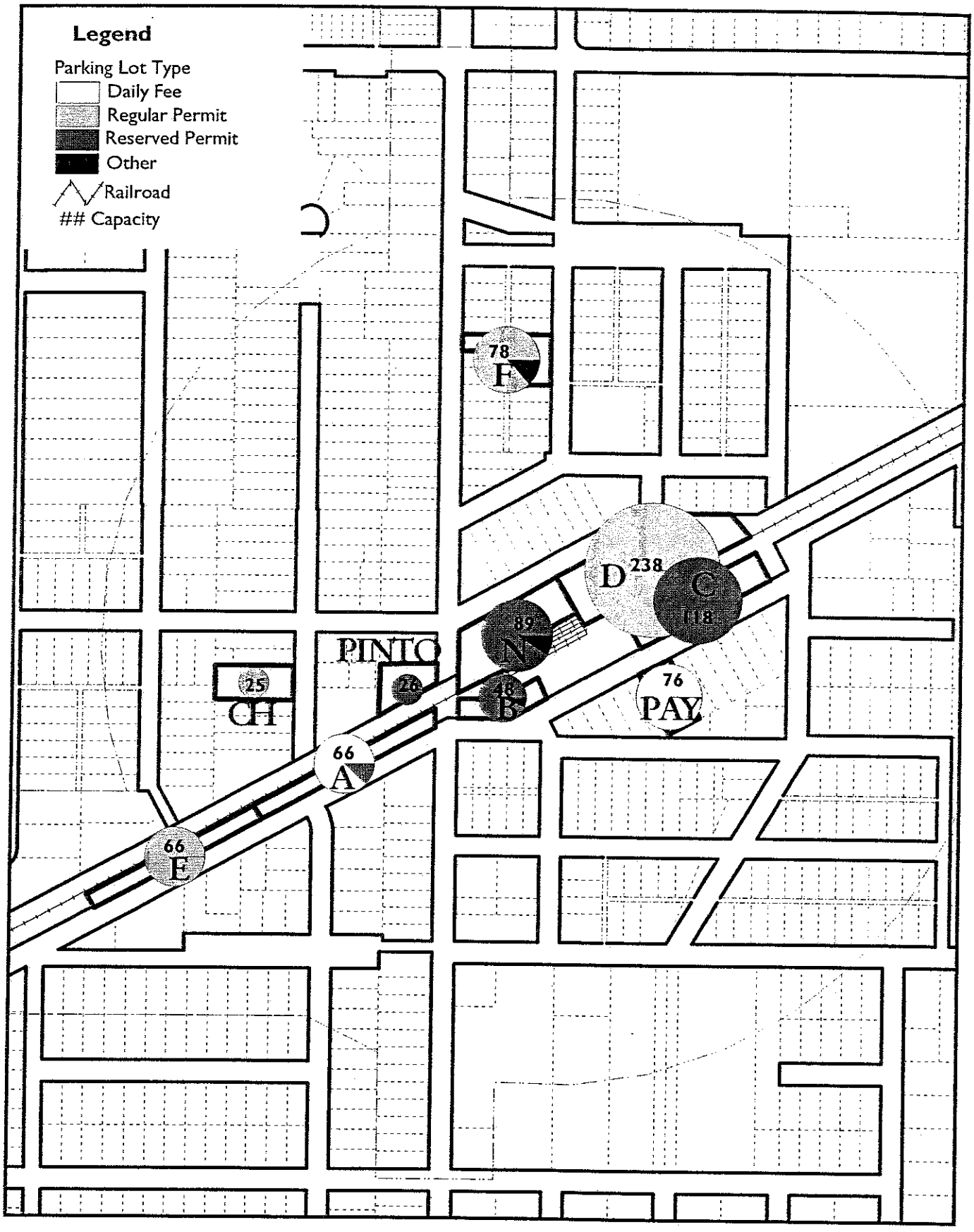

Figure 4
EXISTING COMMUTER PARKING CAPACITY AND TYPE
Source: Barton-Aschman Associates, Inc.

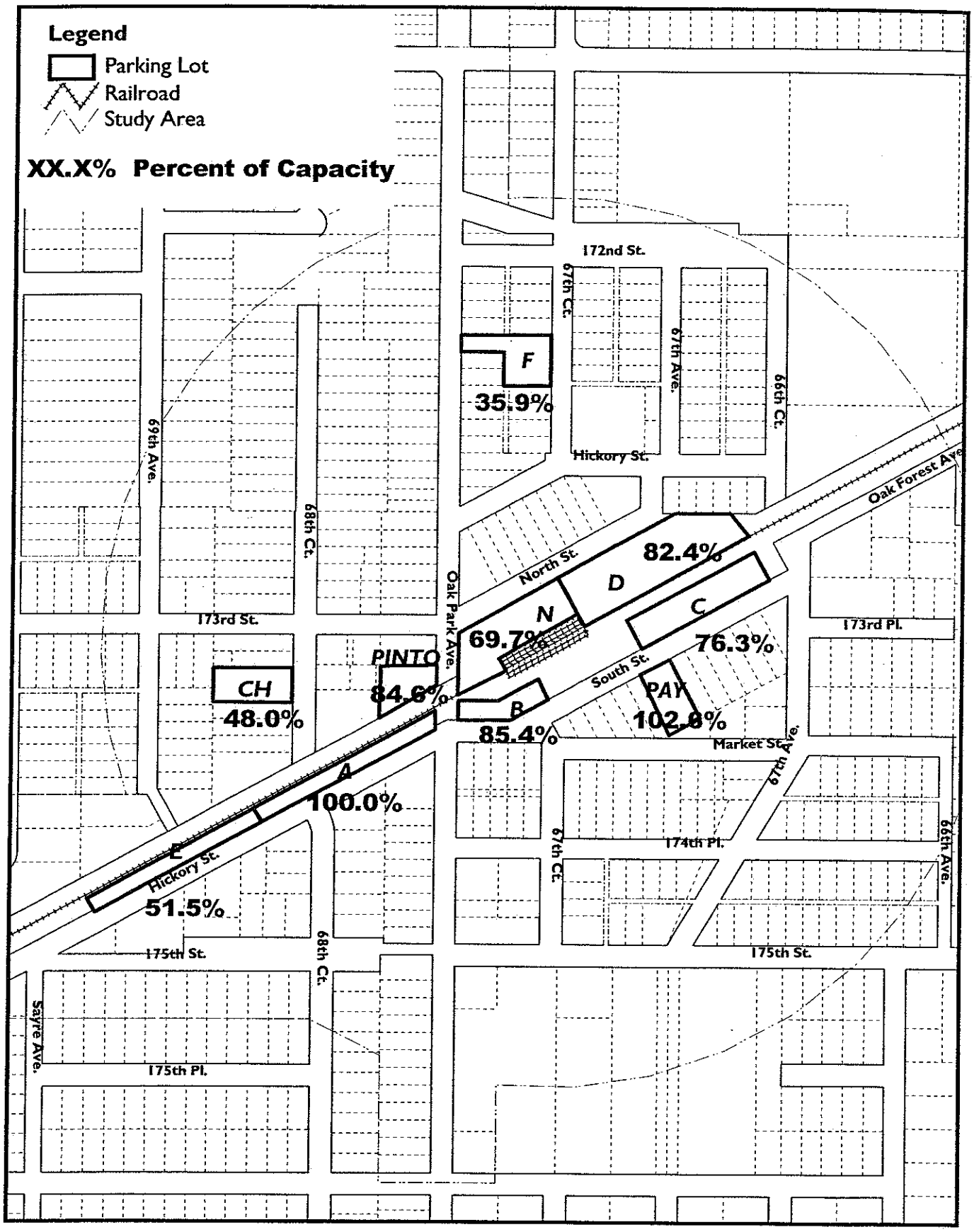

Figure 5
EXISTING COMMUTER PARKING OCCUPANCY
Source: Barton-Aschman Associates, Inc.

TABLE 8
NON-COMMUTER PARKING OCCUPANCY BY TYPE (Oak Park Avenue)

	Spaces	Occupancy
On-Street		
2 Hour Limit	357	20.4%
4 Hour Limit	30	50.0%
No Posted Regulations	81	27.2%
Other	18	33.3%
Sub-Total	486	24.3%
Off-Street		
Village Lots	6	33.3%
Private Lots	1,499	32.4%
Sub-Total	1,505	65.7%
Total	**1,991**	**30.4%**

Source: Barton-Aschman Associates, Inc.

During the survey period, only three blocks (18, 19 and 21) had block faces experiencing occupancy rates of 90 percent or greater. Average on-street parking (overall) showed a low usage with only 24 percent of the on-street spaces occupied.

Off-street non-commuter parking experienced a slightly higher usage, with 32 percent of the private spaces occupied at mid-day. The private off-street spaces include business and residential lots with five or more spaces. Detailed tables of on-street and off-street parking are provided in the Appendix.

Figure 6, Existing Non-Commuter Parking Capacity, and Figure 7, Existing Non-Commuter Parking Demand, summarize the capacity and occupancy rate of non-commuter parking, by block, in the Oak Park Avenue station area. A percentage higher than 100 percent (or "over capacity") indicates that there is insufficient parking capacity in a block to serve the existing land uses in that block. In practice, parking is shared between blocks so that isolated capacity problems are alleviated by adjacent blocks with excess parking capacity.

Commuter Parking at the 80th Avenue Station

Commuter parking at the 80th Avenue station is provided in daily pay lots north and south of the railroad tracks, accessed from 80th Avenue. Currently there is no non-commuter parking adjacent to the 80th Avenue station. An adjacent retail strip center provides dedicated shopper parking immediately north of the northwest station parking lot, and therefore will not add to the commuter parking capacity of the station. During a recent survey, 1,328 of the 1,411 existing spaces were occupied, for an overall occupancy rate of 94 percent. Table 9 summarizes occupancy by lot at the 80th Avenue station.

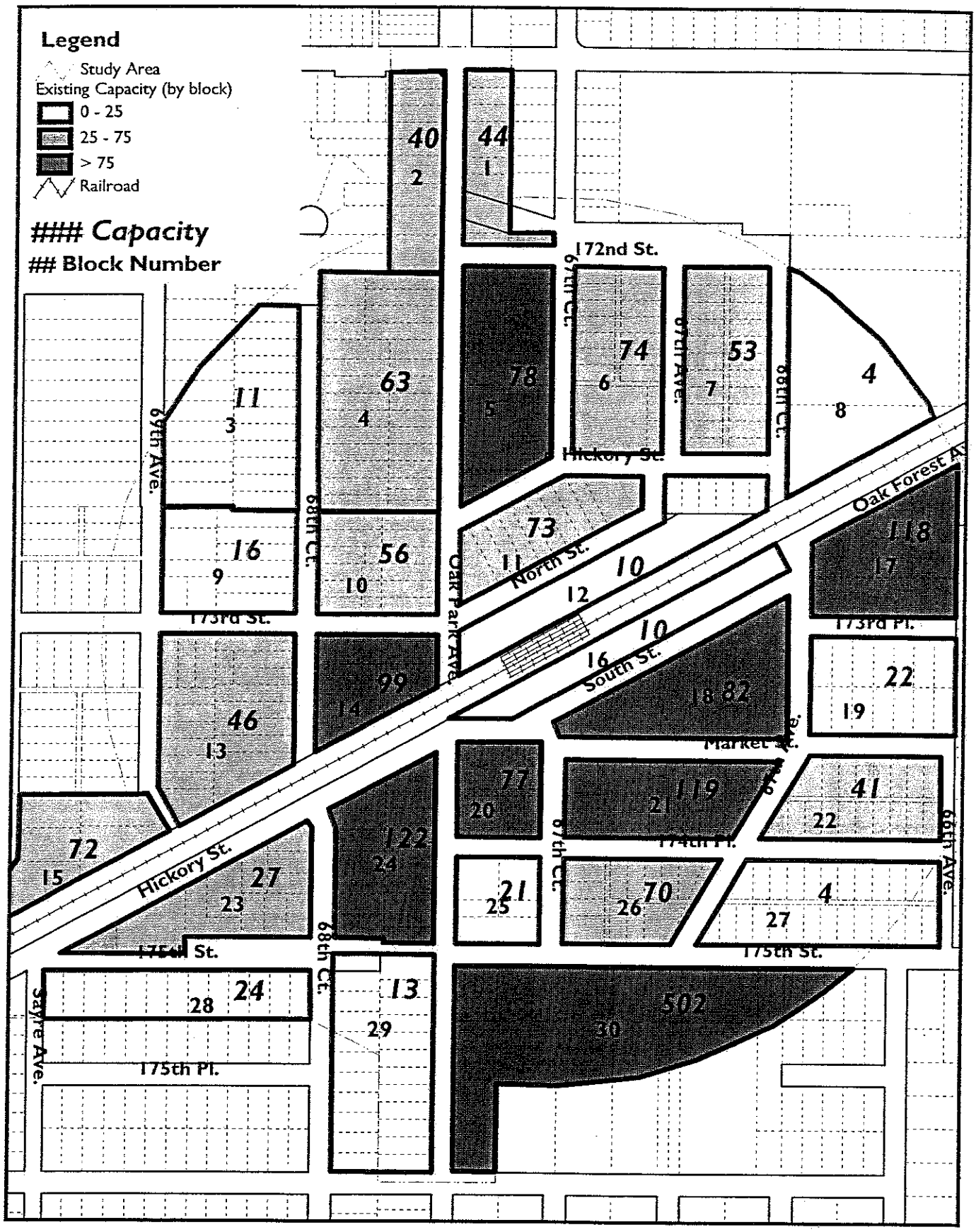

Figure 6
EXISTING NON-COMMUTER PARKING CAPACITY
Source: Barton-Aschman Associates, Inc.

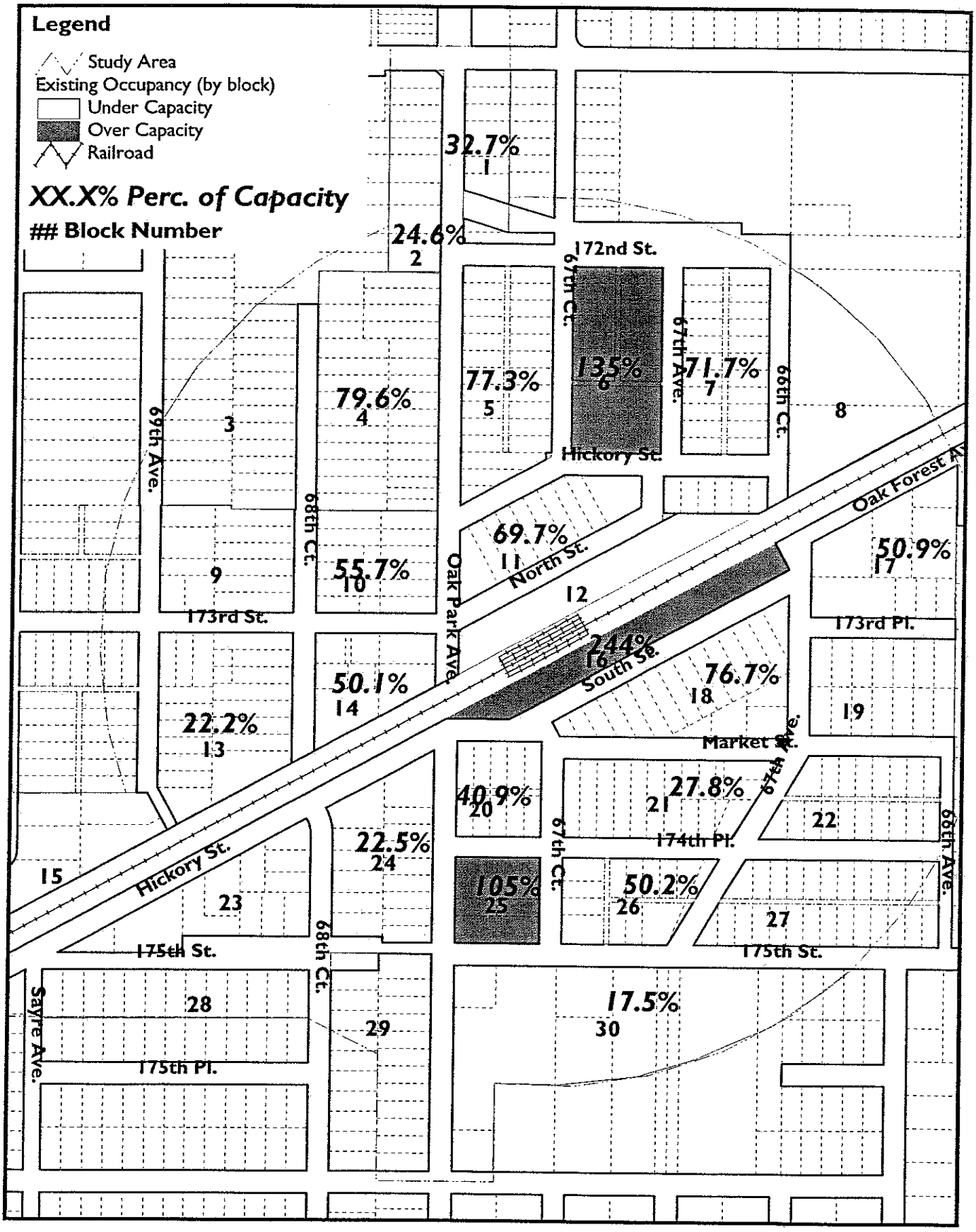

Figure 7
EXISTING NON-COMMUTER PARKING DEMAND (ESTIMATED)
Source: Barton-Aschman Associates, Inc.

TABLE 9
COMMUTER PARKING INVENTORY AND OCCUPANCY BY LOT (80th Avenue)

Parking Lot	Spaces	Occupancy
Northwest lot	645	88%
Northeast lot	245	99%
South lot	521	100%

Source: Barton-Aschman Associates, Inc.

Summary

Table 10 summarizes the parking inventory and occupancy for the various parking types at each station.

TABLE 10
PARKING OCCUPANCY AND INVENTORY SUMMARY

	Oak Park Avenue			80th Avenue			Total	
	Capacity	Cars Parked	Percent Occupied	Capacity	Cars Parked	Percent Occupied	Capacity	Cars Parked
Commuter	830	629	76%	1,411	1,328	,94%	2,241	1,957
Non-Commuter	1,499	485	32%	0	0	0.0%	1,499	485
On-Street	486	118	24%	0	0	0.0%	486	118
Total	2,815	1,232	44%	1,411	1,328	94%	4,226	2,560

Source: Barton-Aschman Associates, Inc.

TRANSIT ORIENTED DEVELOPMENT POTENTIAL IN TINLEY PARK

In a general sense, the application of TOD principles can allow a transit facility to serve one or more of the following functions within a community: 1) an "*enhancement*" of community assets; 2) a "*magnet*" for activity; or 3) a "*catalyst*" for area redevelopment. "*Enhancing*" community assets refers to making minor interventions in a neighborhood area to intensify current land uses and improve their connections to mass transit. Using TOD as a "*magnet*" involves providing appropriate support services and improvements so that private sector investment can be lured to build upon development already located within a transit-accessible area. Using TOD as a "*catalyst*" is more appropriate where significant vacant or underutilized land exists near a transit station, allowing significant control over land use patterns. In this context, TOD design principles can be used strategically to help create the backbone elements of newly rejuvenated and accessible area.

For example, providing improved sidewalks connecting existing residential areas to a transit-accessible commercial area serves as an enhancement of an existing system, and can result in increased pedestrian shopper traffic for existing businesses. Creating a public gathering area large enough to accommodate community events near a transit facility can serve as a magnet to attract shopper traffic from a more wide-ranging area by increasing familiarity with the area.

Undertaking a multi-family residential redevelopment project in the vicinity of a transit facility can serve as a catalyst for increased commercial development, due to a larger customer base.

At the Oak Park Avenue station area, TOD improvements will serve primarily an enhancement and magnet function. The area is fully developed and has an existing transit-oriented land use pattern upon which to build. Incremental changes to enhance transit use and the character and function of the area can be undertaken.

At the 80th Avenue station area, TOD improvements can serve both a magnet and catalyst function. Here, land use patterns can still be manipulated to some degree to increase the accessibility of the station and encourage future development that is better related to the station area.

In general, undertaking TOD improvements in both station areas has the potential to benefit the entire community in a variety of ways, including the following:

- Increasing transit ridership, and thereby decreasing commuter reliance on automobiles;
- Assuring the long term viability of the Oak Park Avenue historic district;
- Integrating the 80th Avenue station area into the fabric of the community;
- Achieving better utilization of existing parking facilities during off-peak hours; and
- Increasing property values around both stations.

The Parkway Concept

Given the dominance of the automobile, development within Tinley Park, even transit oriented development, must be assured quality auto as well as transit access. Thus successful development in the area of the Oak Park Avenue and 80th Avenue stations demands improved roadway access in addition to improved "transit oriented" linkages. One way to achieve this is to improve the continuity along a series of roadways which parallel the Metra line and provide access to the station areas. This continuity can be achieved, and improved identity given to the community, by creating a "parkway" parallel to the south side of the Metra Rock Island District line from 167th Street at the northeast to 80th Avenue at the southwest.

The parkway will help to alleviate the current lack of east/west corridors that makes it difficult for residents on the west side of Tinley Park to access the historic Oak Park Avenue area. It will also improve access to both train stations for Tinley Park residents, and could facilitate improved Pace bus service to the community. More importantly for the Oak Park Avenue station area, it will add symbolic as well as literal importance to South Street adjacent to the station, increasing the visibility and accessibility of businesses and potential redevelopment sites fronting the station and platforms on the south.

Figure 8, Parkway Concept, indicates this linking device between the two Tinley Park stations, which will be a key element in achieving the development proposals contained in the following chapters.

