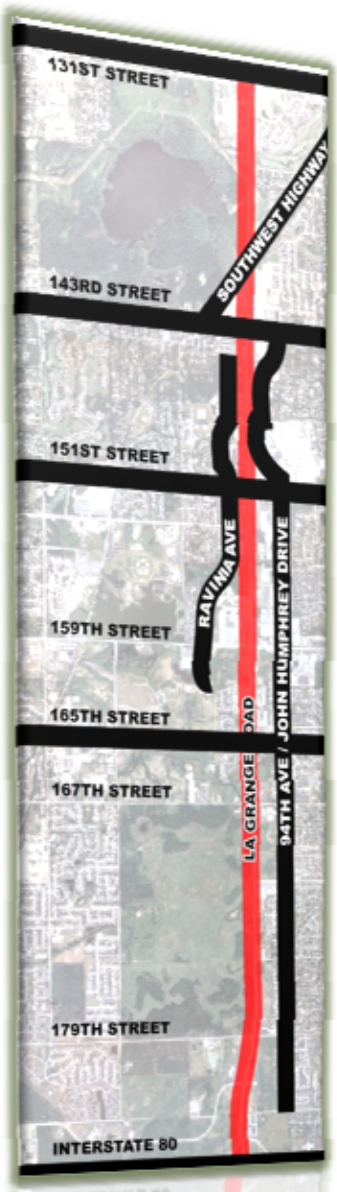

La Grange Road Corridor Plan

April 2010

Made possible by
Regional Technical Assistance Program
Regional Transportation Authority

Prepared for
Village of Orland Park
Village of Tinley Park

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La Grange Road Corridor Plan

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1 Introduction

La Grange Road (U.S. 45) is a north-south arterial that travels through the center of the Village of Orland Park, a small portion of the Village of Orland Hills, and along the western edge of the Village of Tinley Park. These communities view La Grange Road as a primary roadway to provide access to shopping and employment, as well as providing access to I-80.

The Regional Transportation Authority (RTA), in seeking ways to coordinate planning efforts and improve communities within the Chicago metropolitan region, awarded a Community Planning (CP) grant to the Village of Orland Park to prepare this corridor plan for La Grange Road. The Village of Orland Park asked the Village of Tinley Park to actively participate in the planning process due to Tinley Park's significant frontage along La Grange Road.

It is the goal of the Villages of Orland Park and Tinley Park to reduce traffic congestion, provide for non-motorized transportation, improve public transportation, recommend land uses that can support transit oriented development, and leverage public and private investment in a manner that strengthens the Village economy.

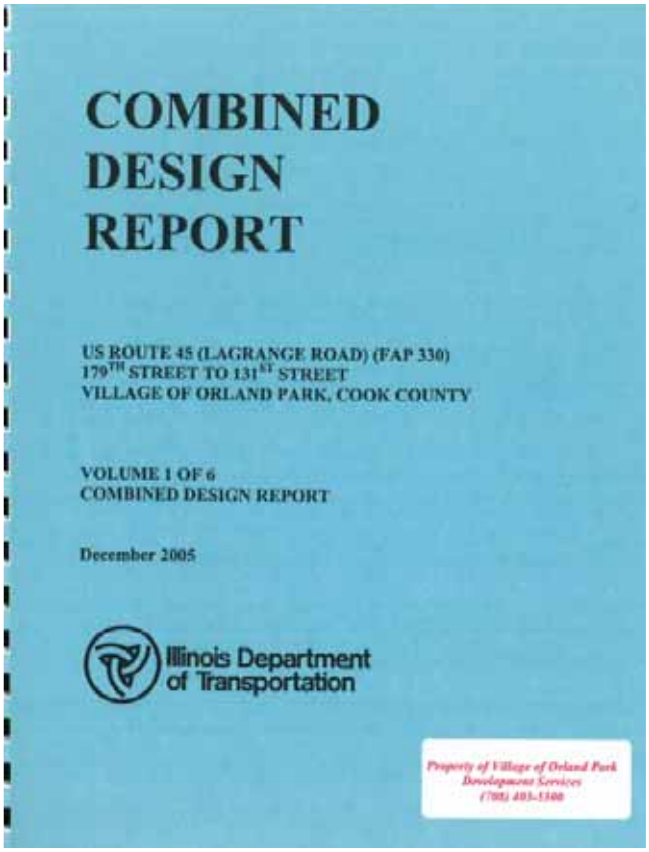
The purpose of this corridor plan is to review the existing conditions along La Grange Road; identify issues and challenges; and make recommendations in support of the following objectives:

- Transform La Grange Road into a "Complete Street"
- Reduce automobile dependence
- Create a nonmotorized transportation network
- Enhance and improve transit
- Stimulate economic development
- Develop a corridor identity
- Leverage and increase funding for transportation improvements
- Improve public safety

This plan is intended to influence Phase II Engineering Design, as well as future improvements made by the Villages of Orland Park and Tinley Park to help transform La Grange Road into a more Complete Street. This includes identifying and meeting the needs of pedestrians and bicyclists who have an equal stake as motorists in safe, efficient, and comfortable travel along La Grange Road.

1.1 Corridor Overview

La Grange Road (U.S. 45) is a major north-south arterial roadway under the jurisdiction of the Illinois Department of Transportation (IDOT). The north and south limits of the seven-mile corridor are 131st Street and I-80. The east and west limits generally are within one to two blocks of La Grange Road. Property that is adjacent to La Grange Road with direct access has the most influence on the corridor. However, any property that generates significant traffic to or from La Grange Road is considered part of the corridor.