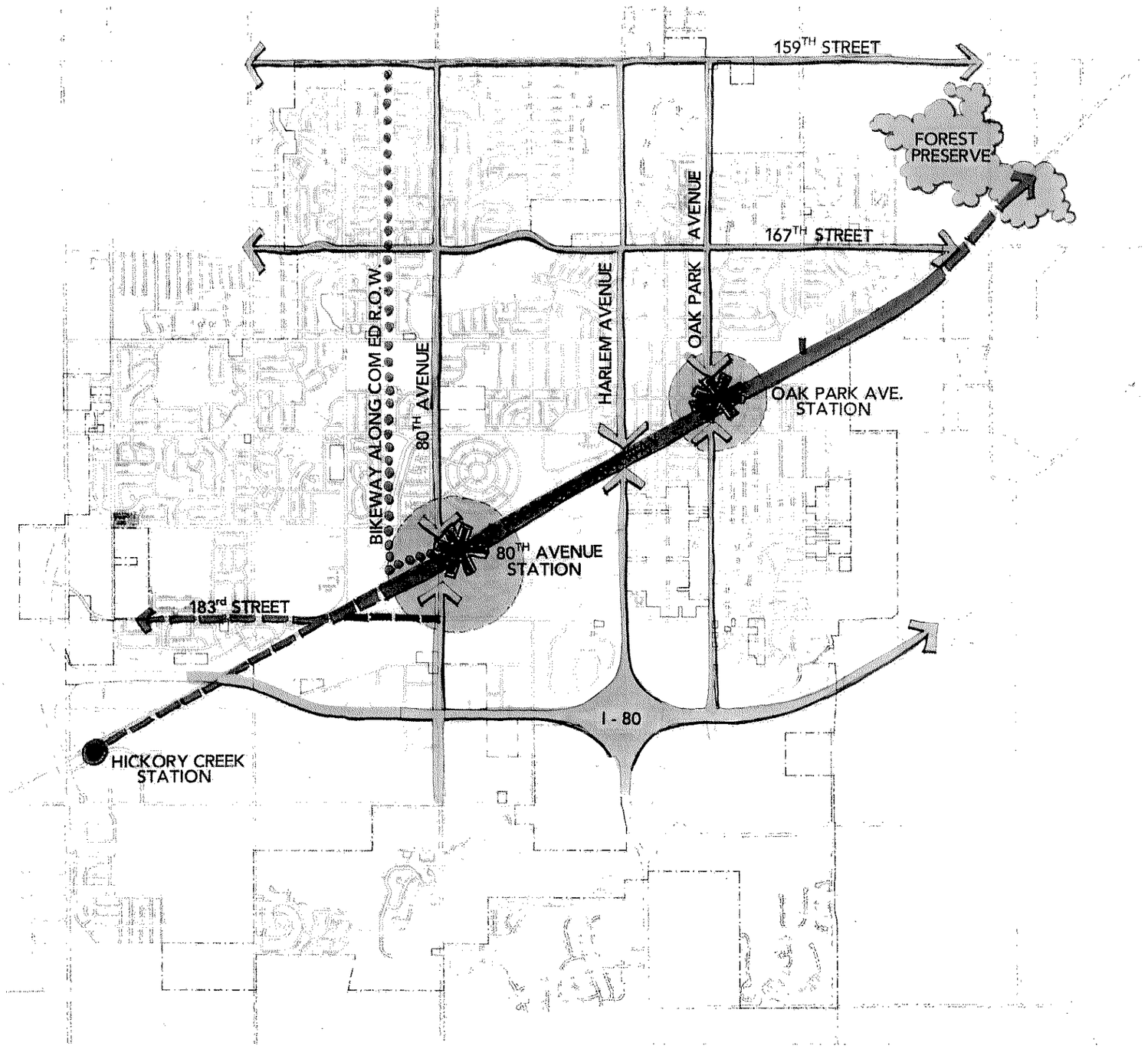

Figure 8

PARKWAY CONCEPT

Tinley Park, Illinois

Prepared by
CAMIROS

5: A REDEVELOPMENT STRATEGY FOR THE OAK PARK AVENUE STATION AREA

This chapter outlines a transit oriented redevelopment strategy for the Oak Park Avenue station area. Existing conditions and key issues are identified. A vision and related goals and objectives are then presented, followed by the proposed strategies and redevelopment plan. An implementation work program which outlines and phases specific projects concludes the chapter. Figure 10, Oak Park Avenue Station Area, indicates the area addressed by these recommendations.

EXISTING CONDITIONS

The Oak Park Avenue station area currently serves a transit "origin" function, as virtually all transit traffic consists of commuters taking the train into the Loop in the morning and returning in the evening. Ridership counts provided in Chapter Four clearly indicate this pattern of use. The area also serves a "destination" function for automobile traffic. However, as many of the businesses in the station area are destination businesses by nature, attracting customers from the south surburban region. See Figure 11, Existing Functional Areas, for a graphic representation of the functional analysis outlined below.

Station Facility

The station depot, located appropriately on the inbound track side, is undersized for the volume of ridership at the station per Metra's established design standards. It sits too low relative to the railroad tracks, as well. Platforms are also not built to Metra standards, lacking adequate tactile warning strips and passenger benches. Incomplete and mismatched fencing is used to separate platforms from parking areas. Currently, two non-signalized at-grade crossing points are provided at the station platforms, but passengers tend to cross further to the east than the designated crossing points, in part because access points from the parking lots do not align with the designated crossings.

Figure 9:
The current Oak Park Avenue station facility, with inbound platform and tracks visible on the left.

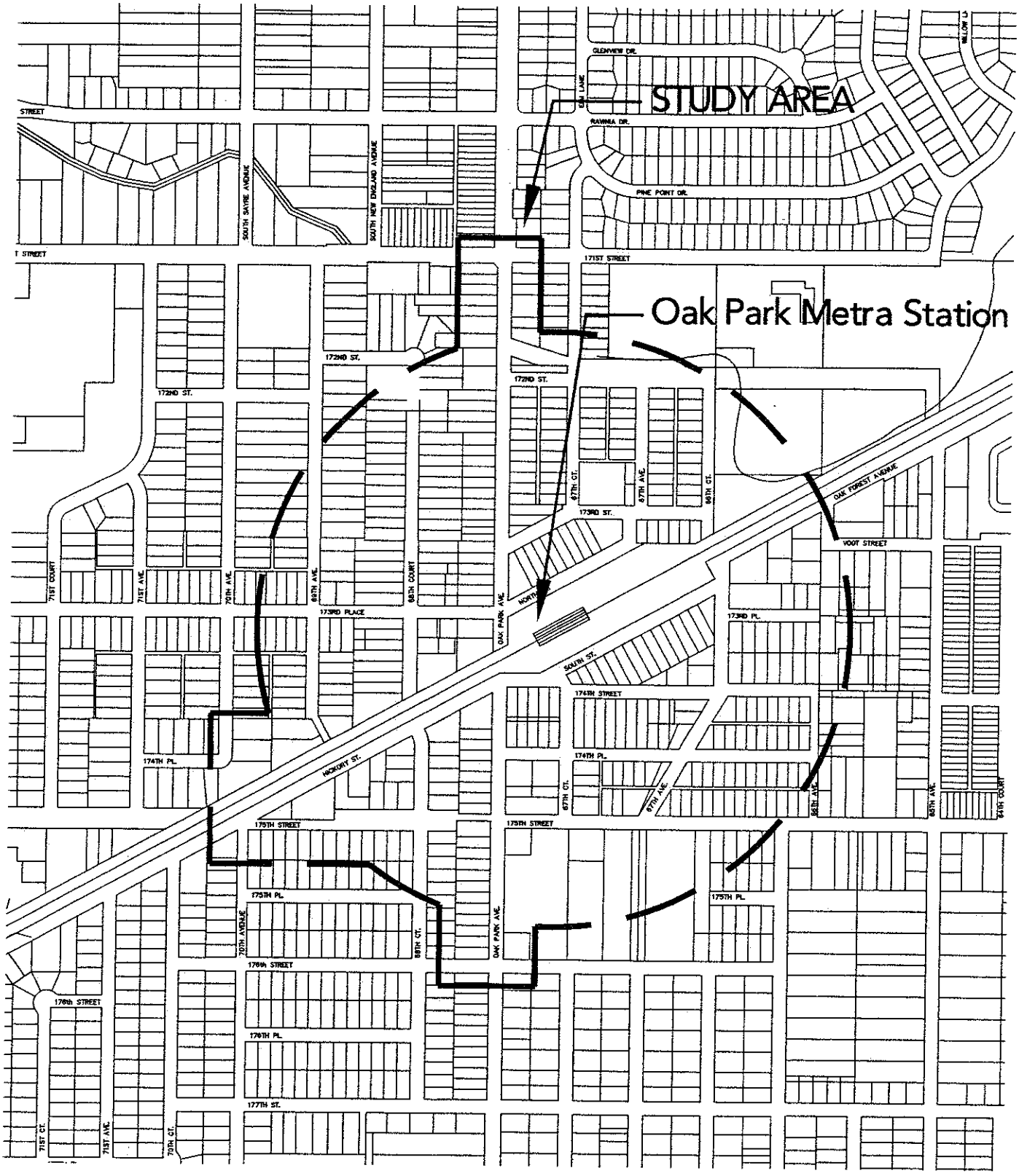

Figure 10

OAK PARK AVENUE STATION AREA

Tinley Park, Illinois

0 100' 200' 400'

Prepared by:
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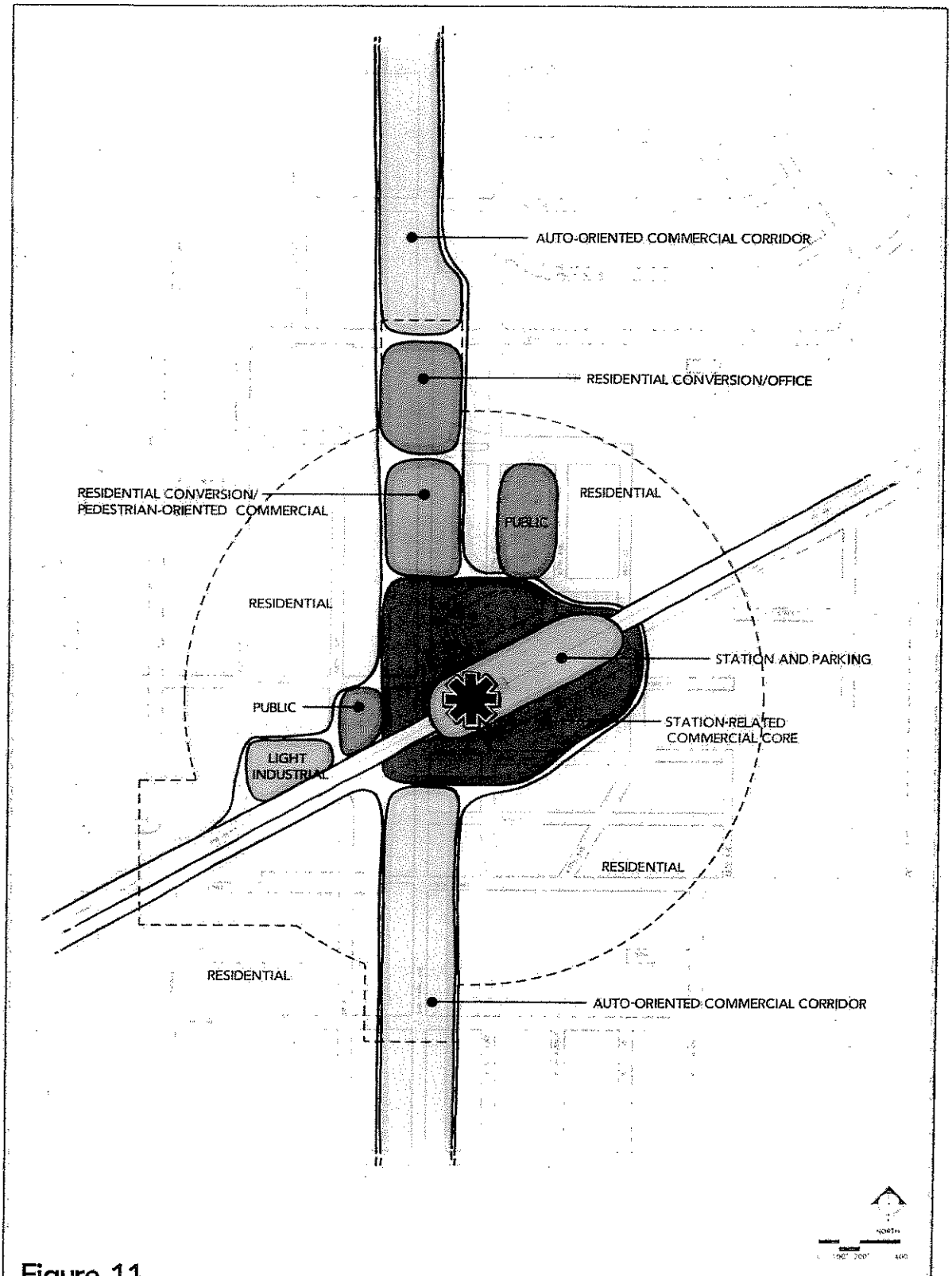


Figure 11

EXISTING FUNCTIONAL AREAS

Oak Park Avenue Station Area
Tinley Park, Illinois

CAMIROS

Land Use Pattern

The area around the Oak Park Avenue station was the original center of the Tinley Park community, as described in Chapter One. It still clearly exhibits its historic transit oriented pattern of development, though several key elements of the historic transit oriented fabric have been replaced by parking lots in the intervening years. The varied pattern of existing land use around the station is displayed in Figure 14, Existing Land Use, which indicates a strong retail and restaurant orientation immediately surrounding the Metra station and extending north and south along Oak Park Avenue, which quickly gives way to residential land uses east and west of this corridor. It is estimated that roughly 4,500 persons reside within 1/2 mile of the Oak Park Avenue station.[12]

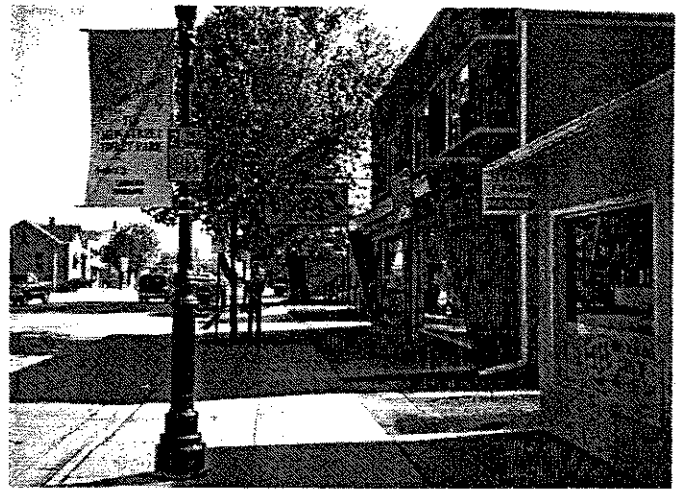


Figure 12:
Looking south along Oak Park Avenue in the station area, with a mix of commercial and residential structures visible to the left and right.

In the immediate station area commercial buildings are generally two stories in height and either masonry or wood frame. They are built to the front lot line in most cases. Many of the historic buildings that no longer exist in the station area were wood frame construction, and several that do still exist have been significantly altered in appearance. South of the Metra tracks along Oak Park Avenue, the land use pattern is commercial of a lower density, auto-oriented nature with parking beside and in front of buildings. To the north, a stretch of residential structures provides a unique mixture of residential use and homes that have been converted to business use while maintaining an outwardly residential appearance. Interspersed in this fabric is the occasional commercial infill building with a minimal setback. Structures within the station area are almost all in excellent to good condition, with only a few commercial and residential structures exhibiting a lack of sufficient maintenance.

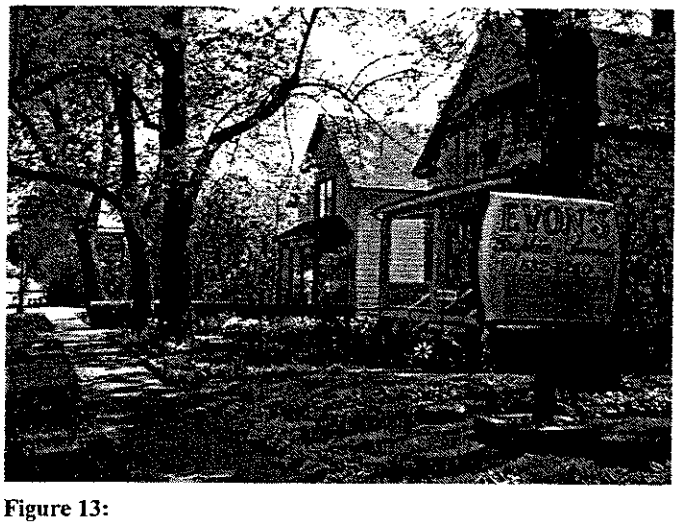


Figure 13:
Looking south along Oak Park Avenue just south of 171st Street, where residential structures have been converted to business use.

12 Pop-Facts Report, National Decision Systems.

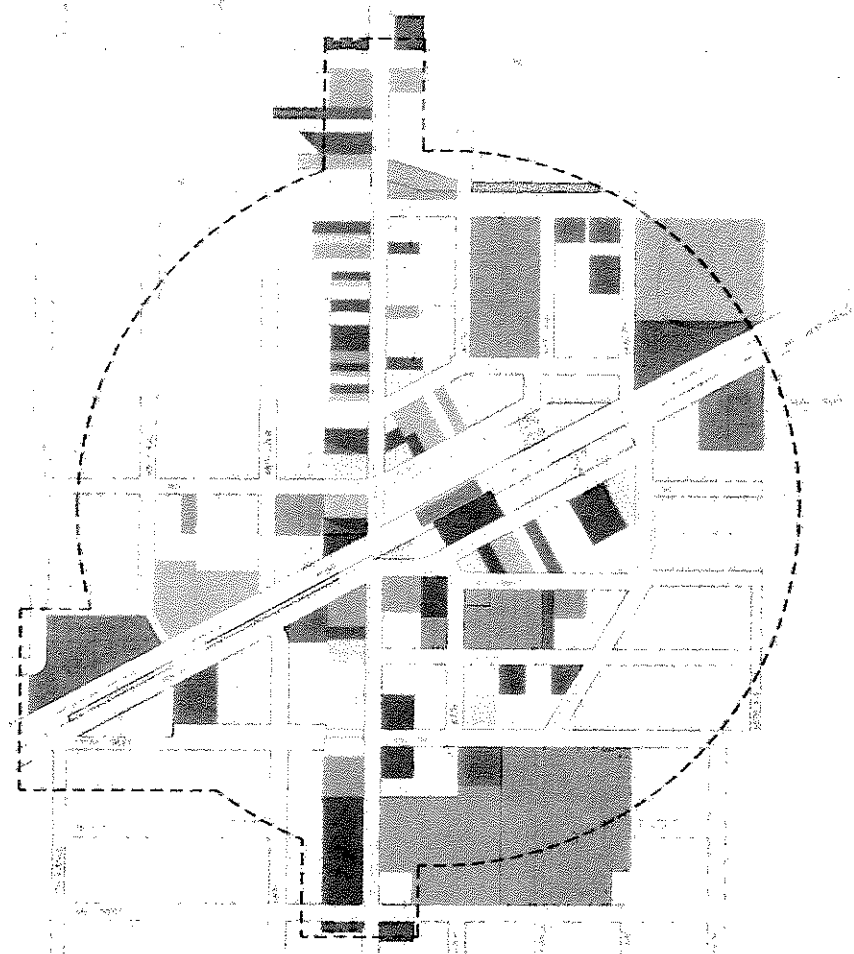


Figure 14

LEGEND

Single Family	Restaurant	Parking	Vacant Bldg.
Multi - Family	Office	Public/Institutional	Vacant Land
Retail	Open Space	Light Industrial	

EXISTING LAND USE

Oak Park Avenue Station Area

Tinley Park, Illinois

CAMIROS

Existing zoning designations in the station area are as follows: B-3 and B-4 along the Oak Park Avenue corridor within the study area, surrounded to the east and west by R-3, R-4, R-5 and R-6 districts; and one small section of ORI on the east side of Oak Park Avenue between 171st Street and Midlothian Creek at the north end of the study area, near Fulton School (which does not reflect current land use).

Historic Resources

The Village has established an historic district which generally encompasses commercial properties and some older residential properties along Oak Park Avenue from 168th Street on the north to 174th Place on the south, and extends east to 66th Court and 67th Avenue between Midlothian Creek on the north and 172nd Street on the south. From 168th Street to 171st Street the historic district is restricted to the west side of Oak Park Avenue, in order to exclude newer residential properties on the east side of Oak Park Avenue.

A few of the significant historic structures that survive within the immediate vicinity of the Metra station, and which provide much of the station area's small town character, deserve mention. The Bremen Cash Store sits directly south of the Metra station and was one of the first masonry structures in Tinley Park, built in 1886 in a very unique Italianate-inspired style. A general merchandise business was operated at this location from that date until 1967. In 1994 the Tinley Park Park District renovated the structure, which currently houses a day care center. The Vogt residence, a large wood frame Victorian home, sits immediately south of the Cash Store, and was built in 1882. While not visible from the train station, the home serves as an important destination within the station area, housing the Vogt Visual Arts Center, operated by the Tinley Park Park District since the home's renovation in 1994.

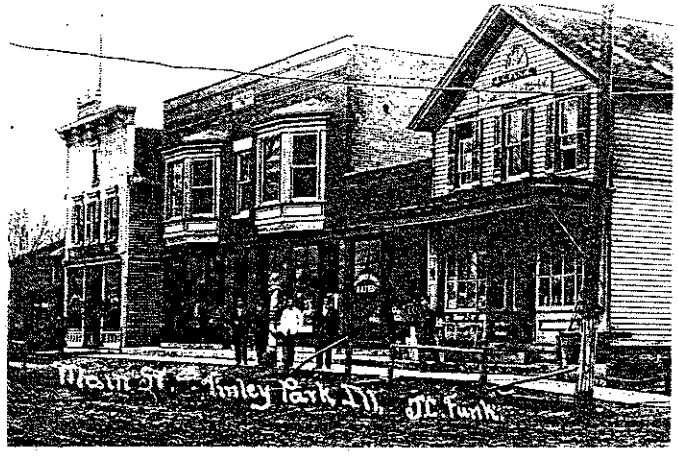


Figure 15:
The "Andres Block" (two buildings at right) on Oak Park Avenue across from the station, as it appeared in 1907.

Immediately southwest of the station, a large Italianate masonry structure referred to as the Vogt Building sits on a green lawn at the corner of Oak Park Avenue and Hickory Street. This building, with a unique two-story front porch, is believed to have been built in the 1860's has served primarily as a residence until it was renovated in 1993 to house offices.

North of the Metra tracks, commercial structures at the southwest, northwest and northeast corners of Oak Park Avenue and 173rd Place still reflect their historic proportions despite modern renovations that have removed historic facade elements. Rather than the commuter parking lot that now exists on the southeast corner, these buildings used to front onto a small park area and several industrial structures, including a grain elevator, all of which have since been removed to make way for parking. The Pinto Lounge (a modest frame building originally),

the former "Andres Block" (a two-story masonry building and a two-story frame building) were constructed facing Oak Park Avenue between the tracks and 173rd Place between 1860 and 1910. These structures were all designed to provide commercial space downstairs and residences on the second floor. The Andres Block buildings housed a hardware business for many years, and has recently been renovated to house a bar and restaurant.

Figure 16:
The "Andres Block" as it appears today, after recent historically sensitive renovations to house Bogart's Restaurant.

The current Ed & Joe's Pizza, a two-story frame structure, was built in 1892 to serve as the Columbia Hotel. It has since served as a tavern and restaurant. The current Teehan's Tavern, also a two-story frame structure, was also built originally as a hotel in about 1855, shortly after the arrival of the railroad. Both of these structures, while modest in construction type, once boasted intricately detailed wood facades that were designed to appear very "upscale" to passengers passing by on the rail line.

Parking

Parking in the station area consists of a mixture of permit and daily pay commuter parking off-street, as well as both on-street and off-street shopper parking that is free but with established time limits. These parking facilities and their current level of utilization was discussed in detail in Chapter Four. In brief, commuter parking facilities are roughly 76 percent occupied on a typical weekday at mid-day, and available non-commuter spaces are just over 30 percent occupied at a similar time. Considering quantity alone, there appears to be more than adequate parking to meet current demands within the station area.

To further investigate non-commuter parking conditions, a parking model was developed to estimate parking supply and demand based upon land use data, parking counts, the parking inventory, and estimated parking characteristics by land use. The existing and future land use by block used for the model are provided in the Appendix, and are based on the proposed redevelopment projects to be described later in this chapter). Based upon this model there is an existing estimated demand for 799 spaces, resulting in a *surplus* of 1,192 non-commuter spaces. Blocks that experience a parking shortage or a significant surplus are listed in Table 11. The parking demand model was adjusted to reflect proposed future land use by block. Parking capacity was held constant to existing conditions for the future land use projections. The non-commuter parking demand for the future is estimated to be 1,038 spaces for a *surplus* of 953 spaces. The blocks with the greatest anticipated surpluses or deficiencies are also indicated in Figure 17, Future Non-Commuter Parking Demand (Estimated). Parking needs for the blocks that are indicated as "over capacity" will be served either by the provision of additional parking spaces as part of redevelopment projects or by utilizing excess parking capacity on neighboring blocks.

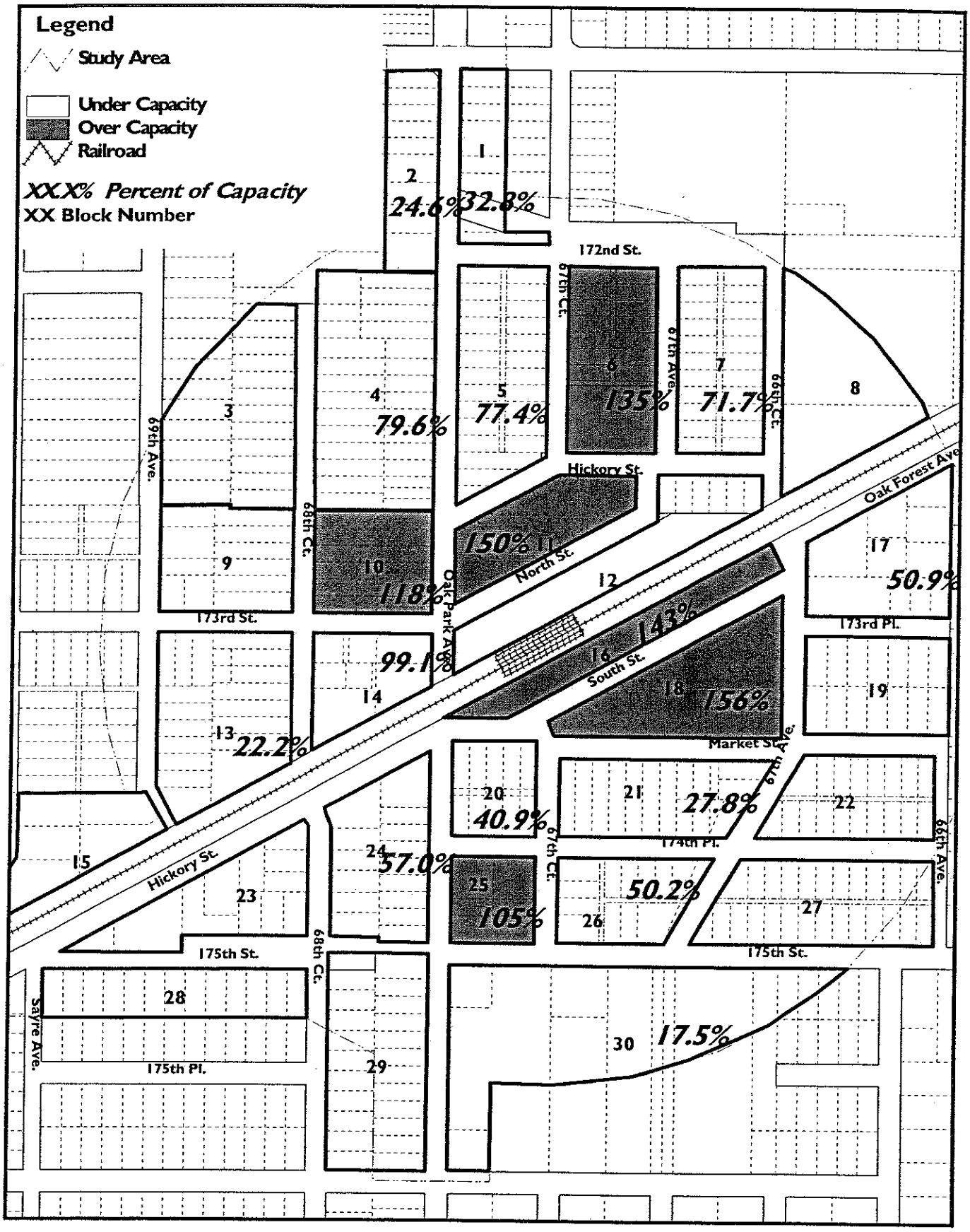


Figure 17
FUTURE NON-COMMUTER PARKING DEMAND (ESTIMATED)
Source: Barton-Aschman Associates, Inc.

TABLE 11
PARKING SURPLUS AND DEFICIENCY (NON-COMMUTER)

Deficiency			Surplus		
Block	Existing	Future	Block	Existing	Future
Block 10		-10	Block 14	49	
Block 11		-37	Block 15	72	72
Block 16	-14	-4	Block 17	58	58
Block 18		-46	Block 20	46	46
Block 25	-1	-1	Block 21	86	86
Block 26	-26	-26	Block 22	41	41
			Block 24	95	53
			Block 30	414	414

Surplus: Any block with 40 or more excess spaces.
Deficiency: Any block without excess capacity.
Note: Surpluses and deficiencies are based upon the existing non-commuter parking inventory.

Source: Barton-Aschman Associates, Inc.

Traffic and Circulation

Analysis of traffic counts revealed that the morning and afternoon peak hours occur from 7:15am to 8:15am and from 4:30pm to 5:30pm, respectively at the Oak Park Avenue intersections immediately north and south of the Metra tracks. The intersection to the north (with 173rd Place) is signalized, but the intersection to the south (with Hickory Street) is controlled only by stop signs in the east/west direction. As most vehicular traffic is moving north/south through the area along Oak Park Avenue, these two intersections are the busiest and most problematic, especially during peak hours. Turning onto Oak Park Avenue, or crossing it in either direction, is very difficult at the intersection south of the tracks. Turning movements when moving east/west are a bit easier north of the tracks because of the signal, but turning off of Oak Park Avenue onto 173rd Place is difficult during busy periods because of the lack of turning lanes on Oak Park Avenue itself.

The track crossing at 66th Court, just to the east of the commuter parking lots, provides a relief valve for Oak Park Avenue during peak hours, because vehicles traveling west along Oak Forest Avenue who intend to go north turn right at 66th Court, effectively bypassing the congestion of the Oak Park Avenue / Hickory Street intersection. Additionally, there is significant traffic that leaves the north commuter lots and travels east to 66th Court in order to bypass the congested intersection, as well. Vehicles travel north on 66th Court and turn west on 172nd Street thus accessing Oak Park Avenue far enough north to avoid congestion.

Much of the aggravation experienced by drivers in the station area is caused by the gates that block Oak Park Avenue and 66th Court when trains are moving through the area or stopped at the station. Site analysis revealed that at rush hour trains are stopped at the station for about 30 to 60 seconds, resulting in "gate down" times of about one to two minutes. Because of FRA safety regulations regarding advance warning time, the gates lower when the train is still some distance from the station, but raise immediately upon the roadway being cleared after the train passes through.

There are no bikeways currently delineated in the station area. The existing sidewalks provide the basic network for pedestrian movement around the Oak Park Avenue station. Figure 18, Sidewalk System and Deficiencies, highlights existing sidewalks and identifies the areas around the station that currently lack sidewalks. The area immediately around the station is lacking in pedestrian facilities primarily to the east: along Oak Forest Avenue; 66th Court, from 172nd Street south to Market Street; the entire stretch of the north side of South Street from Oak Park Avenue to 66th Court; and along the station platforms east of the station building.

66th Court is a high use pedestrian corridor with children using the street and grass areas along the roadway to travel between St. George School, the park and school north of 172nd Street, and the retail shops north of the station. Sidewalks are not provided on either side of the street about 1/2 block north and south of the rail crossing.

KEY ISSUES

The following is a summary of the key planning issues identified for the station area. Strengths can be built upon, and weaknesses can be alleviated, through transit-sensitive planning.

Strengths of the area

- Existing transit infrastructure serves to guarantee a significant level of activity in the Oak Park Avenue commercial core on a regular basis and provides exposure of the area to passengers. Additionally, it adds to the character of the area for all visitors, including non-commuters.
- Several successful restaurants and taverns generate significant evening and weekend traffic, which provides exposure for all businesses.
- Businesses that are drawn to the small, affordable trail spaces along Oak Park Avenue are local and entrepreneurial in nature, with a regional customer base.
- Long-time business and property owners in the area seem committed to matching public sector revitalization efforts with private sector improvements, which will increase chances for success.
- A healthy Chicago-area economy provides several potential markets for the area: commuters, nearby residents, other Tinley Park residents, and regional through traffic traveling along Oak Park Avenue. This is important, as commuters alone do not constitute a sufficient market base.

Weaknesses of the area

- The commercial area is unfocused, spread out, and lacking in visual consistency. Entry points to the historic district commercial area are not well defined.
- Business hours and advertising are not coordinated, making promotion of the area difficult.
- The area does not provide enough non-commercial destinations: a post office, a park, a library, activities for children, and so forth.
- On-street parking is underutilized at many times, and regulations regarding use of off-street parking are unclear to potential shoppers. Parking quantity is not a problem, but utilization of existing spaces needs to be improved.

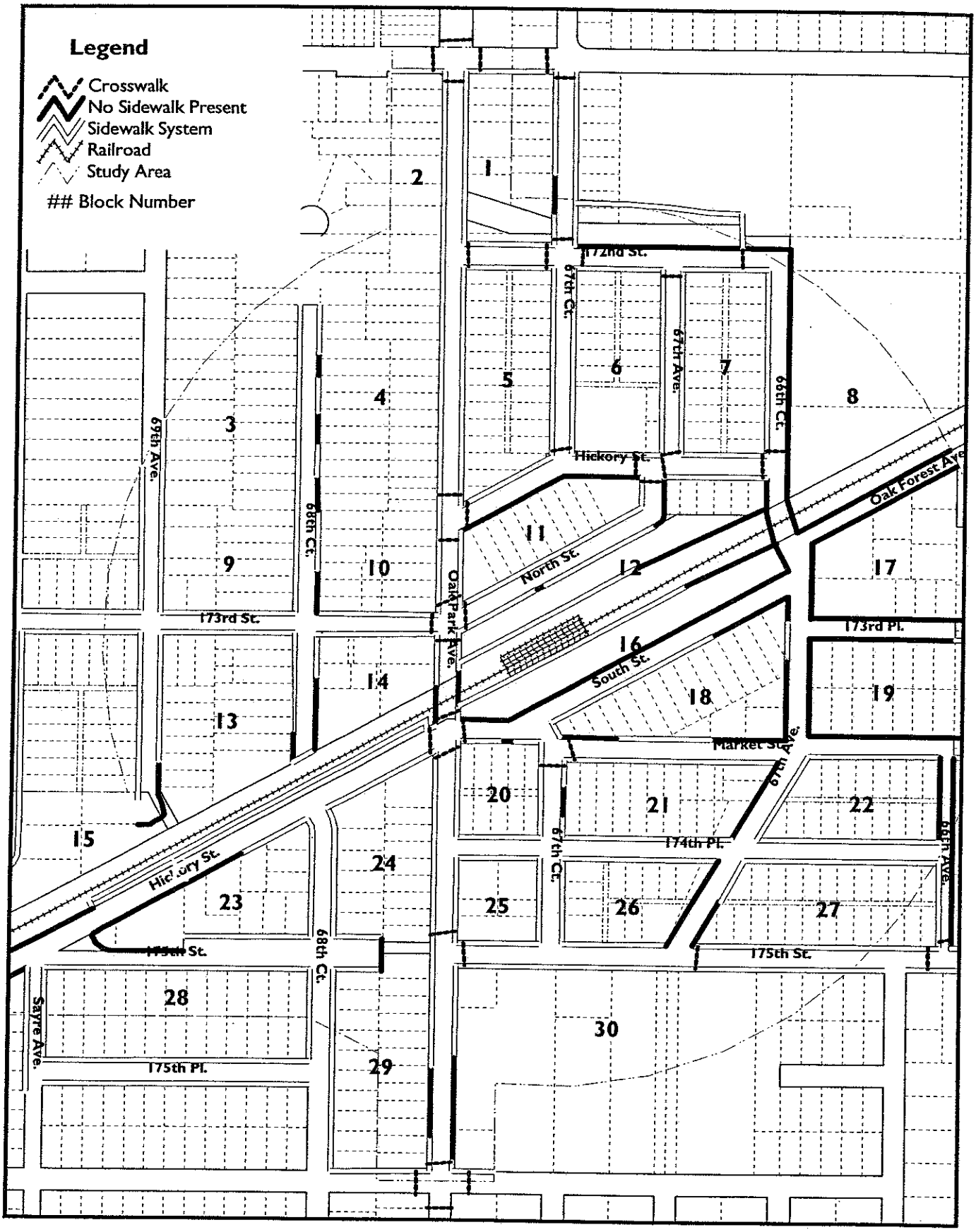


Figure 18
SIDEWALK SYSTEM AND DEFICIENCIES
Source: Barton-Aschman Associates, Inc.

Weaknesses, continued:

- Circulation problems exist in several locations: the area is avoided by shoppers during rush hour because of congestion on Oak Park Avenue near the tracks; access to the area from the east and the west is difficult; access to South Street businesses from Oak Park Avenue is confusing; and discontinuous sidewalks throughout the area make pedestrian movement difficult.
- Several incompatible land uses generate truck traffic and are generally unsightly. These sites, in close proximity to the train station, could be more effectively utilized as mixed use or residential redevelopment sites.

A TRANSIT ORIENTED VISION, GOALS AND OBJECTIVES

As a response to the conditions and issues noted above, the following vision statement for the Oak Park Avenue station area was presented, discussed and affirmed during the community design charrette:

> **Oak Park Avenue, in the vicinity of the Metra Station, is a major focal point for the Tinley Park community. As the soul of our community, it connects us with each other, to our heritage as a small farming community and to the larger metropolitan area. It exists at a physical scale which accommodates several modes of travel but emphasizes the character, walkability and accessibility of a small town center.**

To realize this vision, the Village, Metra and Pace should combine efforts and aim to achieve the following goals and related objectives:

GOAL 1: Assure efficient and effective connections to the Metra station.

1. Increase pedestrian accessibility between the station and adjacent areas.
2. Provide adequate and accessible parking.
3. Improve bicycle access to the station from all directions.

GOAL 2: Provide a safe, efficient and effective transportation system to serve the area.

1. Reduce pedestrian-vehicular conflicts.
2. Reduce Oak Park Avenue congestion.
3. Increase access to the area for all modes of transportation.
4. Increase Pace bus service connections to the area.

GOAL 3: Encourage the economic vitality of Oak Park Avenue.

1. Increase the number of commercial establishments.
2. Assure satisfactory parking for business customers.
3. Increase awareness of Oak Park Avenue as a commercial center.
4. Increase resident population in the station area through mixed use development.

GOAL 4: Respect the present scale and type of development along Oak Park Avenue.

1. Establish building height, bulk and siting guidelines.

GOAL 5: Maintain the historic character of Oak Park Avenue.

1. Maintain and restore viable existing structures.
2. Establish design standards for renovations and new construction.

GOAL 6: Establish Oak Park Avenue as a community focal point.

1. Increase community activities in the area.
2. Increase use of the area by all community residents.
3. Build upon the growing concentration of restaurants in the area.

REDEVELOPMENT STRATEGIES

In order to meet the goals outlined above, and thus realize the desired vision for the Oak Park Avenue station area, seven general redevelopment strategies were developed. These strategies serve as the organizing device for the specific recommendations within the redevelopment plan to follow.

STRATEGY 1: Improve Accessibility

Ensure that the commercial and future recreational offerings in the revitalized historic district are readily accessible to transit users and vehicles, as well as pedestrians and bicyclists. This can be accomplished by: parking enhancements and changes to use restrictions for both existing commuter and non-commuter parking facilities; roadway improvements to enhance function and facilitate intermodal connections; provision of bikeways; provision of sidewalk connections to increase the "walkability" of the area; and, development of the parkway to link both station areas.

STRATEGY 2: Relate Transportation and Development

Forge a close relationship between the Metra station and redevelopment immediately around it, so that the station becomes a focal point and commuters feel drawn into the commercial area. This can be accomplished by: coordinating pathways for multiple transportation modes; creating better shared parking arrangements for commuter and non-commuter users of the area; making railroad right-of-way improvements and upgrading the train station and platforms; creating station-based retail facilities; and, encouraging mixed-use development on infill sites along Oak Park Avenue, and along North and South Streets.

STRATEGY 3: Establish a Design Theme

Tie the area together visually through improvements to public rights-of-way as well as private properties, so that the area is perceived as a district surrounding a "jewel" at the center, the Metra station redevelopment. This can be accomplished through streetscape and landscape improvements, focusing initially on the immediate station area; signage and facade improvements, assisted by architectural guidelines; installing plaques on structures that are appropriately renovated; development of open space around and near the station; and, provision of consistent maintenance throughout the area.

STRATEGY 4: Reuse Underutilized Sites

Encourage more transit-supportive uses on several sites in the station area, to enhance the residential population in proximity to the station and surrounding commercial uses. Sites in immediate proximity to the station and commuter lots are recommended for initial

redevelopment, with sites further away to follow as the market allows. These include: redevelopment of the station (including relocation of the farm supply business); mixed-use redevelopment on infill sites along North and South Streets; retail or mixed-use infill at the School District parcel and at open parcels south of the tracks along Oak Park Avenue; and, residential redevelopment of the Bechstein parcel.

STRATEGY 5: Stimulate New Investment

Encourage both appropriate new development and investment in improvements to existing buildings in the station area through: aggressive site marketing of available redevelopment sites; promotion of Oak Park Avenue's image to the real estate community; regulatory changes to promote higher density mixed-use development immediately surrounding the station, and to protect the unique character of the residential conversion area; and, creation of incentive programs to encourage private sector involvement in revitalization efforts.

STRATEGY 6: Serve as a Community Center

Provide an opportunity for all Tinley Park residents to become more familiar with, and appreciative of, the history of the community by visiting the station area. This can be accomplished through the creation of both a central square with an adjacent farmer's market pavilion, and a larger green space that can accommodate summer concerts. Tinley-wide community activities should be planned and hosted in this area. Development of the parkway will create improved access into the area, allowing it to function more as a center.

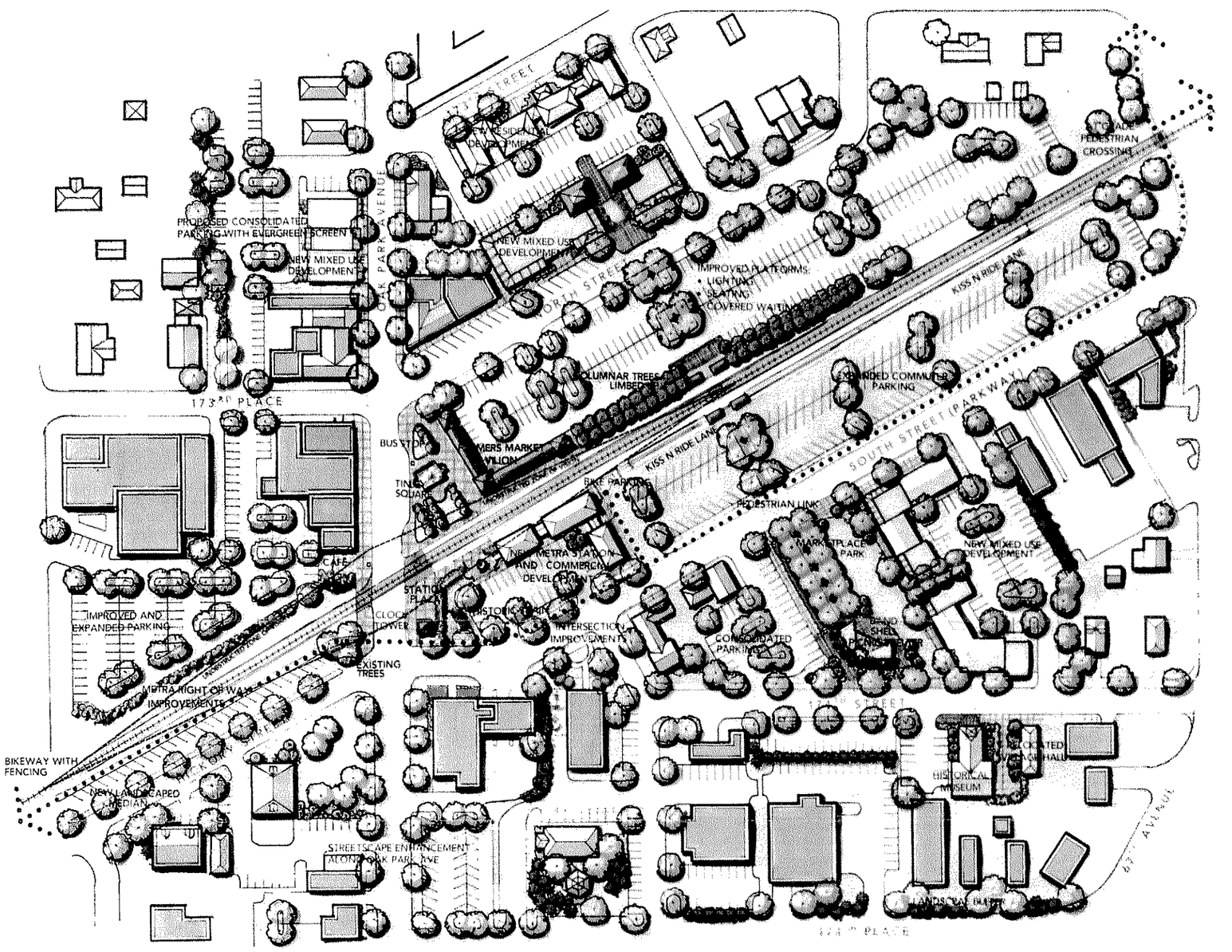
STRATEGY 7: Address Marketing and Promotion

Provide assistance to both existing and future businesses to increase their regional exposure, and market the area as a shopping "experience" beyond any individual business. This can be accomplished through: coordination of business hours, advertising and maintenance; provision of area information and advertising at the station; and, provision of parking information at area businesses. Marketing efforts can initially build upon the restaurant focus of the area, increasing awareness of other businesses as regional visitors are lured in to the area.

THE REDEVELOPMENT PLAN

A redevelopment plan has been developed that seeks to realize the vision of recreating the Oak Park Avenue station area as the symbolic center of the community, increasing the activity level and vitality of the area through public improvements and a combination of infill and redevelopment projects. The recommendations outlined here seek to implement the strategies identified above by a variety of methods. These include making the area more readily accessible, creating a variety of destinations near the station, and increasing housing choices in the Village by providing higher density housing surrounding the station.

The redevelopment plan has three main aspects: those related to **parking and access** concerns; and those related to **land use and design** issues; and those related to **economic development** efforts. The sections to follow are thus organized in this fashion, and provide concrete recommendations that will facilitate the implementation of the strategies noted above. Figure 19, Redevelopment Plan provides a graphic representation of many of the planning physical recommendations included in this section.



Legend

- REDEVELOPMENT AND NEW STRUCTURES
- PEDESTRIAN RAIL ROAD CROSSING
- BIKEWAY
- PUBLIC OPEN SPACE
- LANDSCAPE BUFFERS

Figure 19

REDEVELOPMENT PLAN

Oak Park Avenue Station Area
Tinley Park, Illinois

Prepared By
CAMIROS

Parking and Access Recommendations

Key aspects of the redevelopment plan that relate to parking and access to the area are as follows:

Parking

According to the non-commuter parking demand model mentioned previously, shortages will occur on blocks 10, 11, 16, 18, 25 and 26 if all redevelopment projects recommended are undertaken *without the addition of any new parking.* Of course, it can be assumed that redevelopment projects that provide new residential units will be able to accommodate resident parking on-site. Deficiencies are not necessarily problems since non-commuter parking can be shared between blocks. Overall, the non-commuter parking system will have more than adequate parking capacity to accommodate proposed future development.

It should be noted that two privately owned off-street parking lots that currently provide commuter parking may be eliminated as a result of proposed long-term redevelopment activities. However, the total number of spaces provided in these lots (102) is far lower than the number of commuter spaces that remain empty during the average weekday (approximately 200). Even if these commuter spaces are not accommodated on-street or within new developments, an excess supply of commuter spaces relative to demand will exist overall.

1. Upgrade commuter parking lots through resurfacing, restriping, and lighting and landscaping improvements tied in with standards established for streetscape throughout the area. Specifically, reconfiguration of lots is recommended as follows: 1) a third row of parking spaces and a drop-off lane should be added to Lot C; 2) Lot C should be extended to the west after relocation of the farm supply business; 3) Lot N, immediately north of the station, should be reconfigured to provide a pick-up lane along the platform and a plaza area adjacent to Oak Park Avenue (to be discussed later in this chapter); and 4) as the parkway begins to take shape a median should be added to increase safety at Lots A and E, off of Hickory Street.

   It is expected that the reconfiguration recommended for Lots C and N will result in no net loss of commuter parking spaces (the number of spaces will increase in Lot C and decrease in Lot N). The improvements south of the Metra tracks will in fact result in an increase of total parking spaces, but some will be dedicated to short-term parking for non-commuter customers of the proposed station-based retail facilities.

2. Upgrade shopper parking through resurfacing, restriping, and lighting and landscaping improvements tied in with standards established for streetscape throughout the area. Specifically, reconfiguration and addition of lots is recommended as follows: 1) consolidation of the rear parking areas behind businesses on the west side of Oak Park Avenue, north of the tracks, to minimize curb cuts off of the street and allow for cross-circulation between businesses; 2) improvement of off-street parking along 67th Court, near the Vogt Visual Arts Center and day care center, as part of street realignment to be described below;

3) aesthetic improvements to the municipal lot south of 172nd Street; and 4) a phased reconfiguration of the lots near the Dunn Public Safety Building as building renovations occur and the water tower is decommissioned, including extending the parking area slightly into Metra's right-of-way to expand capacity (if determined to be feasible in relationship to Metra's operational requirements).

3. Stripe parking places along Oak Park Avenue throughout the station area to clearly mark areas where parking is allowed. This should be carefully planned in conjunction with rear lot consolidation along the west side of Oak Park Avenue, as the number of curb cuts will decrease over time. Parking along Oak Park Avenue is critical to maintaining the character and "walkability" of the street.

4. Discontinue reserve permit parking in the commuter lots. Reserving a specific space for an individual effectively takes that space out of service regardless of whether or not it is used. This is especially critical since there are so few daily spaces provided at the Oak Park Avenue station and these daily spaces quickly fill to capacity.

5. If reserved parking cannot be eliminated, strongly discourage it through monthly fees that are significantly higher than the regular permit price. The reserved parking is currently located in areas that would best serve daily and evening parkers.

6. Increase the number of spaces designated for daily use at the Oak Park station, not only to provide parking for commuters but for patrons that may want to spend more time in the downtown area without relocating their vehicle. Daily parking can help maximize the use of the commuter lots.

7. Overselling permit spaces is a good practice to continue. The low occupancy level for regular permit spaces indicates that the oversell rate can be increased. The level of oversell should be increased over time and regularly monitored to maximize efficiency.

8. The commuter lots are a very real asset to nearby businesses who offer evening and weekend services. Improve signage at the Village lots to clearly state the time periods during which these spaces are available to non-commuters.

9. Properly maintain parking lots at regular intervals. Fresh pavement and markings, both on-street and off-street, present a positive and healthy image of the downtown.

10. Based upon discussions with Village staff, the current enforcement techniques work well. No changes are recommended.

Traffic and Circulation

Several modifications are recommended to improve traffic flow and circulation through the station area.

1. Signalization of the intersection of Oak Park Avenue with South Street is recommended in order to allow for more effective circulation from the east and west onto Oak Park Avenue. Traffic signal design issues for this intersection need to be studied in further detail before costs can be estimated and more definitive plans can be generated. A traffic signal warrant study and railroad interconnect analyses should coincide with the addition of this project to the Village's capital improvement program. The railroad crossing at Oak Park Avenue is located approximately 50 feet north of the South Street intersection. Because of the proximity of the railroad crossing to the intersection, the capability of a railroad preempt will be necessary to operate a traffic signal safely at the intersection. In addition, traffic signals may be necessary north of the railroad tracks for southbound traffic, tied into the signals at the intersection. The additional traffic signals would allow for safe passage of southbound traffic to ensure that vehicles are not trapped between the railroad crossing and the intersection when the light changes. The railroad track detection, which allows for track warning time and existing gate operations, should be investigated to see whether it can provide the appropriate amount of warning time for safe traffic signal operation. The cost of modifying the railroad track detection to provide a greater amount of warning time can be significant, but may be warranted regardless given increasingly stringent safety requirements for at-grade crossings.

2. Additionally, a signal at the intersection of 175th Street with Oak Park Avenue is recommended in order to facilitate turning movements onto Oak Park Avenue during peak traffic periods experienced in the vicinity of the church and school on 175th Street.

3. Recommended intersection improvements at the corner of Oak Park Avenue and 173rd Place include creating clearly marked turning lanes, resulting in a negligible loss of on-street parking spaces in the vicinity of the corner. This change will serve to facilitate southbound turning movements off of Oak Park Avenue during peak hours.

4. Recommended South Street improvements consist of channelizing the 67th Court approach into a simple T-intersection so that 67th Court intersects with South Street at a right angle. In addition to providing safety advantages, this reconfiguration will result in usable open space in front of the day care center and café at the intersection.

5. Recommended 66th Court improvements entail redesigning the intersection to better accommodate heavy traffic movements, to improve the railroad crossing safety, and to facilitate pedestrian movement with sidewalks, crosswalks, and other safety measures. These improvements will allow the 66th Court crossing

to remain open, which is critical to traffic patterns in the station area. Closing this crossing would severely exacerbate traffic congestion on Oak Park Avenue, as it currently serves as an alternate route for eastbound and westbound traffic through the area.

6. Various segments throughout the study area are missing elements of the sidewalk network. Areas near the trains station and/or with high pedestrian movements are the highest priority for sidewalk improvements. These sections are: 1) South Street, from Oak Park Avenue to 66th Court; 2) extensions east from the train platforms to 66th Court; 3) 66th Court, from 172nd Street to 175th Street; 4) the north side of Oak Forest Avenue, east of 66th Court; 5) 173rd Street, from Oak Park Avenue to 67th Avenue; and 6) Hickory Street, west of Sayre Avenue.

7. Install bikeways in the following locations in the station area: 1) off-street adjacent to the Metra tracks east of 66th Court and west of Oak Park Avenue, separated from the tracks by a fence (if sufficient clearance does not exist per Metra's requirements, these segments can be located on-street); 2) either off-street or on-street along South Street in the station block; 3) on-street across the tracks and further north along 66th Court, to provide a connection for those coming to the station from the north; and 4) signed on a route from the south, on an as yet undetermined alignment. Bike racks should be provided at the station.

8. Pursue the proposed parkway as a long-term project by making the appropriate connections and intersection improvements at Harlem Avenue, negotiating access to the stretch on state-owned property, and making cross-section improvements to tie each section together. As the parkway comes to fruition, angle parking on the south side of South Street will likely need to be eliminated, as it will result in a safety hazard. In the short term, however, it should remain.

Transit Facilities and Service

Operations and current levels of service were discussed in some detail in Chapter Four. A series of transit facility and service upgrades are recommended to tie in with commercial area revitalization efforts.

1. Rebuild or rehabilitate the Metra station to current Metra standards in approximately its current location. Platforms should be extended and upgraded, and covered passenger waiting areas provided toward the east end of the platforms, where are majority of peak hour passengers board. The potential advantages of relocating the station were analyzed, and it was determined that leaving the station in its historic location is most appropriate. To move the station and platforms to the east or west will hinder their relationship to the commercial core and to existing commuter parking facilities which cannot feasibly be moved. Given required safety precautions for at-grade crossings, to do so will not affect gate operations on Oak Park Avenue to an extent sufficient to warrant weakening this key TOD relationship.

1. Provide directory signage at the corners of Oak Park Avenue and North and South Streets, to guide shoppers to businesses located off of Oak Park Avenue, as the area can be confusing to newcomers.

2. Install improved, coordinated signage at all area parking lots to make types and times of parking restrictions clear, so that commuters and shoppers can easily find available parking.

3. Provide directory signage, a parking map, and tasteful advertising in the Metra station to guide train riders around the area.

4. Encourage ongoing private sector facade and signage upgrades, to further build upon the area's historic character and create visual interest for passersby. Plaques should be installed on older structures after appropriate renovations have been completed.

Open Space Development

Three open spaces are recommended to provide areas for community events, as well as for shoppers taking breaks or diners waiting for tables at adjacent restaurants.

1. Tinley Square, on the east side of Oak Park Avenue just north of the tracks, will provide a formal open space with an adjacent open farmer's market pavilion, to serve as a focal point and much-needed area for outdoor relaxation in the area. It is envisioned to be paved with raised planting beds, benches, and a central fountain. Improvements will be carefully coordinated with the safety and operational requirements of the adjacent Metra tracks and station area, with the market pavilion placed clear of the Metra platform.

2. Station Plaza, on the east side of Oak Park Avenue just south of the tracks, will provide a small open area for which the new station facility will form an attractive backdrop for passersby. It will consist of a lawn area and planting beds, and will include a clock tower element that will be visible from some distance to serve as a "beacon" for the historic district, as well as an historic train engine that plays upon the railroad aspect of the area's history. Improvements will be carefully coordinated with the safety and operational requirements of the adjacent Metra tracks and station area.

3. Marketplace Park, a large mid-block open space accessed from South Street and 174th Street, sitting between 67th Court and 66th Court, will provide a lawn area and band shell/picnic shelter structure that can accommodate large community events. This park will be highly visible from the train, and will provide a visual connection to the historic church and relocated historic Village Hall on 174th Street that are maintained by the Tinley Park Historical Society.

Redevelopment Projects

Several redevelopment opportunities have been identified in the station area, which will provide for more appropriate land use and density to support the transit-oriented nature of the station area.

1. As a first step, the farm supply business currently operating immediately southeast of the station will need to be relocated to another site within the Village, and the historic Village Hall that is currently located behind the commercial structures north of 173rd Place will need to be moved to an available site on 174th Street adjacent to the Historical Society's current church museum.

2. The Metra station can become a focal point of the commercial area, with its own small retail area housing businesses that will cater to commuters: a newsstand, a coffee shop, a dry cleaner and other such small shops. These retail spaces will be small (possibly outlets for other businesses in town). The shops should also be designed to be visible and accessible to the non-commuting shopper in the historic district, in which case they might be larger and carry a greater variety of merchandise. Per Metra's standards, the station waiting area will need to increase considerably in size. The retail spaces are envisioned as separate structures adjacent to the platform, forming an "L"-shaped center with frontage facing Oak Park Avenue. In this configuration, the retail spaces can operate even when the station is closed.

3. A major mixed-use redevelopment is envisioned for the parcel now occupied by the Tinley Ice plant. This project can provide street-level retail with frontage facing the north commuter parking lots, and residential both above the retail and in the rear facing 173rd Street.

4. A second mixed-use redevelopment project is recommended to span between South Street and 174th Street just east of the proposed Marketplace Park. This project would also provide ground-floor retail space fronting on the commuter parking lot, with residential above and behind this retail. Primary vehicular access to the residential could occur off of 174th Street.

5. There are opportunities for retail or mixed-use infill development to occur on: 1) a parcel on the west side of Oak Park Avenue north of 173rd Place, currently owned by the school district; and 2) parcels currently containing little-used surface parking on the east side of Oak Park Avenue south of Hickory Street.

6. A major residential redevelopment should be encouraged on the large parcel currently housing the Bechstein Construction Company, if an appropriate alternative location for the current use can be identified. This area is well suited to higher-density residential, as it is within walking distance of the station and commercial core area.

Economic Development Recommendations

Key aspects of the redevelopment plan that relate to economic development are as follows:

Advertising and Events Planning

1. A coordinated effort to advertise the area, rather than only promoting individual businesses, can increase shopper traffic indirectly for all businesses. Initial promotional efforts should build upon the restaurant and tavern focus of the area, expanding later as the mix of businesses increases.

2. Surveys have indicated that current commuters boarding and leaving the train at Oak Park Avenue provide only limited support for local businesses on a daily basis. However, passengers who can see station area businesses from the train can be tempted to return to the area on weekends or other shopping trips. This effort can be strengthened by providing information at the station about business hours and services offered.

3. Assist the efforts of individual businesses to promote their businesses by coordinating hours of operation and building maintenance, so that an area-wide consistency is achieved.

4. Make brochures containing historical information, a parking map and detailing parking regulations available at all merchants in the area.

5. Promote the area as a community center, by planning for Village-wide events to occur periodically in the vicinity of the station. These efforts can build upon the successful farmer's market and art fair that are already held in the area.

Site Marketing and Promotion

1. Undertake aggressive marketing of available redevelopment opportunities in the area.

2. Develop and publicize incentive programs designed to encourage private sector renovation of existing properties to a more appropriate historic appearance.

3. Pursue regulatory changes to achieve the following: 1) allowing increased built density in the immediate station area, to reflect historic development patterns; 2) encouraging provision of shared non-commuter parking in the rear of buildings; 3) maintaining design standards for new construction and renovations; and 4) protecting the integrity of the unique residential conversion area along Oak Park Avenue north of the Metra station.

THE WORK PROGRAM

Physical improvements contained in the recommendations outlined above are summarized in Table 12, a Work Program which addresses phasing and will facilitate inclusion of these TOD related improvements in the Village's capital improvements plan and the Metra's phasing of facility upgrading.

The length of the phases indicated is somewhat fluid, and must respond to funding availability from both the Village and other appropriate agencies. Any available funding sources of matching funds for transit-related, roadway, parking or bikeway improvements should be tapped to augment the Village's resources. The establishment of a trust fund to fund improvements is a very proactive measure on the Village's part, and will help to address the long-term commitment that will result from undertaking an aggressive transit-oriented development strategy.

A strong commitment to these recommendations from the Village and the RTA will generate private sector interest. The Village and transit agencies must set the stage for these improvements, and the private sector must then step up and meet the challenge with its own efforts at improvement. If efforts initially focus on the immediate station area, as recommended, a natural progression will begin that will expand both north and south along Oak Park Avenue. TOD planning can thus begin to revitalize the entire area, returning it to its rightful place as the historic heart of the Village.

TABLE 12
WORK PROGRAM- Oak Park Avenue Station Area

Project Description	Phase 1	Phase 2	Phase 3
Commuter Parking			
South Street lot improvements			
Farm Store lot expansion			
North Street lot improvements			
Hickory Street parking improvements			
Shopper Parking			
Rear lot(s) consolidation			
67th Court parking improvements			
Municipal lot improvements			
Water tower lot improvements			
Roadway Improvements			
Oak Park Avenue signalization, restriping			
67th Court / South Street intersection			
Sidewalk installation			
Bike path installation			
66th Court crossing/intersection improvements			
Proposed parkway			
Transit Facilities Improvements			
Right-of-way clean-up west of Oak Park Avenue			
Platform expansion/pedestrian crossing signalization			
New station facility			
Streetscape and Landscape Improvements			
Bury utilities in station area			
Oak Park Avenue (station to old Bogart's)			
North Street			
Bridge enhancements at Midlothian Creek			
South Street			
Oak Park Avenue (old Bogart's to Midlothian Creek)			
Oak Park Avenue (station to 174th Place)			
Facade and Signage Improvements			
Directory signage for businesses/parking lots off Oak Park Avenue			
Ongoing private sector facade and signage improvements			
Install plaques on historic structures after renovation			
Open Space Development			
Tinley Square			
Station Plaza			
Marketplace Park			
Redevelopment Projects			
Farm Store relocation			
Old Village Hall relocation			
Train station retail space (to be done in conjunction with Metra)			
North Street infill parcel(s)	*		
South Street infill parcel(s)	*		
School District infill parcel(s)	*		
174th/Oak Park Avenue infill parcel(s)	*		
Bechstein parcel(s)	*		

* private sector initiative

6: A CONCEPT PLAN FOR THE 80TH AVENUE STATION AREA

This chapter outlines a transit oriented redevelopment strategy for the 80th Avenue station area. Existing conditions and key issues are identified. A vision and related goals and objectives are then presented, followed by the proposed general strategies and conceptual plan. Figure 22, 80th Avenue Station Area, indicates the area addressed by these recommendations.

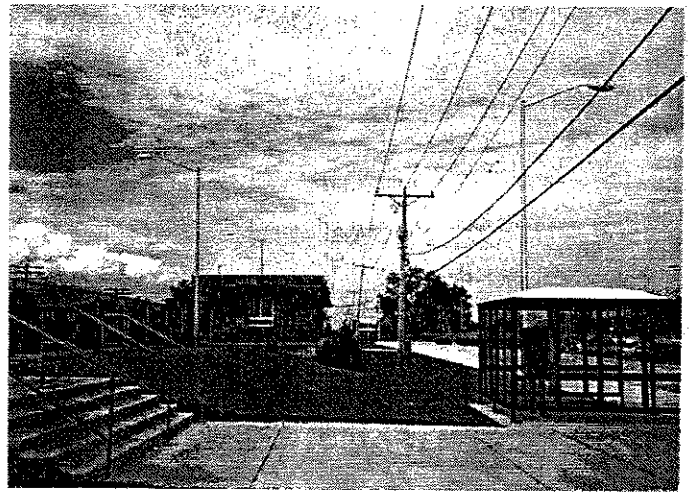


Figure 20:
The current 80th Avenue station facility, with inbound platform and tracks visible on the left and Kiss n' Ride lane visible on the right.

EXISTING CONDITIONS

The 80th Avenue station area serves an "origin" function, as virtually all transit traffic consists of suburban commuters taking the train into the Loop in the morning and returning in the evening. Ridership counts provided in Chapter Four clearly indicate this pattern of use. See Figure 23, Existing Functional Areas, for a graphic representation of the functional analysis outlined below.

Station Facility

The station depot, located appropriately on the inbound track side, is undersized for the volume of ridership at the station per Metra's established design standards. It sits too close to the railroad tracks, as well. Platforms are also not built to current Metra standards, lacking tactile warning strips and passenger benches. Connections to parking facilities to the south are adequate, but appropriate paved connections are incomplete on the north side of

Figure 21:
The temporary ramp and walkway near the Kiss n' Ride lane on the north side of the tracks, with the 80th Avenue station facility visible on the right and the north parking lot visible on the left.

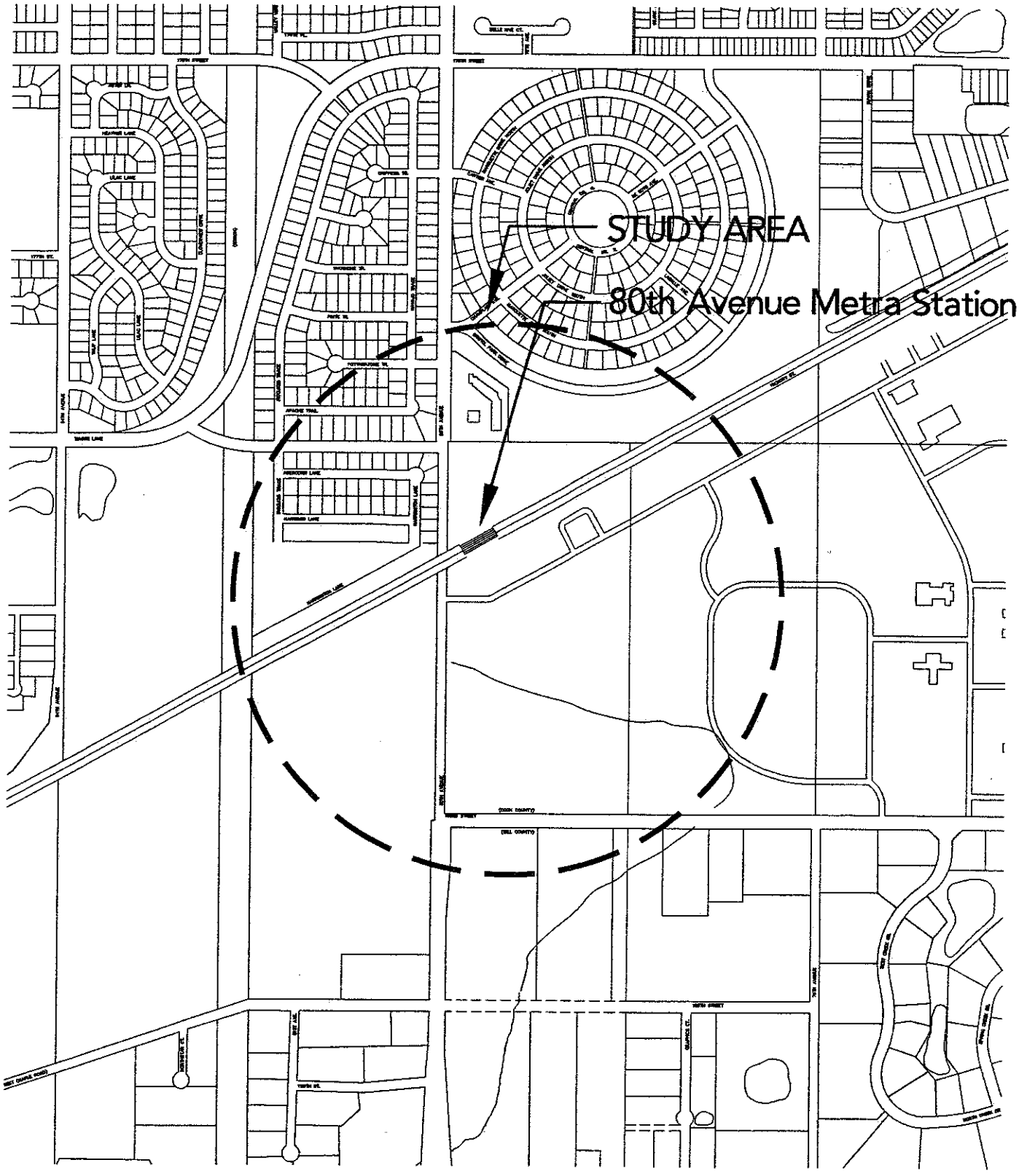


Figure 22

80TH AVENUE STATION AREA

Tinley Park, Illinois

0 150' 300' 600'

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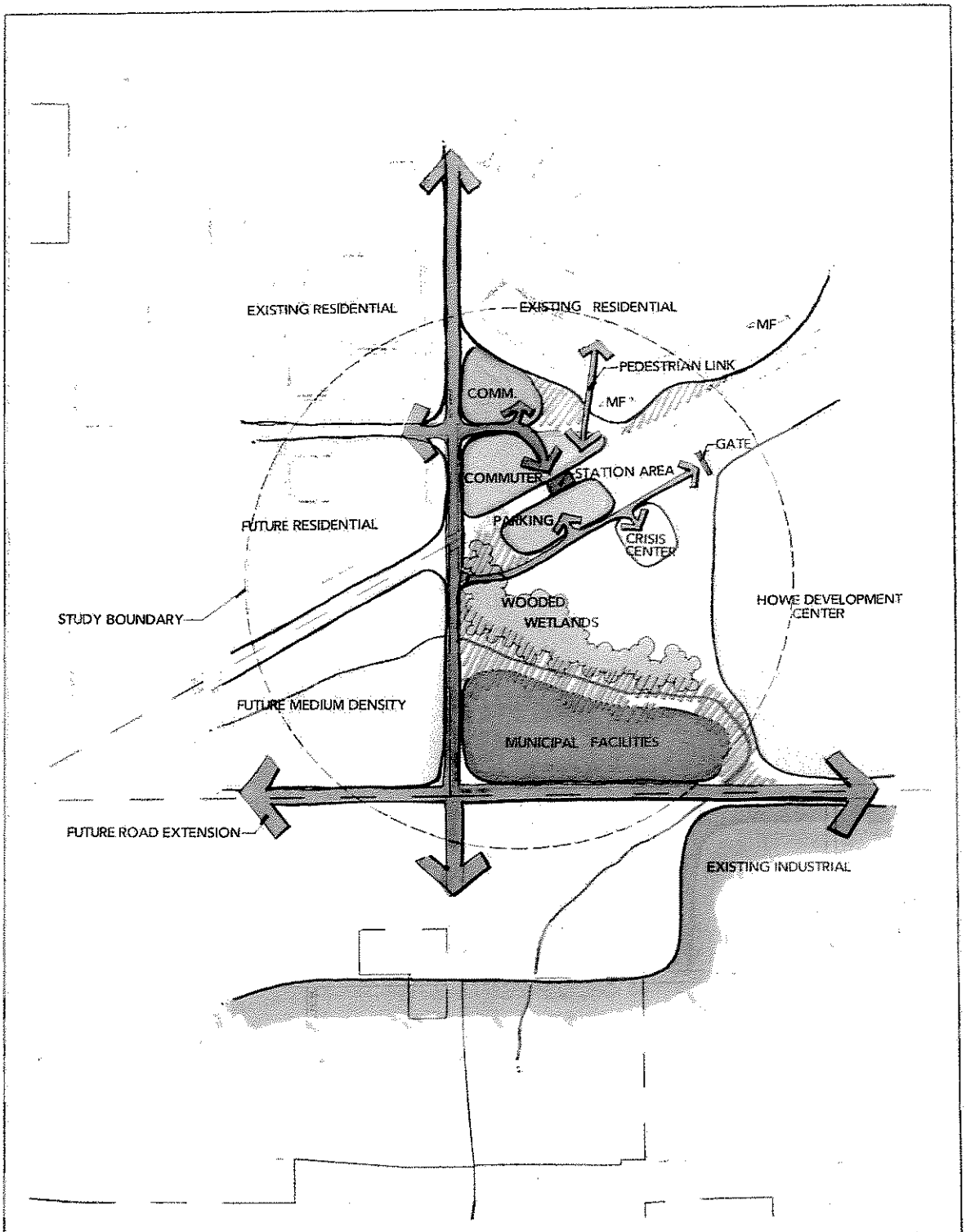

Figure 23

EXISTING FUNCTIONAL AREAS

80th Avenue Station Area
Tinley Park, Illinois

CAMIROS

the tracks. Heavy passenger traffic flow to and from the northeast parking lot is currently accommodated with a temporary, steeply sloped asphalt ramp that lacks appropriate railings and edges. One signalized at-grade crossing and one non-signalized at-grade crossing are provided between the station platforms.

Land Use Pattern

The area around the 80th Avenue station has only begun to be developed in about the past decade, and much of the land surrounding the station remains underutilized. Existing land use in the station area consists of the following: a mixture of single family, townhouse and condominium uses in the Bristol Park subdivision adjacent to the station to the north; a "strip center" retail complex on 80th Avenue immediately north of the station parking lot; single family development to the northwest of the station (across 80th Avenue); and, three limited-access facilities on state-owned land to the southwest: the Tinley Park Mental Health Center, the Howe Development Center, and the Crisis Center for South Suburbia. Two Tinley Park municipal facilities are sited some distance to the south of the station at the corner of 80th Avenue and 183rd Street, and light industrial uses are located along 183rd Street further southeast of the station. The land on which the station facility and its parking lots sit is leased from the State of Illinois.

In the near future, a combination of single family and townhome development will occur immediately west of the station (across 80th Avenue), and multi-family residential is slated for a parcel immediately south of the tracks and west of 80th Avenue. The Village may consider locating more municipal facilities on the land south of the station that is currently under state control. There are environmental concerns about the undeveloped land that sits south and west of the station, south of the tracks. Areas of wetlands and woods will require careful surveying and protection if development is pursued south of the station.

Figure 24:
The north entrance to the 80th Avenue station, with nearby commercial development (under construction) and multi-family residential development visible on the left.

Structures in the station vicinity are fairly new and thus in very good condition. They generally do not exceed two stories in height, with the exception of condominium structures north of the northeast parking lot which are three stories in height. Development is low density in nature throughout the area, with considerable green space remaining.

Existing zoning designations in the station area are as follows: ORI at the train station and to the east and south; R-3 PD to the west; B-1 at the retail development just to the north; and a combination of R-2 PD, R-5 PD and R-6 PD at Bristol Park subdivision to north.

Parking

Parking in the station area consists entirely of daily pay commuter parking, which is nearly fully utilized. Ongoing construction of the retail development to the north will yield considerable parking capacity, but this will be short-term parking dedicated to customer use. Parking at adjacent residential and institutional areas is accommodated on-site. There is no on-street parking provided in the non-residential portions of the station areas. Parking capacity and occupancy at the station lots was noted in Chapter Four.

Figure 25:
The south parking lot at the 80th Avenue station.

Traffic and Circulation

Through traffic in the area utilizes 80th Avenue, which is designed to accommodate high volumes. Access to the north station parking lots is provided by a signalized intersection with 80th Avenue. As future residential development occurs, this will become a four-way intersection providing access to the west along a new section of 179th Street. Access to the south parking lots is provided from Timber Drive, a two-lane street accessed by a non-signalized intersection with 80th Avenue. Timber Drive is blocked by a gate just west of the station parking lot, as it leads into controlled access state property.

Pedestrian and bicycle movement is handled by sidewalks within the station area. A pedestrian and bicycle connection to Bristol Park to the north is provided by a mid-block sidewalk. Street-side sidewalks connect the station area to the existing residential development to the northwest. Sidewalks do not exist continuously along the east side of 80th Avenue extending north of the station, and do not exist at all in undeveloped areas to the southwest and south. Bike routes are not striped or signed within the station area.

KEY ISSUES

The following is a summary of the key planning issues identified for the station area. Strengths can be built upon, and weaknesses can be alleviated, through transit-sensitive planning.

Strengths of the area

- Land is available for development, allowing future development patterns to be influenced in a transit-sensitive manner.
- A bike trail along the Commonwealth Edison right-of-way west of the station area will allow the station area to be much more accessible by bicycle from residential areas to the northwest in coming years.
- 183rd Street will likely be extended further to the west, which will make the station area more accessible by automobile from the south and west.

Weaknesses of the area

- The station is physically isolated from its surroundings, by 80th Avenue on the west and an area of wetlands to the north.
- The station area is difficult to access due to the lack of a nearby east/west travel route.
- Pedestrian circulation is problematic during peak traffic periods, and the current pedestrian crossing configuration at 80th Avenue is inadequate.
- Commercial development further north that is more readily accessible by automobile results in a minimal market for commercial development within the station area, other than businesses targeted specifically to commuters.
- The existing station facility is substandard and unattractive, platforms are not built to current Metra standards, and the landscaping in the station area is minimal and not adequately maintained.
- Environmental issues may create limitation to development density in areas immediately adjacent to the station and station parking lots.

A TRANSIT ORIENTED VISION, GOALS AND OBJECTIVES

As a response to the conditions and issues noted above, the following 'vision statement for the Oak Park Avenue station area was developed:

> **80th Avenue, in the vicinity of the Metra Station, is an emerging focal point for the Tinley Park community. As the Village expands to the west, this newly developing area will become a center for commuter-oriented services and municipal and recreational facilities. It is accessible through several modes of travel but emphasizes connection of transit facilities to nearby residential areas and to the Village-wide bikeway system.**

To realize this vision, the Village, Metra and Pace should combine efforts and aim to achieve the following goals and related objectives:

GOAL 1: Assure efficient and effective connections to the Metra station.

1. Increase pedestrian accessibility between the station and adjacent commercial and residential areas.
2. Provide adequate and accessible parking.
3. Improve bicycle access to and through the station area.
4. Provide for connections to future development to the south and west.

GOAL 2: Provide a safe, efficient and effective transportation system to serve the area.

1. Reduce pedestrian-vehicular conflicts.
2. Increase access to the area for all modes of transportation.
3. Increase Pace bus service connections to the area.

GOAL 3: Provide commuter-oriented retail and services.

1. Provide retail space in the train station.
2. Encourage establishment of a day care center near the station.
3. Improve pedestrian connections to adjacent commercial development.

GOAL 4: Improve the appearance of the station area.

1. Upgrade Metra facilities.
2. Improve landscaping in and around commuter parking lots.
3. Maintain and protect wetlands and natural features.

GOAL 5: Establish the station area as a new center of community activity.

1. Develop municipal and recreational facilities near the station.
2. Increase use of the area by all community residents.
3. Increase resident population in the station area through mixed use development.

CONCEPTUAL PLAN

The objectives outlined above can be achieved through implementation of the conceptual plan elements described below. Refer to Figure 26, Concept Plan for a graphic representation of these concepts.

Transit Facility Improvements

- Construct a new station facility with "satellite" lease spaces to be operated by area businesses during peak periods, such as a drop-off and pick-up booth for a local drycleaner. The new station will contain an enlarged waiting area, roughly doubling in size to about 2,700 square feet, per Metra standards.
- Extend and upgrade station platforms to conform to Metra standards, maintaining existing at-grade crossing points.
- Provide covered waiting areas at station platforms and at "kiss n' ride" areas.
- Install pedestrian crossing signals at at-grade crossing(s).
- Upgrade lighting at platforms and commuter parking areas to improve security.
- Extend Pace bus service to the station, and provide a bus stop south of the tracks adjacent to the station building.

Traffic and Circulation Improvements

- Expand the south parking lot to provide an additional 300 spaces.
- Provide three underpasses to facilitate pedestrian and bicycle movement: under the Metra tracks just south of the new train station; under 80th Avenue at 179th Street; and, under 80th Avenue at Timber Drive.
- Establish connections to the future bikeway system to link the station to areas to the east, west and south. Provide fence separation where the bikeway is adjacent to the Metra tracks.
- Expand bicycle parking areas north and south of the tracks, locating them adjacent to the pedestrian/bicycle underpass.
- Improve at-grade pedestrian connections to adjacent retail and residential areas.
- Upgrade signalization at north and south entrances to commuter parking to improve pedestrian safety.

- Extend 183rd Street to the west.
- Provide multi-modal connections to municipal facilities south of the station as they develop in the future.

Utilization of Undeveloped Sites

- Encourage single family residential and townhome development west of the station area, with pedestrian linkages to the station.
- Encourage multi-family residential development southwest of the station area, with pedestrian linkages to the station.
- Encourage the establishment of a day care center adjacent to station, south of the tracks and accessed from Timber Drive.
- Encourage the development of a municipal and recreational "campus" south of the train station, containing both passive and active recreational amenities in addition to civic facilities.

Aesthetic Improvements

- Upgrade the retaining wall structure at the wetlands north of the north parking lots.
- Install prominent station signage at 80th Avenue, both north and south of the tracks.
- Eliminate unused utility poles along the train tracks, and bury active utilities in the station area.
- Install upgraded landscaping, street furniture and decorative fencing throughout station platform and parking areas.
- Provide landscape buffers at the Crisis Center and against the condominium garages north of the northeast parking lot.
- Protect and enhance existing wetlands and wooded areas.

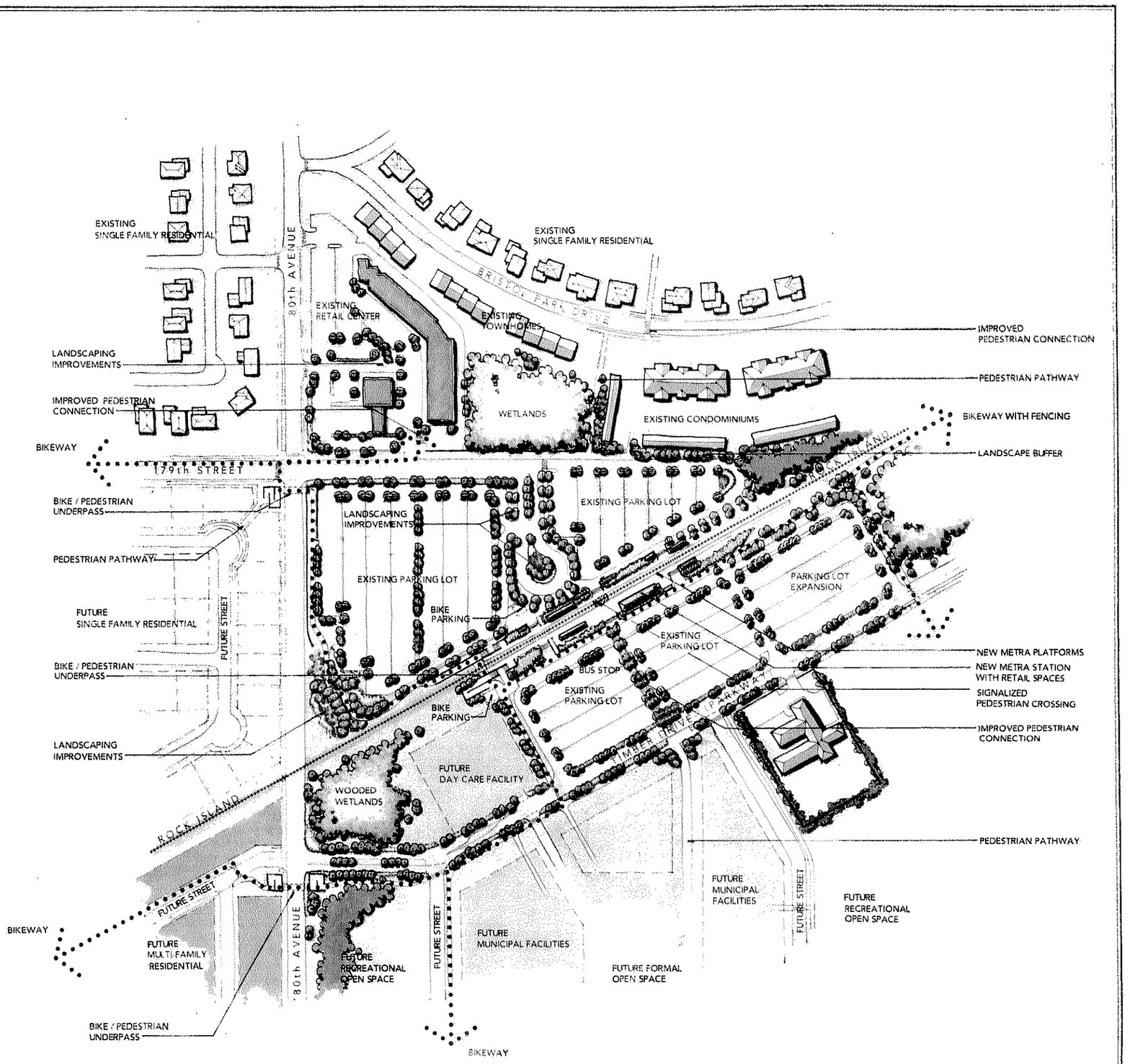

Figure 26

CONCEPT PLAN

80th Avenue Station Area
Tinley Park, Illinois

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APPENDICES

APPENDIX A:
KEY PERSON INTERVIEW SCHEDULE

Thursday, April 16th, 1998:

2:30-3:30

Brad Bettenhausen	Village Treasurer, HPC liaison
Robert Bettenhausen	Fire Marshal
John Curran	Park District Director
David Dorgan	Village Manager
Frank German	Village Clerk
Mike Goebig	Economic Development Director, EDC liaison
Chris King	Village Engineer
Michael O'Connell	Police Chief
Robert VanTreek	former Community Development Director

3:30-4:30

Ron Bruning	OPA business/property owner, LRPC chairman
Mike Clark	OPA business/property owner, OPAMA, MSC chairman
Jim Fuentes	OPA business/property owner, OPAMA, MSC
Edward Gregory	business owner, HPC chairman
Diane Hebel	Chamber of Commerce
Ray Levy	OPA business/property owner (frozen foods)
Michael McEwan	OPA business/property owner (glass/mirror)
Tom Nolan	OPA business/property owner (restaurant)
Regis Teehan	OPA business/property owner (pub)

4:30-5:30

Robert Van Treek	former Community Development Director
Michael Murphy	80th area residential developer (Mallow)
Jim Gierczyk	80th area commercial developer
Daniel Vietkus	ICC chairman
Jan Steadman	Crisis Center for South Suburbia
Frank Kurzawa	Citibank, EDC member
Scott Umbright	Howe Development Center
Delores Newman	Tinley Park Mental Health Center

Tuesday, May 5th, 1998:

6:00-7:30

Edward Zabrocki	Mayor
Michael Bettenhausen	Trustee
Kenneth Fulton	Trustee
Gregory Hannon	Trustee
Matthew Heffernan	Trustee
Patrick Rea	Trustee
David Seaman	Trustee

TRANSIT-ORIENTED DEVELOPMENT PLANS
Tinley Park, Illinois

CHARRETTE SCHEDULE

All sessions will take place at:
Dunn Public Safety Building
17355 S. 68th Court, Tinley Park, Illinois
(the former Tinley Park Police Station)

Monday, May 11th, 1998:

3:00pm-5:30pm	*Camiros set-up*
5:30pm-7:00pm	Main Street Commission (MSC)
7:00pm-8:00pm	Industrial & Commerce Commission (ICC)
8:00pm-9:00pm	All Village Commissions

Tuesday, May 12th, 1998:

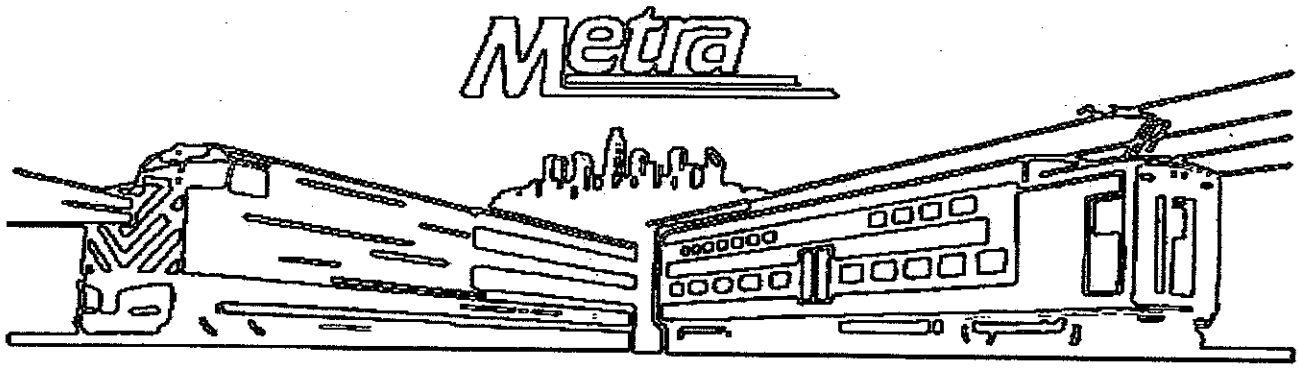
8:00am-9:30am	OPAMA
9:30am-11:30pm	Village staff team
11:00am-1:00pm	RTA, Metra, Pace representatives
1:00pm-2:00pm	Interested Village employees
2:00pm-6:00pm	*Camiros work session (graphics refinement)*
7:30pm	Village Board

Wednesday, May 13th, 1998:

9:00am-1:00pm	Open House
2:00pm-6:00pm	*Camiros work session (graphics refinement)*
7:30pm	Public Forum

APPENDIX C:
COMMUTER SURVEY FORM

(see following pages)



April, 1998

Dear Metra Rider,

The Village of Tinley Park and the RTA are currently undertaking a planning study at the Oak Park Avenue Metra station, to determine ways to improve the appearance and function of businesses and parking facilities in the station area. Your answers on this survey will help us understand what types of commercial activities are most frequently used and desirable, and how the station areas can be improved to better serve both commuters and the community at large.

Please complete this questionnaire and place it in the collection box as you leave the train downtown. If you don't get a chance to finish the survey on the train, you can leave it with the ticket agent or in the collection box at the Oak Park Avenue station. Even if you don't usually use the businesses near the train, or you don't ride Metra every day, please complete and return this questionnaire. Your answers are still very important to us. In order to be useful for this study, the surveys must be returned by 6:00pm on Monday, May 4th.

We would also appreciate your additional input on this planning study. We will be holding an open house at the Dunn Public Safety Building (the old Tinley Park Police Station, at 17355 S. 68th Court) *from 9:00 to 1:00pm on Wednesday, May 13th* at which Village and RTA staff and Camiros, Ltd., our planning consultants, will be available to discuss station area planning issues and concerns with station users. We will also be holding a public forum at *7:30pm on Wednesday, May 13th* at the same location. If you are interested in participating, please mark your calendars and look for notices to be posted in the coming weeks.

Thank you very much for your time and assistance!

Village of Tinley Park
Regional Transportation Authority
Metra Office of Planning and Analysis

OAK PARK AVENUE STATION AREA

Questions in this survey refer to the station area shown on the map on the back of this survey. The dot indicates the Metra station.

Section 1: Please tell us about the businesses in the station area shown on the map by circling the appropriate response.

1. How many businesses in the station area are open in the **morning** when you arrive at the station?

   a. Most b. Some c. Few d. Don't Know

2. How many businesses in the station area are open in the **evening** when you return to the station?

   a. Most b. Some c. Few d. Don't Know

3. Are the businesses in the station area **easy to get to** from the station?

   a. Yes (go to question #5) b. No

4. If you answered **No** to question 3, please tell us why:

   _____

5. How many businesses can you see from the Metra station **platform**?

   a. 0 c. 4 to 5
   b. 1 to 3 d. More than 5

6. How many businesses can you see from the Metra station **parking lot**?

   a. 0 c. 4 to 5
   b. 1 to 3 d. More than 5

7. Describe the amount of advertising you see around the station for stores or services in the station area.

   a. There is a lot of advertising
   b. There is some advertising
   c. There is very little advertising
   d. There is no advertising

8. What type of advertising do you consider most effective in attracting you to businesses **in the station area**? (circle only one answer)

   a. Flyers on cars
   b. Signs or billboards around stations
   c. Handouts at the station
   d. Seeing the store itself
   e. General advertising (newspaper, radio, TV, etc.)
   f. Other (Please identify) _____

Section 2: Please tell us about how you use the businesses in the station area by circling the appropriate response.

9. At what time are you **most** likely to patronize businesses in the station area (circle one only)?

   a. Morning
   b. Evening
   c. Other times (When?_____)
   d. I'm unlikely to use those stores

10. In order of their importance to you, list the five businesses (stores or services) that you would be **most likely** to patronize in the station area. Include businesses that are currently present or that you would like to have added.

    1. _____ (Most important)
    2. _____
    3. _____
    4. _____
    5. _____

11. Would you patronize the businesses in the station area more if they were open **earlier in the morning**?

    a. Yes b. No

12. Would you patronize the businesses in the station area more if they were open **later in the evening**?

    a. Yes b. No

13. On your way to or from the train, what is the farthest distance you would **walk** out of your way to patronize a business?

    a. One block
    b. Two blocks
    c. Three blocks
    d. Four or more blocks
    e. I would not walk out of my way

14. Over the last ten days on which you rode the train, how many of those days did you stop to patronize a business **anywhere** on your way to or from the station?

    a. 0 (go to question #16) b._____ (number of days)

15. Of those days, how many days did you stop in the station area? _____days

---

Section 3: Please give us your opinion by circling your reaction to the statements below.

16. I am very familiar with the businesses in the station area.

    Strongly Agree | Agree | Disagree | Strongly Disagree | No Opinion

17. Businesses near the Metra station generally have convenient hours.

    Strongly Agree | Agree | Disagree | Strongly Disagree | No Opinion

18. Businesses near the Metra station generally have what I need.

    Strongly Agree | Agree | Disagree | Strongly Disagree | No Opinion

19. Businesses near the Metra station are conveniently located.

    Strongly Agree | Agree | Disagree | Strongly Disagree | No Opinion

20. Having businesses near the Metra station makes using Metra service more desirable.

    Strongly Agree | Agree | Disagree | Strongly Disagree | No Opinion

21. Having a Metra station near businesses makes using those businesses more desirable.

Strongly Agree | Agree | Disagree | Strongly Disagree | No Opinion

22. The location of the Metra station was an important factor in my decision of where to live.

Strongly Agree | Agree | Disagree | Strongly Disagree | No Opinion

23. I sometimes go home after work and return at night to patronize businesses in the station area.

Strongly Agree | Agree | Disagree | Strongly Disagree | No Opinion

24. I shop at stores that I wouldn't know of except for seeing them on my way to or from the train.

Strongly Agree | Agree | Disagree | Strongly Disagree | No Opinion

25. I would be more likely to use businesses if they were located nearer to, or within, the station building.

Strongly Agree | Agree | Disagree | Strongly Disagree | No Opinion

26. I would rather shop at businesses near my home than at similar businesses near the Metra station.

Strongly Agree | Agree | Disagree | Strongly Disagree | No Opinion

---

Section 4: Please tell us a bit about yourself by circling the appropriate response (*be assured that all responses will be in strictest confidence and used only in summary fashion*).

27. How did you get to the train station this morning?
    a. Walked (# of blocks ____)
    b. Drove alone and parked
    c. Carpool Driver
    d. Carpool Passenger
    e. Got Dropped Off
    f. Biked
    g. Took Bus
    h. Other _____

28. Is this the station where you normally board?
    a. Yes b. No

29. Excluding today, how may times would you estimate that you rode Metra in the last 4 weeks? Please count inbound and outbound trips separately.
    a. 40 or more times
    b. 30 to 39 times
    c. 20 to 29 times
    d. 15 to 19 times
    e. 10 to 14 times
    f. 5 to 9 times
    g. 1 to 4 times
    h. Didn't ride

30. Typically, how far do you have to travel to the station in the morning?_____ miles

31. Typically, how long does it take you to get to the train from home in the morning? ____ minutes

32. What time did your train leave this morning? (please give time)_____

33. At what time will your train depart LaSalle Street Station on your return trip today? (please give time)_____

34. Is the primary purpose of this trip for... .
    a. Work
    b. School
    c. Other (please identify) _____

35. What type of parking permit are you using (if applicable)?
    a. Reserved permit space
    b. Unreserved permit space
    c. Daily pay space
    d. Other (please identify) _____

36. If you parked at the station, please refer to the station map on the back page. Write the number that corresponds to the parking lot which you used today: _____

37. What type of ticket are you using today?
    a. Monthly
    b. Ten-Ride
    c. One-way
    d. Other (please identify) _____

38. Where did you purchase your ticket?
    a. Ticket-By-Mail
    b. Tinley Park Station
    c. LaSalle Street Station
    d. Other Station _____
    e. On the Train
    f. Ticket-by-Internet

39. What is your age? _____

40. Are you... a. Male b. Female

41. How many persons, including yourself, live in your household? _____

42. What was you total 1997 annual household income before taxes (*all responses are confidential and will only be used in summary fashion*)?
    a. Less than $25,000
    b. $25,000 to $49,999
    c. $50,000 to $75,000
    d. More than $75,000

43. What is your home zip code +4? _____

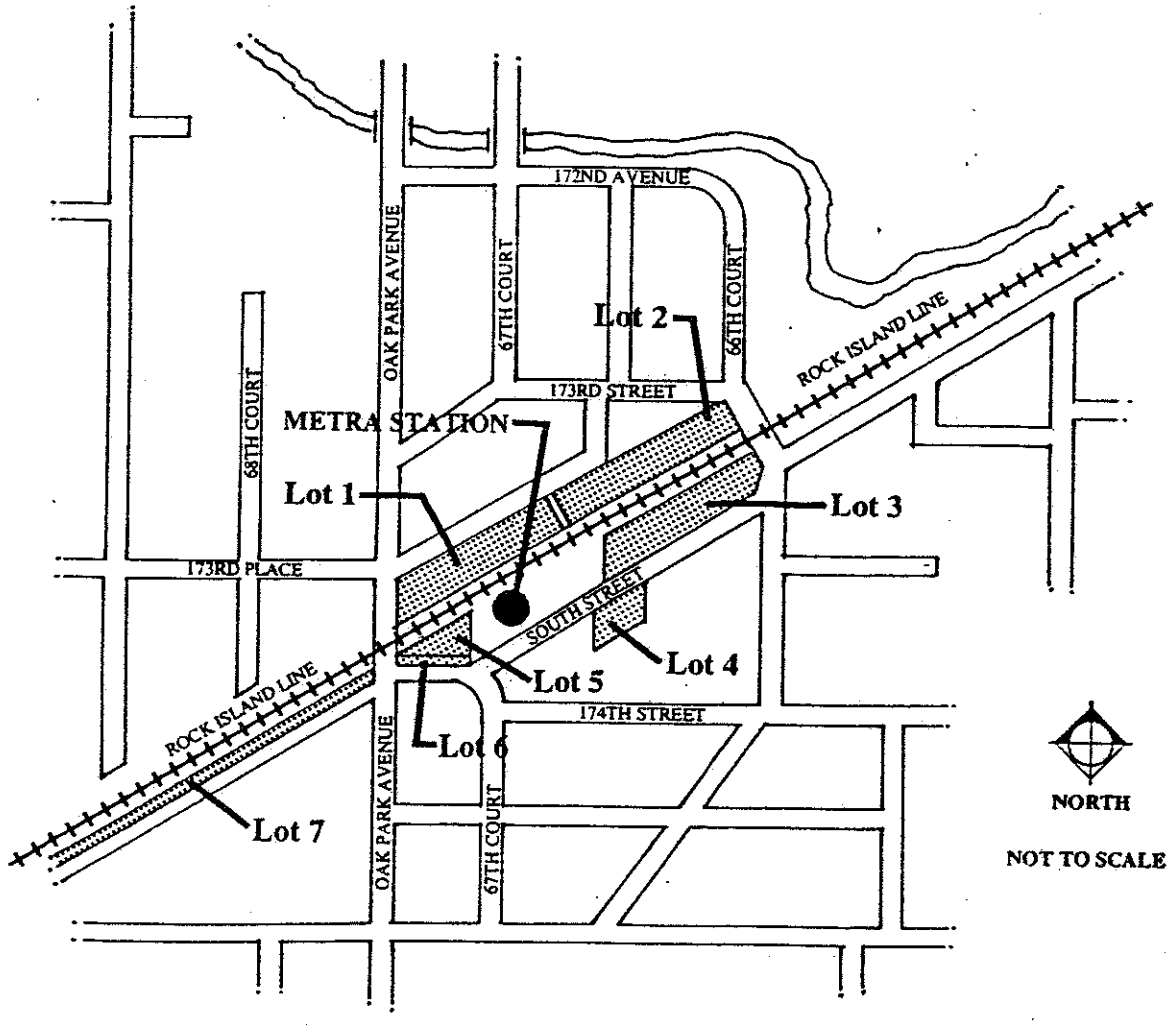
44. What is your work zip code +4? _____

45. Please note the **address** of, or **nearest intersection** to, your home.

_____

Street address or intersection *City*

Please feel free to provide any comments or concerns about current station area businesses or future station area businesses:



APPENDIX D:
COMMUTER SURVEY RESULTS

Section 1:

Q1
How many businesses in the station area are open in the morning?

1	Most	4	2%
2	Some	21	8%
3	Few	169	65%
4	Don't Know	66	25%
	Total	260	100%
99	No Answer	2	

Q2
How many business in the station area are open in the evening?

1	Most	112	43%
2	Some	63	24%
3	Few	45	17%
4	Don't Know	40	15%
	Total	260	100%
99	No Answer	2	

Q3
Are the businesses in the station area easy to get to from the station?

1	Yes	215	88%
2	No	30	12%
	Total	245	100%
99	No Answer	17	

Q4
If No, Why?

1	Have to cross tracks	1	4%
2	Heavy traffic	9	38%
3	Have to park/hard to find parkin	3	13%
4	Inconvenient	1	4%
5	Too far to walk	1	4%
6	Difficult to cross Oak Park Ave.	5	21%
7	Too Far	1	4%
8	Fence in the way	2	8%
9	Location	1	4%
	Total	24	100%
99	No Answer	238	

Q5
How many businesses can you see from the platform?

1	0	6	2%
2	1 to 3	50	20%
3	4 to 5	81	32%
4	More than 5	116	46%
	Total	253	100%
99	No Answer	9	

Q6
How many businesses can you see from the parking lot?

1	0	13	5%
2	1 to 3	65	26%
3	4 to 5	82	32%
4	More than 5	94	37%
	Total	254	100%
99	No Answer	8	

Q7
Describe the amount of advertising you see around the station area?

1	Lot of Advertising	6	2%
2	Some Advertising	52	20%
3	Very little Advertising	123	48%
4	No Advertising	75	29%
	Total	256	100%
99	No Answer	6	

Q8
What type of advertising do you consider most effective in attracting you to businesses in the station area?

1	Flyers on cars	6	2%
2	Signs or Billboards around station	64	25%
3	Handouts at station	18	7%
4	See the store itself	85	34%
5	General advertising	58	23%
6	Other unspecified	1	0%
7	All of the above	1	0%
8	a & c	2	1%
9	b & c	1	0%
10	b & d	2	1%
11	b & e	2	1%
12	b, d & e	1	0%
13	d & e	4	2%
14	d & e, internet	1	0%
15	One board w/ information/directior	2	1%
16	Jesus "Word of God"	1	0%
17	Bank sign	1	0%
18	Discount coupons	2	1%
	Total	252	100%
99	No Answer	10	

Section 2, continued:

Q19

In order of importance, list the five businesses that you would most likely patronize in the station are?

	Total		Rank 1		Rank 2		Rank 3		Rank 4		Rank 5	
11 Convenience store	70	9.4%	28	13.1%	20	10.4%	10	6.5%	7	6.2%	5	7.0%
7 Bank	69	9.3%	23	10.7%	20	10.4%	9	5.8%	11	9.7%	6	8.5%
25 Coffee shop (specialty)	49	6.6%	26	12.1%	12	6.3%	9	5.8%	1	0.9%	1	1.4%
1 Dry cleaners	47	6.3%	13	6.1%	11	5.7%	13	8.4%	7	6.2%	3	4.2%
2 Restaurant	45	6.0%	9	4.2%	12	6.3%	16	10.3%	6	5.3%	2	2.8%
10 Drug store/walgreen's	38	5.1%	13	6.1%	8	4.2%	7	4.5%	5	4.4%	5	7.0%
17 Bakery/doughnut/bagel shop	37	5.0%	9	4.2%	10	5.2%	10	6.5%	6	5.3%	2	2.8%
4 Grocery	34	4.6%	14	6.5%	9	4.7%	8	5.2%	1	0.9%	2	2.8%
24 Ed & Joe's Pizza	29	3.9%	5	2.3%	8	4.2%	6	3.9%	7	6.2%	3	4.2%
22 Bogarts	27	3.6%	7	3.3%	7	3.6%	6	3.9%	3	2.7%	4	5.6%
9 Fast food restaurant	23	3.1%	3	1.4%	6	3.1%	4	2.6%	7	6.2%	3	4.2%
23 Liquor store	20	2.7%	3	1.4%	2	1.0%	7	4.5%	4	3.5%	4	5.6%
26 R & B Liquors	18	2.4%	9	4.2%	6	3.1%	2	1.3%	1	0.9%	0	0.0%
13 Card/gift shop	17	2.3%	3	1.4%	4	2.1%	4	2.6%	2	1.8%	4	5.6%
15 Hardware store	17	2.3%	0	0.0%	7	3.6%	4	2.6%	4	3.5%	2	2.8%
8 Gas station	16	2.1%	2	0.9%	6	3.1%	3	1.9%	2	1.8%	3	4.2%
28 Teehan's Liquors	12	1.6%	3	1.4%	3	1.6%	2	1.3%	4	3.5%	0	0.0%
45 Whistle Stop Cafe	11	1.5%	4	1.9%	5	2.6%	2	1.3%	0	0.0%	0	0.0%
35 Mickey's Gyros	11	1.5%	3	1.4%	4	2.1%	2	1.3%	1	0.9%	1	1.4%
21 Post office	11	1.5%	3	1.4%	1	0.5%	2	1.3%	5	4.4%	0	0.0%
6 Newsstand	10	1.3%	2	0.9%	4	2.1%	2	1.3%	2	1.8%	0	0.0%
20 Book store	9	1.2%	1	0.5%	2	1.0%	4	2.6%	0	0.0%	2	2.8%
12 Video rental	9	1.2%	0	0.0%	2	1.0%	3	1.9%	3	2.7%	1	1.4%
18 Day-care center	8	1.1%	5	2.3%	0	0.0%	3	1.9%	0	0.0%	0	0.0%
50 Carry-out restaurant (general)	8	1.1%	1	0.5%	2	1.0%	3	1.9%	0	0.0%	2	2.8%
19 Florist	8	1.1%	1	0.5%	2	1.0%	2	1.3%	3	2.7%	0	0.0%
14 Auto repair shop	7	0.9%	1	0.5%	1	0.5%	2	1.3%	3	2.7%	0	0.0%
3 ATM	7	0.9%	0	0.0%	4	2.1%	1	0.6%	1	0.9%	1	1.4%
40 Ice cream/candy shop	6	0.8%	0	0.0%	3	1.6%	1	0.6%	0	0.0%	2	2.8%
98 None	5	0.7%	5	2.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
38 Tinley Park Meat Market	5	0.7%	2	0.9%	1	0.5%	1	0.6%	1	0.9%	0	0.0%
56 Bar/pub	5	0.7%	0	0.0%	2	1.0%	0	0.0%	2	1.8%	1	1.4%
29 Clothing store	4	0.5%	0	0.0%	0	0.0%	1	0.6%	0	0.0%	3	4.2%
48 Pizza (general)	4	0.5%	0	0.0%	0	0.0%	0	0.0%	2	1.8%	2	2.8%
32 Tinley Park Frozen Foods	3	0.4%	3	1.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
16 Beauty/barber shop	3	0.4%	1	0.5%	1	0.5%	0	0.0%	1	0.9%	0	0.0%
34 Chef Klaus	3	0.4%	1	0.5%	1	0.5%	0	0.0%	0	0.0%	1	1.4%
53 Deli	3	0.4%	1	0.5%	0	0.0%	0	0.0%	1	0.9%	1	1.4%
43 Pinto's Lounge	3	0.4%	0	0.0%	1	0.5%	1	0.6%	1	0.9%	0	0.0%
33 Tinley Park Ice	3	0.4%	0	0.0%	1	0.5%	1	0.6%	1	0.9%	0	0.0%
31 Shoe shine/repair	3	0.4%	0	0.0%	0	0.0%	0	0.0%	2	1.8%	1	1.4%
27 Lawery's Restaurant	2	0.3%	1	0.5%	0	0.0%	1	0.6%	0	0.0%	0	0.0%
49 Health club	2	0.3%	1	0.5%	0	0.0%	0	0.0%	1	0.9%	0	0.0%
42 Meat market	2	0.3%	0	0.0%	1	0.5%	1	0.6%	0	0.0%	0	0.0%
57 Wyman's	2	0.3%	0	0.0%	1	0.5%	0	0.0%	1	0.9%	0	0.0%
62 VFW Hall	1	0.1%	1	0.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
37 Bettenhausen Motors	1	0.1%	1	0.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
63 Cardinal Liquors	1	0.1%	1	0.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
39 Norman's Dry Cleaners	1	0.1%	1	0.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
46 Hobby store	1	0.1%	1	0.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
55 Nickey's restaurant	1	0.1%	1	0.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
41 U-Trek	1	0.1%	1	0.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
52 Glass store	1	0.1%	1	0.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
54 Insurance agent	1	0.1%	0	0.0%	1	0.5%	0	0.0%	0	0.0%	0	0.0%
44 Village Pizza	1	0.1%	0	0.0%	1	0.5%	0	0.0%	0	0.0%	0	0.0%
47 Cigar store	1	0.1%	0	0.0%	0	0.0%	1	0.6%	0	0.0%	0	0.0%
60 Union Glass	1	0.1%	0	0.0%	0	0.0%	1	0.6%	0	0.0%	0	0.0%
59 Heather House	1	0.1%	0	0.0%	0	0.0%	0	0.0%	1	0.9%	0	0.0%
65 Doctor's office	1	0.1%	0	0.0%	0	0.0%	0	0.0%	1	0.9%	0	0.0%
61 St. George	1	0.1%	0	0.0%	0	0.0%	0	0.0%	1	0.9%	0	0.0%
51 Cab stand	1	0.1%	0	0.0%	0	0.0%	0	0.0%	1	0.9%	0	0.0%
64 Craft Shop	1	0.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.4%
58 Pops	1	0.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.4%
36 Dog Groomer's/Pet store	1	0.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.4%
30 Record store	1	0.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.4%
5 Coffee stand	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	745	100.0%	214	100.0%	192	100.0%	155	100.0%	113	100.0%	71	100.0%
99 No Answer	565		48		70		107		149		191	

Section 3:

Rating: Compared to 1993 Survey
Strongly Agree = +2
Strongly Disagree = -2

Q16
I am very familiar with the businesses in the station area.

				93 Rating
1	Strongly Agree	43	16%	0.3
2	Agree	132	51%	0.5
3	Disagree	53	20%	-0.2
4	Strongly Disagree	17	7%	-0.1
5	No Opinion	16	6%	0.0
	Total	261	100%	
99	No Answer	1		0.5	0.3

Q17
Businesses near the Metra Station generally have convenient hours.

1	Strongly Agree	8	3%	0.1
2	Agree	108	41%	0.4
3	Disagree	59	23%	-0.2
4	Strongly Disagree	18	7%	-0.1
5	No Opinion	68	26%	0.0
	Total	261	100%	
99	No Answer	1		0.1	-0.1

Q18
Businesses near the Metra station generally have what I need.

1	Strongly Agree	4	2%	0.0
2	Agree	72	28%	0.3
3	Disagree	101	39%	-0.4
4	Strongly Disagree	33	13%	-0.3
5	No Opinion	51	20%	0.0
	Total	261	100%	
99	No Answer	1		-0.3	0.0

Q19
Busineseese near the Metra Station are conveniently located.

1	Strongly Agree	6	2%	0.0
2	Agree	150	57%	0.6
3	Disagree	46	18%	-0.2
4	Strongly Disagree	14	5%	-0.1
5	No Opinion	46	18%	0.0
	Total	262	100%	
99	No Answer	0		0.3	0.5

Q20
Having a business near the Metra station make using Metra service more desirable.

1	Strongly Agree	27	10%	0.2
2	Agree	105	40%	0.4
3	Disagree	64	25%	-0.2
4	Strongly Disagree	24	9%	-0.2
5	No Opinion	40	15%	0.0
	Total	260	100%	
99	No Answer	2		0.2	0.3

Q21
Having a Metra station near businesses makes using those businesses more desirable.

1	Strongly Agree	33	13%	0.3
2	Agree	153	59%	0.6
3	Disagree	32	12%	-0.1
4	Strongly Disagree	13	5%	-0.1
5	No Opinion	30	11%	0.0
	Total	261	100%	
99	No Answer	1		0.6	0.7

Q22
The location of the Metra station was an important factor in my decision of where to live.

				93 Rating
1	Strongly Agree	87	33%	0.7
2	Agree	95	36%	0.4
3	Disagree	36	14%	-0.1
4	Strongly Disagree	28	11%	-0.2
5	No Opinion	16	6%	0.0
	Total	262	100%	
99	No Answer	0		0.7	0.6

Q23
I sometimes go home after work and return at night to partonize businesses in the station area.

1	Strongly Agree	12	5%	0.1
2	Agree	99	38%	0.4
3	Disagree	84	32%	-0.3
4	Strongly Disagree	55	21%	-0.4
5	No Opinion	11	4%	0.0
	Total	261	100%	
99	No Answer	1		-0.3	-0.6

Q24
I shop at stores I wouldn't know about except for seeing them on my way to or from the train

1	Strongly Agree	17	7%	0.1
2	Agree	83	32%	0.3
3	Disagree	108	41%	-0.4
4	Strongly Disagree	31	12%	-0.2
5	No Opinion	22	8%	0.0
	Total	261	100%	
99	No Answer	1		-0.2	-0.2

Q25
I would be more likely to use businesses if they were located nearer to, or within the station building.

1	Strongly Agree	25	10%	0.2
2	Agree	127	49%	0.5
3	Disagree	66	25%	-0.3
4	Strongly Disagree	18	7%	-0.1
5	No Opinion	23	9%	0.0
	Total	259	100%	
99	No Answer	3		0.3	0.2

Q26
I would rather shop at businesses near my home than at a similar businesses near the Metra Sataion.

1	Strongly Agree	11	4%	0.1
2	Agree	62	24%	0.2
3	Disagree	110	42%	-0.4
4	Strongly Disagree	17	7%	-0.1
5	No Opinion	61	23%	0.0
	Total	261	100%	
99	No Answer	1		-0.2	-0.1

Section 4:

Q27

How did you get to the station this morning?

			%
1	Walked	42	16.1%
2	Drove Alone and Parked	180	69.0%
3	Carpool Driver	5	1.9%
4	Carpool Passenger	7	2.7%
5	Got Dropped Off	25	9.6%
6	Biked	0	0.0%
7	Took Bus	0	0.0%
8	Other	0	0.0%
9	Dropped Child off at schoo	1	0.4%
10	Rollerblade	1	0.4%
	Total	261	100.0%
99	No Answer	1	

Q28

Is this the station where you normally board?

1	Yes	260	100%
2	No	0	0%
	Total	260	100%
99	No Answer	2	

Q29

Excluding today, how many times did you ride Metra in the last 4 weeks?

1	40 or more times	163	62.2%
2	30 to 39 times	51	19.5%
3	20 to 29 times	33	12.6%
4	15 to 19 times	8	3.1%
5	10 to 14 times	6	2.3%
6	5 to 9 times	0	0.0%
7	1 to 4 times	1	0.4%
8	Didn't Ride	0	0.0%
	Total	262	100.0%
99	No Answer	0	

Q30

How far do you travel to the station in the morning?

1 - 2 Blocks	15	6.1%
3 - 4 Blocks	12	4.9%
5 - 6 Blocks	5	2.0%
1 - 2 Miles	126	51.4%
3 - 4 Miles	47	19.2%
5 - 6 Miles	23	9.4%
7 - 10 Miles	15	6.1%
Over 10 Miles	2	0.8%
Total	245	100.0%
No Answer	17	

Q31

How long do you travel to the station in the morning?

1 - 2 minutes	9	3%
3 - 5 minutes	104	40%
6 - 9 minutes	44	17%
10 - 14 minutea	75	29%
15 - 19 minutes	28	11%
over 20 minutes	2	1%
Total	262	100%
No Answer	0	

If walked, number of blocks

1 Block	4	10%
1.5 Blocks	2	5%
2 Blocks	8	21%
3 Blocks	9	23%
4 Blocks	7	18%
5 Blocks	3	8%
8 Blocks	5	13%
16 Blocks	1	3%
Total	39	
No Answer	223	

Q32

What time did your train leave this morning?

1	05:30 AM	10	4%
2	06:00 AM	18	7%
3	06:19 AM	26	10%
4	06:41 AM	23	9%
5	07:01 AM	34	13%
6	07:17 AM	40	15%
7	07:32 AM	28	11%
8	07:47 AM	52	20%
9	08:05 AM	28	11%
10	08:47 AM	3	1%
	Total	262	100%
99	No Answer	0	

Q32

What time will your train depart LaSalle street station on your return trip?

15	01:30 PM	2	0.8%
1	02:55 PM	4	1.6%
2	03:45 PM	12	4.7%
3	04:10 PM	21	8.2%
4	04:35 PM	32	12.5%
5	04:57 PM	30	11.8%
6	05:10 PM	42	16.5%
7	05:20 PM	57	22.4%
8	05:40 PM	24	9.4%
9	06:15 PM	16	6.3%
10	06:40 PM	2	0.8%
11	07:40 PM	1	0.4%
18	08:15 PM	1	0.4%
12	08:45 PM	0	0.0%
13, 16, 19	PM Peak (4:10 - 6:14 PM	9	3.5%
14	Late (7:40 - 8:45 PM)	1	0.4%
17	Transfer in Blue Island	1	0.4%
	Total	255	100.0%
99	No answer	7	

Q34

The primary purpose of today's trip.

1	Work	257	98%
2	School	5	2%
3	Other	0	0%
	Total	262	100%
99	No Answer	0	

Section 4, continued:

Q35

What type of parking permit are you using?

1	Reserved permit space	84	43.8%
2	Unreserved permit space	67	34.9%
3	Daily pay space	25	13.0%
4	Other/Unspecified	1	0.5%
6	Friends house	3	1.6%
7	Pinto's Lounge	2	1.0%
8	Child's school	2	1.0%
9	Private/public	1	0.5%
10	Club member near station free parkir	1	0.5%
11	$1.25 lot	1	0.5%
12	Temporary handicapped	1	0.5%
13	VFW Hall	1	0.5%
14	Reserved space at private business	1	0.5%
15	Vacant lot	1	0.5%
16	Municipal lot	1	0.5%
	Total	192	100.0%
5	Did not park	66	
99	No Answer	4	

Q36

Number of parking lot used today?

1	Lot 1	25	14.7%
2	Lot 2	58	34.1%
3	Lot 3	19	11.2%
4	Lot 4	17	10.0%
5	Lot 5	8	4.7%
6	Lot 6	3	1.8%
7	Lot 7	31	18.2%
8	Municipal lot	5	2.9%
9	Pinto Lounge	1	0.6%
10	Viking Lounge	0	0.0%
11	By Tinley Meats in pay lot	1	0.6%
12	Lot 8 (west of 67th ct; north of 173rd	1	0.6%
13	Lot C	1	0.6%
	Total	170	100.0%
99	No answer	92	

Q39

What is your age?

Younger than 21	4	2%
21 - 25	6	2%
26 - 30	19	8%
31 - 35	34	13%
36 - 40	58	23%
41 - 45	46	18%
46 - 50	47	19%
51 - 55	21	8%
56 - 60	14	6%
over 60	4	2%
Total	253	100%
No Answer	9	

Section 4, continued:

Q37

What type of Ticket are you using today?

1	Monthly	215	82.4%
2	Ten-Ride	44	16.9%
3	One-Way	2	0.8%
4	Other	0	0.0%
	Total	261	100.0%
99	No Answer	1	

Q38

Where did you purchase your ticket?

1	Ticket-By-Mail	133	50.8%
2	Tinley Park Station	99	37.8%
3	LaSalle Street Static	24	9.2%
4	Other/Unspecific	0	0.0%
5	On the train	0	0.0%
6	Ticket-By-Internet	0	0.0%
7	Friend gave to me	1	0.4%
8	B & C	3	1.1%
9	80th Ave	1	0.4%
10	59th st I.C.	1	0.4%
	Total	262	100.0%
99	No Answer	0	

Q40

Are you.....

1	Male	78	30%
2	Female	182	70%
	Total	260	100%
99	No Answer	2	

Q41

How many persons, including yourself, live in your household?

1	50	19.16%
2	90	34.48%
3	52	19.92%
4	46	17.62%
5	18	6.90%
6	3	1.15%
7	1	0.38%
8	1	0.38%
Total	261	100.00%
No Answer	1	

Q42

What was your 1997 annual household income before taxes?

1	Less than $25,000	10	4.29%
2	$25,000 to $49,999	58	24.89%
3	$50,000 to 75,000	69	29.61%
4	More than 75,000	96	41.20%
	Total	233	100.00%
99	No Answer	29	

Q43

What is your home zip code?

46368	1	0.4%
60423	11	4.4%
60426	1	0.4%
60427	2	0.8%
60441	2	0.8%
60443	4	1.6%
60445	1	0.4%
60448	1	0.4%
60452	8	3.2%
60456	1	0.4%
60462	13	5.2%
60464	1	0.4%
60467	1	0.4%
60477	200	79.4%
60478	1	0.4%
60481	4	1.6%
Total	252	100.0%
No Answer	10	

Q44

What is your work zip code?

40477	1	0.4%
60406	1	0.4%
60452	1	0.4%
60464	1	0.4%
60477	1	0.4%
60601	21	8.7%
60602	16	6.6%
60603	29	12.0%
60604	25	10.4%
60605	6	2.5%
60606	72	29.9%
60607	4	1.7%
60609	1	0.4%
60610	7	2.9%
60611	11	4.6%
60612	1	0.4%
60613	0	0.0%
60614	1	0.4%
60615	1	0.4%
60637	1	0.4%
60638	1	0.4%
60651	1	0.4%
60654	2	0.8%
60657	1	0.4%
60660	1	0.4%
60661	10	4.1%
60670	7	2.9%
60675	1	0.4%
60680	2	0.8%
60685	5	2.1%
60690	3	1.2%
60694	1	0.4%
60697	5	2.1%
Total	241	100.0%
No Answer	21	

APPENDIX E:
COMMUTER PARKING OCCUPANCY BY LOT

(see following page)

Village of Tinley Park
Commuter Parking Lots
Off-Street Parking Occupancy, Wednesday April 22, 1998

Facility	Spaces	Total Capacity	INVENTORY: Other Spaces	Daily Fee Spaces	Regular Permit Spaces	Reserved Permit Spaces	OCCUPIED PARKING SPACES: Other Spaces	Daily Fee Spaces	Regular Permit Spaces	Reserved Permit Spaces	Total Occupied Spaces	PERCENT OF SPACES OCCUPIED PER BLOCK: Other Spaces	Daily Fee Spaces	Regular Permit Spaces	Reserved Permit Spaces	Total Occupied Spaces
Lot N	North Street (West)(Oak Park N. of Depot)	0									0					
	Handicap	8	8				7				7	87.5%				87.5%
	Permit (1-83)	81				81				53	53				67.9%	67.9%
	Sub-totals	89	8	0	0	81	7	0	0	55	62	87.5%			67.9%	69.7%
Lot A	Hickory Street (East)	0									0					
	Daily Fee - $1.00 (A1-A58)	66		58		8		58		8	66		100.0%		100.0%	100.0%
	Permit (A59-A66)	0									0					
	Sub-totals	66	0	58	0	8	0	58	0	8	66		100.0%		100.0%	100.0%
Lot B	174th Street (Oak Park Ave. S. of Depot)	0									0					
	Permit (B1-B4)	4				4				4	4				100.0%	100.0%
	(B5--B11 Eliminated)	0									0					
	(B12--B37)	26				26				20	20				76.9%	76.9%
	(B38-B39 Train Engine)	0									0					
	(B40-B46)	7				7				6	6				85.7%	85.7%
	(B47-B49)	3	3				3				3	100.0%				100.0%
	(B50-B57)	8				8				8	8				100.0%	100.0%
	Sub-totals	48	3	0	0	45	3	0	0	38	41	100.0%			84.4%	85.4%
Lot C	South Street	0									0					
	Permit (C1-C118)	118				118				90	90				76.3%	76.3%
	Sub-totals	118	0	0	0	118	0	0	0	90	90				76.3%	76.3%
Lot D	North Street (East - Beatty)	0									0					
	Permit	238			238				196		196			82.4%		82.4%
	Sub-totals	238	0	0	238	0	0	0	196	0	196			82.4%		82.4%
Lot E	Hickory Street (West)	0									0					
	Permit	66			66				34		34			51.5%		51.5%
	Sub-totals	66	0	0	66	0	0	0	34	0	34			51.5%		51.5%
Lot F	Municipal Lot (172nd Pl. & Oak Park Ave.	0									0					
	2 Hour Parking	6	6				2				2	33.3%				33.3%
	Handicap	4	4				2				2	50.0%				50.0%
	Permit	68			68				24		24			35.3%		35.3%
	Sub-totals	78	10	0	68	0	4	0	24	0	28	40.0%		35.3%		35.9%
TPUMC Methodist Church Lot (68th Court)		0									0					
	Permit	25			25					12	12			0.0%		48.0%
	Sub-totals	25	0	0	25	0	0	0	0	12	12			0.0%		48.0%
Oak Park Avenue Total - Public Parking		728	21	58	397	252	14	58	254	203	529	1.9%	8.0%	34.9%	27.9%	72.7%
Private Commuter Spaces																
	Block 14 - Pinto Lounge	26				26				22	22			84.6%		84.6%
	Block 18 - Pay Lot	76		76				78			78		102.6%			102.6%
	Sub-totals	102		76		26		78		22	100		102.6%	84.6%		98.0%
Total Oak Park Avenue Commuter Parking		830	31	134	397	278	14	136	254	225	629	66.7%	101.5%	64.0%	80.9%	75.8%
80th Avenue (North of Tracks)																
	West Lot - Daily Fee - $1.00															
	(A1-A100)	100		100				43			43		43.0%			43.0%
	(B1-B100)	100		100				77			77		77.0%			77.0%
	(C1-C100)	100		100				100			100		100.0%			100.0%
	(D1-D100)	100		100				100			100		100.0%			100.0%
	(E1-E100)	100		100				100			100		100.0%			100.0%
	(F1-F100)	100		100				100			100		100.0%			100.0%
	(G1-G100)	45		45				45			45		100.0%			100.0%
	Sub-totals	645	0	645	0	0	0	565	0	0	565		87.6%			87.6%
80th Avenue - East Lot Daily Fee $1.00	(H1-H36)	36		36				36			36		100.0%			100.0%
	Handicap (H37-H43)	7	7				6				6	85.7%				85.7%
	Metra Employee (H44)	1	1				0				0	0.0%				0.0%
	(H45-H100)	54		54				54			54		100.0%			100.0%
	(I1-I100)	100		100				100			100		100.0%			100.0%
	(J1-J47)	47		47				47			47		100.0%			100.0%
	Sub-totals	245	8	237	0	0	6	237	0	0	243	75.0%	100.0%			99.2%
80th Avenue (S. of Tracks) Daily Fee $1.00	(1-563)	521	18	503			18	502			520	100.0%	99.8%			99.8%
	Sub-totals	521	18	503	0	0	18	502	0	0	520	100.0%	99.8%			99.8%
80th Avenue Totals		1,411	26	1,385	0	0	24	1,304	0	0	1,328	92.3%	94.2%	0.0%	0.0%	94.1%
TOTAL SPACES		2,241	47	1,519	397	278	38	1,440	254	225	1,957	80.9%	94.8%	64.0%	80.9%	87.3%

APPENDIX F:
NON-COMMUTER PARKING OCCUPANCY BY BLOCK

(see following pages)

Village of Tinley Park
Private Off-Street Non-Commuter Parking - Oak Park Avenue Station Study Area
Mid-day Parking Occupancy, Wednesday, April 22 & May 6, 1998

	LOCATION		OCCUPIED PARKING SPACES	
Block	Street	Total Capacity	Number Of Vehicles Parked	Percent of Occupied Spaces
1	17100 Oak Park Avenue	6	4	66.7%
	17112 Oak Park Avenue	11	1	9.1%
	17116 Oak Park Avenue	8	5	62.5%
	17126 Oak Park Avenue	12	2	16.7%
	Subtotal	37	12	32.4%
2	VFW - 172nd Street	20	6	30.0%
	Subtotal	20	6	30.0%
3				
	Subtotal	0	0	
4	17204 Oak Park Avenue	7	2	28.6%
	17214 Oak Park Avenue	15	10	66.7%
	17236 Oak Park Avenue	12	5	41.7%
	17270 Oak Park Avenue	13	4	30.8%
	Maintence Vehciles		3	
	Subtotal	47	24	51.1%
5	6738...Office Tenant Parking	25	18	72.0%
	17255 Oak Park Avenue	1	0	0.0%
	17239 Oak Park Avenue	15	8	53.3%
	Hair Salon	3	1	33.3%
	Subtotal	44	27	61.4%
6	Central Jr. High - 67th Avenue	30	24	80.0%
	Central Jr. High - 67th Court	19	16	84.2%
	Central Jr. High - 67th Court	25	15	60.0%
	Subtotal	74	55	74.3%
7	Apartment Complex Parking	31	16	51.6%
	Subtotal	31	16	51.6%
8	Townhouse Visitor Parking	4	0	0.0%
	Subtotal	4	0	0.0%
9				
	Subtotal	0	0	
10	17300 Oak Park Avenue	18	3	16.7%
	Vacant Lot			
	173d Place - Ed & Joe's Rest.	22	9	40.9%
	Subtotal	40	12	30.0%
11	North Street	30	11	36.7%
	3724 North Street	7	2	28.6%
	Subtotal	37	13	35.1%
12				
	Subtotal	0	0	
13	68th Court - Church Lot	29	8	27.6%
	Subtotal	29	8	27.6%
14	173rd Place - Fire Dept.	4	1	25.0%
	Vacant - Future Restaurant	12	3	25.0%
	68th Court - Municipal Lot	74	24	32.4%
	Subtotal	90	28	31.1%
15	Apartment Complexes	65	25	38.5%
	Subtotal	65	25	38.5%
16	South Street - Hardware Store	5	3	60.0%
	Subtotal	5	3	60.0%
17	Apartment Cmplexes	100	47	47.0%
	Subtotal	100	47	47.0%
18	South Street	18	2	11.1%
	6665 South Street	5	2	40.0%
	6659 South Street	20	0	0.0%
	Future Pub	22	3	13.6%
	Subtotal	65	7	10.8%
19				
	Subtotal	0	0	
20	Park District - 174th Place	4	2	50.0%
	Citibank - 174th Place	35	7	20.0%
	Subtotal	39	9	23.1%
21	6727 174th Street	16	6	37.5%
	174th Place - Ameritech	44	17	38.6%
	American Legion	19	13	68.4%
	67th Court	12	12	100.0%
	67th Court	3	3	100.0%
	Subtotal	94	51	54.3%
22				
	Subtotal	0	0	
23				
	Subtotal	0	0	
24	Fast Food	25	12	48.0%
	Bank	80	21	26.3%
	Subtotal	105	33	31.4%
25	Oak Park Avenue	8	3	37.5%
	17459 175th Street	8	2	25.0%
	Subtotal	16	5	31.3%
26	Viking	60	18	30.0%
	Subtotal	60	18	30.0%
27		0	0	
	Subtotal	0	0	
28		0	0	
	Subtotal	0	0	
29		0	0	
	Subtotal	0	0	
30		127	41	32.3%
	School	370	45	12.2%
	Subtotal	497	86	17.3%
	Totals	1,499	485	32.4%

* Reserved

Date: 28-Sep-98

Village of Tinley Park
On-Street Non-Commuter Parking - Oak Park Avenue Station Study Area
Mid-day Parking Occupancy, Wednesday, April 22 & May 6, 1998

	LOCATION					INVENTORY						OCCUPIED PARKING SPACES						PERCENT OF SPACES OCCUPIED PER BLOCK					
Blk	Street	Street Side	From		To	Total Capacity	No Parking	Two Hour Parking	Four Hour Parking	No Posted Regulation	Loading Zone	No Parking	Two Hour Parking	Four Hour Parking	No Posted Regulation	Loading Zone	Total Occupied Spaces	No Parking	Two Hour Parking	Four Hour Parking	No Posted Regulation	Loading Zone	Total Occupied Spaces
1	171st Street	South	boundary	to	Oak Park Avenu	7	0	7				0	0				0		0.0%				0.0%
	Oak Park Avenue	West	171st Street	to	172nd Street	0	0					0					0						
	Subtotal					7	0	7	0	0	0	0	0	0	0	0	0		0.0%				0.0%
2	171st Street	South	Oak Park Avenue	to	boundary	0	0					0					0						
	172nd Street	North	67th Court	to	Oak Park Avenu	20	0			20		0			6		6				30.0%		30.0%
	Oak Park Avenue	East	172nd Street	to	171st Street	0	0					0					0						
	Subtotal					20	0	0	0	20	0	0	0	0	6	0	6				30.0%		30.0%
3	68th Court	West	boundary	to	173rd Street	11		11					0				0		0.0%				0.0%
	Subtotal					11	0	11	0	0		0	0	0	0		0		0.0%				0.0%
4	Oak Park Avenue	West	172nd Street	to	173rd Street	16		16					8				8		50.0%				50.0%
	Subtotal					16	0	16	0	0	0	0	8	0	0	0	8		50.0%				50.0%
5	172nd Street	South	Oak ark Avenue	to	67th Court	0	0					0					0						
	67th Court	West	172nd Street	to	173rd Street	7			7					1			1			14.3%			14.3%
	173rd Street	North	67th Court	to	Oak Park Avenu	8			8					7			7			87.5%			87.5%
	Oak Park Avenue	East	173rd Street	to	172nd Street	13		13			1		8			0	8		61.5%			0.0%	61.5%
	Subtotal					28	0	13	15	0	1	0	8	8	0	0	16		61.5%	53.3%		0.0%	57.1%
6	172nd Street	South	67th Court	to	67th Avenue	0	0					0					0						
	67th Avenue	West	172nd Street	to	173rd Street	0	0					0					0						
	173rd Street	North	67th Avenue	to	67th Court	0					bus						0						
	67th Court	East	173rd Street	to	172nd Street	0	0					0					0						
	Subtotal					0	0	0	0	0	0	0	0	0	0	0	0						
7	172nd Street	South	67th Avenue	to	66th Court	0	0					0					0						
	66th Court	West	172nd Street	to	173rd Street	7	0			7		0			0		0				0.0%		0.0%
	173rd Street	North	66th Court	to	67th Avenue	0	0					0					0						
	67th Avenue	East	173rd Street	to	172nd Street	15		15					9				9		60.0%				60.0%
	Subtotal					22	0	15	0	7	0	0	9	0	0	0	9		60.0%		0.0%		40.9%
8	66th Court	East	172nd Street	to	RR tracks	0	0					0					0						
	Subtotal					0	0	0	0	0	0	0	0	0	0	0	0						
9	68th Court	West	173rd Street	to	173rd Place	5		5					3				3		60.0%				60.0%
	173rd Place	North	68th Court	to	69th Avenue	11		11					0				0		0.0%				0.0%
	69th Avenue	East	173rd Place	to	173rd Street	0	0					0					0						
	Subtotal					16	0	16	0	0	0	0	3	0	0	0	3		18.8%				18.8%
10	Oak Park Avenue	West	173rd Street	to	173rd Place	4		4					0				0		0.0%				0.0%
	173rd Place	North	Oak Park Avenue	to	68th Court	6	0	6				0	2				2		33.3%				33.3%
	68th Court	East	173rd Place	to	173rd Street	6		6					1				1		16.7%				16.7%
	Subtotal					16	0	16	0	0	0	0	3	0	0	0	3		18.8%				18.8%
11	173rd Street	South	Oak Park Avenue	to	67th Court	17		6	11				0	6			6		0.0%	54.5%			35.3%
	67th Avenue	West	173rd Street	to	North Street	6		6					0				0		0.0%				0.0%
	North Street	North	67th Avenue	to	Oak Park Avenu	13		13					9				9		69.2%				69.2%
	Oak Park Avenue	East	North Street	to	173rd Street	0					5					2	2					40.0%	
	Subtotal					36	0	25	11	0	5	0	9	6	0	2	17		36.0%	54.5%		40.0%	47.2%
12	173rd Street	South	Oak Park Avenue	to	67th Avenue	0	0					0	0				0						
	67th Avenue	East	173rd Place	to	173rd Street	0	0					0					0						
	173rd Street	South	67th Avenue	to	66th Court	10		10					0				0		0.0%				0.0%
	66th Court	West	173rd Street	to	RR Tracks	0	0					0					0						
	Oak Park Avenue	East	RR Tracks	to	173rd Place	0	0					0					0						
	Subtotal					10	0	10	0	0	0	0	0	0	0	0	0		0.0%				0.0%
13	173rd Place	South	69th Avenue	to	68th Court	0	0					0					0						
	68th Court	West	173rd Place	to	RR Tracks	4			4					1			1			25.0%			25.0%
	69th Avenue	East	RR Tracks	to	173rd Place	13		13					0				0		0.0%				0.0%
	Subtotal					17	0	13	4	0	0	0	0	1	0	0	1		0.0%	25.0%			5.9%
14	173rd Place	South	68th Court	to	Oak Park Avenu	6	0	6				0	1				1		16.7%				16.7%
	Oak Park Avenue	West	173rd Place	to	RR Tracks	3		3					0				0		0.0%				0.0%
	68th Court	East	RR Tracks	to	173rd Place	0	0					0					0						
	Subtotal					9	0	9	0	0	0	0	1	0	0	0	1		11.1%				11.1%
15	70th Avenue	East	174th Place	to	174th Place	7				7					2		2				28.6%		28.6%
	Subtotal					7	0	0	0	7	0	0	0	0	2	0	2				28.6%		28.6%
16	66th Court	West	RR Tracks	to	South Street	0	0					0					0						
	South Street*	North	66th Court	to	67th Court	5				5					3		3				60.0%		60.0%
	South Street	North	67th Court	to	Oak Park Avenu	0	0					0					0						
	Subtotal					5	0	0	0	5	0	0	0	0	3	0	3				60.0%		60.0%
17	Oak Forest	North	66th Court	to	66th Avenue	0	0					0					0						
	173rd Place	North	65th	to	66th Court	18		18					2				2		11.1%				11.1%
	66th Court	East	173rd Place	to	Oak Forest	0	0					0					0						
	Subtotal					18	0	18	0	0	0	0	2	0	0	0	2		11.1%				11.1%
18	South Street	South	67th Court	to	66th Court	0	0					0					0						
	66th Court	West	South Street	to	174th Street	0	0					0					0						
	174th Street	North	66th Court	to	67th Court	11		11					3				3		27.3%				27.3%
	67th Court	East	174th Street	to	South	6		6					6				6		100.0%				100.0%
	Subtotal					17	0	17	0	0	0	0	9	0	0	0	9		52.9%				52.9%

Village of Tinley Park
On-Street Non-Commuter Parking - Oak Park Avenue Station Study Area
Mid-day Parking Occupancy, Wednesday, April 22 & May 6, 1998

	LOCATION					INVENTORY						OCCUPIED PARKING SPACES						PERCENT OF SPACES OCCUPIED PER BLOCK					
Blk	Street	Street Side	From		To	Total Capacity	No Parking	Two Hour Parking	Four Hour Parking	No Posted Regulation	Loading Zone	No Parking	Two Hour Parking	Four Hour Parking	No Posted Regulation	Loading Zone	Total Occupied Spaces	No Parking	Two Hour Parking	Four Hour Parking	No Posted Regulation	Loading Zone	Total Occupied Spaces
19	173rd Place	South	67th Court	to	66th Avenue	14		14					0				0		0.0%				0.0%
	174th Street	North	66th Avenue	to	66th Court	8				8					1		1				12.5%		12.5%
	67th Court	East	174th Street	to	173rd Place	0	0					0					0						
	Subtotal					22	0	14	0	8	0	0	0	0	1	0	1		0.0%		12.5%		4.5%
20	South Street*	South	Oak Park Avenue	to	67th Court	8	0			8		0			8		8				100.0%		100.0%
	67th Court	West	174th Street	to	174th Place	13		13					5				5		38.5%				38.5%
	174th Place	North	67th Court	to	Oak Park Avenu	10		10					0				0		0.0%				0.0%
	Oak Park Avenue	East	174th Place	to	174th Street	7		7					0				0		0.0%				0.0%
	Subtotal					38	0	30	0	8	0	0	5	0	8	0	13		16.7%		100.0%		34.2%
21	174th Street	South	67th Court	to	67th Avenue	17		17					5				5		29.4%				29.4%
	67th Avenue	West	174th Street	to	174th Place	0	0					0					0						
	174th Place	North	67th Avenue	to	67th Court	8		8					8				8		100.0%				100.0%
	67th Court	East	174th Place	to	174th Street	0	0					0					0						
	Subtotal					25	0	25	0	0	0	0	13	0	0	0	13		52.0%				52.0%
22	174th Street	South	67th Avenue	to	66th Avenue	18	18					6					6	33.3%					33.3%
	66th Avenue	West	174th Street	to	174th Place	7				7					0		0				0.0%		0.0%
	174th Place	North	66th Avenue	to	67th Avenue	16		16					0				0		0.0%				0.0%
	67th Avenue	East	174th Place	to	17th Street	0	0					0					0						
	Subtotal					41	18	16	0	7	0	6	0	0	0	0	6	33.3%	0.0%		0.0%		14.6%
23	Hickory Street	South	70th Ave./175th S	to	68th Court	0	0					0					0						
	68th Court	West	Hickory Street	to	175th Street	11		11					0				0		0.0%				0.0%
	175th Street	North	68th Court	to	70th Avenue	16		16					0				0		0.0%				0.0%
	Subtotal					27	0	27	0	0	0	0	0	0	0	0	0		0.0%				0.0%
24	Hickory Street	South	68th Court	to	Oak Park Avenu	0	0					0					0						
	Oak Park Avenue	West	Hickory Street	to	175th Street	0	0					0					0						
	175th Street	North	Dead End	to	68th Court	6		6					0				0		0.0%				0.0%
	68th Court	East	175th Street	to	Hickory	11		11					0				0		0.0%				0.0%
	Subtotal					17	0	17	0	0	0	0	0	0	0	0	0		0.0%				0.0%
25	174th Place	South	Oak Park Avenue	to	67th Court	0	0					0					0						
	67th court	West	174th Place	to	175th Street	0	0					0					0						
	175th Street	North	67th Court	to	Oak Park Avenu	0	0					0					0						
	Oak Park Avenue	East	175th Street	to	174th Place	5		5					1				1		20.0%				20.0%
	Subtotal					5	0	5	0	0	0	0	1	0	0	0	1		20.0%				20.0%
26	174th Place	South	67th Court	to	67th Avenue	0	0					0					0						
	67th Avenue	West	174th Place	to	175th Street	0	0					0					0						
	175th Street	North	67th Avenue	to	67th Court	3				3					1		1				33.3%		33.3%
	67th Court	East	175th Street	to	174th Place	7				7					1		1				14.3%		14.3%
	Subtotal					10	0	0	0	10	0	0	0	0	2	0	2				20.0%		20.0%
27	174th Place	South	67th Avenue	to	66th Avenue	0	0					0					0						
	66th Avenue	West	174th Place	to	175th Street	4				4					0		0				0.0%		0.0%
	175th Street	North	66th Avenue	to	67th Avenue	0	0					0					0						
	67th Avenue	East	175th Street	to	174th Place	0	0					0					0						
	Subtotal					4	0	0	0	4	0	0	0	0	0	0	0				0.0%		0.0%
28	175th Street	South	70th Avenue	to	68th Court	20		20					1				1		5.0%				5.0%
	68th Court	68th	175th Street	to	boundary	4		4					0				0		0.0%				0.0%
	Subtotal					24	0	24	0	0	0	0	1	0	0	0	1		4.2%				4.2%
29	175th Street	South	68th Court	to	Dead End	4		4					0				0		0.0%				0.0%
	Oak Park Avenue	West	175th Street	to	176th Street	0	0					0					0						
	176th Street	North	Oak Park Avenue	to	68th Court	4		4					0				0		0.0%				0.0%
	68th Court	East	176th Street	to	175th Street	5		5					1				1		20.0%				20.0%
	Subtotal					13	0	13	0	0	0	0	1	0	0	0	1		7.7%				7.7%
30	175th Street	South	Oak Park Avenue	to	66th Avenue	0	0					0					0						
	176th Street	North	boundary	to	Oak Park Avenu	5				5					0		0				0.0%		0.0%
	Oak Park Avenue	East	176th Street	to	175th Street	0	0					0					0						
	Subtotal					5	0	0	0	5	0	0	0	0	0	0	0				0.0%		0.0%
	Totals					486	18	357	30	81	6	6	73	15	22	2	118	33.3%	20.4%	50.0%	27.2%	33.3%	24.3%

* Reserved
Date: 28-Sep-98

APPENDIX G:
EXISTING AND FUTURE LAND USE / PARKING DEMAND MODEL

(see following pages)

EXISTING LAND USE BY BLOCK
Oak Park Avenue Study Area

estimated from site survey and 1995 aerial photos
unit size assumptions: Single Family: 1,500 GSF/unit; Townhomes: 1,200 to 1,500 GSF/unit; Condos and Apartments: 900 to 1,250 GSF/unit
quantities of multi family units are estimated

BLOCK #	Single Family		Multi Family		Retail	Restaurant	Office	Public/Inst.	Manuf'ing	
	GSF	# DU's	GSF	# DU's	GSF	GSF	GSF	GSF	GSF	
1	3,000	2			2,000		3,500			
2	6,000	4					1,000	8,000		Inst: VFW Hall
3	13,500	9								
4	12,000	8	2,000	2	10,000		5,000			
5	21,000	16			1,200	7,800	3,000			SF: 10 detached, 6 townhomes; Office: incl. senior day care center; Retail: incl. currently vacant restaurant
6								100,000		Public: Central Jr. High
7	16,500	11	34,800	38						
8	15,000	10								SF: townhomes
9	13,500	9								
10	7,500	5	1,000	1	3,000	3,000				
11	7,500	5			3,400	4,400	1,500		5,400	Manuf: Ice Co. on 0.7 acre site
12	3,000	2								
13	9,000	6						4,000	5,600	Manuf: Construction Co. on 2 acres; Institution: Church
14			4,900	6		2,600	1,400	24,400		Inst: Public Safety building
15	72,000	60								
16					5,600			1,400		Retail: farm supply on 0.6 acres; Public: train station
17	7,500	5	54,000	60						
18	9,000	6			11,050	6,000	4,000			6,500 GSF vacant funeral home not included
19	19,000	13								
20							15,000	4,000		Inst: arts center; Office: includes a day care center
21	7,500	5	15,000	12			3,000	27,600		Public/Inst: includes 17,000 GSF Ameritech facility, American Legion & church
22	22,500	15								
23	10,500	7	10,400	10						
24	7,500	5	7,200	6	1,300	1,800	6,000			
25	6,000	4			5,250					
26	9,000	6	14,000	14		5,500				Retail: banquet hall
27	30,000	20								
28	21,000	14								
29	15,000	10			37,800					Retail: includes an auto lot on 1.2 acres
30	7,500	5	24,000	20	8,250			53,800		Inst: church & school
Total	**371,500**	**262**	**167,300**	**169**	**88,850**	**31,100**	**43,400**	**223,200**	**11,000**	

FUTURE LAND USE BY BLOCK

Oak Park Avenue Study Area

existing to remain was estimated from site survey and 1995 aerial photos

unit size assumptions: Single Family: 1,500 GSF/unit; Townhomes: 1,200 to 1,500 GSF/unit; Condos and Apartments: 900 to 1,250 GSF/unit

quantities of existing multi family units are estimated

BLOCK #	Single Family		Multi Family		Retail	Restaurant	Office	Public/Inst.	Manuf'ing	Land Use Changes
	GSF	# DU's	GSF	# DU's	GSF	GSF	GSF	GSF	GSF	
1	3,000	2			2,000		3,500			none
2	6,000	4					1,000	8,000		none
3	13,500	9								none
4	12,000	8	2,000	2	10,000		5,000			none
5	21,000	16			1,200	7,800	3,000			none (have assumed that Bogart's will be replaced by another restaurant)
6								100,000		none
7	16,500	11	34,800	38						none
8	15,000	10								none
9	13,500	9								none
10	7,500	5	9,400	9	11,400	3,000				New retail: 8,400sf; New multi family: 8,400sf
11	22,500	15	12,000	12	15,400	4,400				*Gone: manuf'ing, office, 2 SF DUs;* New retail: 12,000sf; New MF: 12,000sf; New SF: 18,000sf
12	3,000	2								none
13	27,000	18						4,000		*Gone: manuf'ing*; New SF: 18,000sf
14			4,900	6		10,200	1,400	24,400		New restaurant: 7,600sf (Bogart's)
15	72,000	60								none
16					3,000			2,300		*Gone: farm store*; New station: 2,300sf; New retail: 3,000sf
17	7,500	5	54,000	60						none
18	4,500	3	45,000	36	11,050	6,000	4,000			*Gone: 3 SF DUs*; New MF: 45,000sf
19	19,000	13								none
20							15,000	4,000		none
21	7,500	5	15,000	12			3,000	27,600		none
22	22,500	15								none
23	10,500	7	10,400	10						none
24	7,500	5	7,200	6	11,300	1,800	6,000			New retail: 10,000sf
25	6,000	4			5,250					none
26	9,000	6	14,000	14		5,500				none
27	30,000	20								none
28	21,000	14								none
29	15,000	10			37,800					none
30	7,500	5	24,000	20	8,250			53,800		none
Total	**400,000**	**281**	**232,700**	**225**	**116,650**	**38,700**	**41,900**	**224,100**	**0**	

Parking Demand Model:

The following parking ratios were used to estimate demand:

Multi-Family	1.0 space per dwelling unit
Retail	6.39 spaces per 1,000 sq. ft.
Restaurant	5.75 spaces per 1,000 sq. ft.
Office	1.83 spaces per 1,000 sq. ft.
Public / Institutional	1.0 spaces per 1,000 sq. ft.
Industrial	1.11 spaces per 1,000 sq. ft.

The above ratios reflect a monthly adjustment factor and a ten percent parking reserve. Single family dwellings were not included in this analysis since the parking inventory and occupancy were not obtained, as it was assumed that parking requirement for single family residences are accommodated on-site.

(see following pages)

Estimated Existing Parking Demand in Study Area
Village of Tinley Park

Block Number	Existing Estimated Peak Parking Demand									Total Parking Capacity	***Estimated Peak Parking Demand***	Model Surplus (Shortage)
	Residential		Retail	Restaurant	Office	Public/Inst.	Manufacturing	Total Est. Demand	Vacant			
	Single Family	Multi-Family										
1	0	0	8	0	6	0	0	*14*		44	***14***	30
2	0	0	0	0	2	8	0	*10*		40	***10***	30
3	0	0	0	0	0	0	0	*0*		11	***0***	11
4	0	0	41	0	9	0	0	*50*		63	***50***	13
5	0	0	5	50	6	0	0	*60*		78	***60***	18
6	0	0	0	0	0	100	0	*100*		74	***100***	(26)
7	0	38	0	0	0	0	0	*38*		53	***38***	15
8	0	0	0	0	0	0	0	*0*		4	***0***	4
9	0	0	0	0	0	0	0	*0*		16	***0***	16
10	0	0	12	19	0	0	0	*31*		56	***31***	25
11	0	0	14	28	3	0	6	*51*		73	***51***	22
12	0	0	0	0	0	0	0	*0*		10	***0***	10
13	0	0	0	0	0	4	6	*10*		46	***10***	36
14	0	6	0	17	3	24	0	*50*		99	***50***	49
15	0	0	0	0	0	0	0	*0*		72	***0***	72
16	0	0	23	0	0	1	0	*24*		10	***24***	(14)
17	0	60	0	0	0	0	0	*60*		118	***60***	58
18	0	0	46	10	7	0	0	*63*		82	***63***	19
19	0	0	0	0	0	0	0	*0*		22	***0***	22
20	0	0	0	0	28	4	0	*32*		77	***32***	46
21	0	0	0	0	6	28	0	*33*		119	***33***	86
22	0	0	0	0	0	0	0	*0*		41	***0***	41
23	0	0	0	0	0	0	0	*0*		27	***0***	27
24	0	0	5	12	11	0	0	*28*		122	***28***	95
25	0	0	22	0	0	0	0	*22*		21	***22***	(1)
26	0	0	0	35	0	0	0	*35*		70	***35***	35
27	0	0	0	0	0	0	0	*0*		4	***0***	4
28	0	0	0	0	0	0	0	*0*		24	***0***	24
29	0	0	0	0	0	0	0	*0*		13	***0***	13
30	0	0	34	0	0	54	0	*88*		502	***88***	414
Total	0	104	210	170	80	223	12	*799*		1,991	***799***	1,192

Note: Does Not Include Commuter Parking

Estimated Future Parking Demand in Study Area
Village of Tinley Park

Block Number	Future Estimated Peak Parking Demand									Total Parking Capacity*	***Estimated Peak Parking Demand***	Model Surplus (Shortage)
	Residential											
	Single Family	Multi-Family	Retail	Restaurant	Office	Public/Inst.	Manufacturing	Total Est. Demand	Vacant			
1	0	0	8	0	6	0	0	*14*		44	***14***	30
2	0	0	0	0	2	8	0	*10*		40	***10***	30
3	0	0	0	0	0	0	0	*0*		11	***0***	11
4	0	0	41	0	9	0	0	*50*		63	***50***	13
5	0	0	5	50	6	0	0	*60*		78	***60***	18
6	0	0	0	0	0	100	0	*100*		74	***100***	(26)
7	0	38	0	0	0	0	0	*38*		53	***38***	15
8	0	0	0	0	0	0	0	*0*		4	***0***	4
9	0	0	0	0	0	0	0	*0*		16	***0***	16
10	0	0	47	19	0	0	0	*66*		56	***66***	(10)
11	0	12	64	28	0	0	6	*110*		73	***110***	(37)
12	0	0	0	0	0	0	0	*0*		10	***0***	10
13	0	0	0	0	0	4	6	*10*		46	***10***	36
14	0	6	0	65	3	24	0	*98*		99	***98***	1
15	0	0	0	0	0	0	0	*0*		72	***0***	72
16	0	0	12	0	0	2	0	*14*		10	***14***	(4)
17	0	60	0	0	0	0	0	*60*		118	***60***	58
18	0	36	46	38	7	0	0	*128*		82	***128***	(46)
19	0	0	0	0	0	0	0	*0*		22	***0***	22
20	0	0	0	0	28	4	0	*32*		77	***32***	46
21	0	0	0	0	6	28	0	*33*		119	***33***	86
22	0	0	0	0	0	0	0	*0*		41	***0***	41
23	0	0	0	0	0	0	0	*0*		27	***0***	27
24	0	0	47	12	11	0	0	*70*		122	***70***	53
25	0	0	22	0	0	0	0	*22*		21	***22***	(1)
26	0	0	0	35	0	0	0	*35*		70	***35***	35
27	0	0	0	0	0	0	0	*0*		4	***0***	4
28	0	0	0	0	0	0	0	*0*		24	***0***	24
29	0	0	0	0	0	0	0	*0*		13	***0***	13
30	0	0	34	0	0	54	0	*88*		502	***88***	414
Total	0	152	326	247	77	224	12	*1,038*		1,991	***1,038***	953

* Existing Capacity
Note: Does Not Include Commuter Parking