La Grange Road is a Strategic Regional Arterial (SRA). The designation of an SRA is made by the Chicago Metropolitan Agency for Planning (CMAP) and IDOT for regional roadways that are intended to supplement the Interstate system and provide regional access to truck and automobile traffic.

In 2003, planning began for the expansion of La Grange Road from four lanes to six lanes for the entire seven miles through Orland Park and Tinley Park. The first step of this process involved the preparation of the IDOT *Combined Design Report* for La Grange Road which was completed in December 2005[1]. The *Combined Design Report* is a formal document approved by IDOT in which the project need is established and design criteria are determined for a roadway improvement project. Proposed design speed, posted speed, projected traffic volume, required right-of-way, the width of travel and turn lanes, and considerations for the accommodation of pedestrian and bicycle facilities are identified.

[1] Combined Design Report, US Route 45 (La Grange Road) (FAP 330) 179th Street to 131st Street, Village of Orland Park, Cook County. Illinois Department of Transportation. December 2005.

The next step, Phase II Engineering Design, will more specifically define all roadway elements including lane width, median width and breaks in the median, turn lanes, traffic control devices, sidewalks, transit stops, sidewalks and retaining wall.

1.2 Complete Streets

Historically, the design for improvements to an SRA like La Grange Road have focused on maximizing roadway capacity, improving safety, and minimizing congestion primarily for automobiles. However, the needs of other uses (bicyclists, pedestrians and transit users) were not fully taken into consideration. Nationwide, communities along major arterials are promoting a balanced approach that considers all potential uses and specifically promotes bicycling, transit use and walking. This Complete Streets movement recognizes that while these roads are crucial routes in a regional transportation network, they also are home to millions of residents, employees, and visitors. The National Complete Streets Coalition states:

> *The streets of our cities and towns are an important part of the livability of our communities. They ought to be for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. But too many of our streets are designed only for speeding cars, or worse, creeping traffic jams. Now, in communities across the country, a movement is growing to complete the streets. States, cities and towns are asking their planners and engineers to build road networks that are safer, more livable, and welcoming to everyone. Instituting a complete streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.*[2]

La Grange Road is a major north-south arterial that provides access to and through the Villages of Orland Park and Tinley Park. It is an objective of these communities to transform La Grange Road into a Complete Street. A Complete Street is one that is accessible to all users of a transportation network: motorists, bicyclists, pedestrians, and transit users. Complete streets are designed to facilitate travel along as well as across the street at the intended locations. They incorporate all modes of transportation and encourage active transportation by providing adequate facilities for bicycles, pedestrians, and transit.

A Complete Street along La Grange Road should be consistent with state and national design standards. Two documents provide background in this regard. The Institute of Transportation Engineers *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities* (2006) provides a recommended practice for roadway design. This publication provides real-world engineering solutions in an illustrated format for roadways of various widths to make arterial roadways more accomodating to pedestrians, bicyclists, and transit users.

[2] National Complete Streets Coalition. 2009. <http://www.completestreets.org>

The second document is American Association of State and Highway Transporation Officials (AASHTO) *Policy on Geometric Design of Streets and Highways* (2004). Referred to as the "Green Book", this policy manual provides the basis for roadway design in accordance with the most current national safety standards.

Rather than a highway that acts as a barrier separating two halves of a community in Orland Park or an unappealing western boundary in Tinley Park, these municipalities view La Grange Road as a great opportunity to create a street that unifies and strengthens both villages, serves the needs of all transportation system users, and thereby improves the quality of life along La Grange Road.

This plan seeks to help the Villages of Orland Park and Tinley Park take a Complete Streets approach to make La Grange Road a more pedestrian-friendly, bicycle-accomodating, and transit-supportive corridor while maintaining efficient automobile travel along the roadway.

Although all of these complete streets elements may not be feasible on La Grange Road, this image illustrates what a complete street can be. Source: Complete Streets Coalition. http://www.completestreets.org

2 Existing Conditions

The *Combined Design Report*, data from the Villages of Orland Park and Tinley Park, public and stakeholder involvement, and field inspections were used to document existing conditions in the corridor. Existing conditions are described in the following categories:

- Roadway
- Land Use
- Access
- Pedestrian
- Bicycle
- Transit
- Urban Design and Community Character

2.1 Roadway

La Grange Road is under the jurisdiction of IDOT and carries an average of 50,000 vehicles per day[1]. This includes vehicles traveling through Orland Park to or from I-80 as well as local traffic generated by residents, employees, and visitors to the corridor.

Table 1
Current Posted Speeds on La Grange Road

La Grange Road from:	Existing Posted Speed (mph)
131st Street to 142nd Place	45
142nd Place to 159th Street	35
159th Street to 167th Street	45
167th Street to 174th Street	50
174th Street to I-80	55

Source: Combined Design Report, US Route 45 (La Grange Road) (FAP 330) 179th Street to 131st Street, Village of Orland Park, Cook County. Illinois Department of Transportation. December 2005.

Currently, La Grange Road consists of four travel lanes separated either by a traversable raised median or a flush, painted median with no curb. As shown in *Table 1, Current Posted Speeds on La Grange* Road, the existing posted speed ranges between 35-55 miles per hour. Posted speeds are highest near I-80.

There are two overpasses that cross La Grange Road in the Corridor. Southwest Highway (IL 7) and the Norfolk Southern Railroad tracks that carry the Metra SouthWest Service cross La Grange Road approximately one-quarter mile north of 142nd Place.

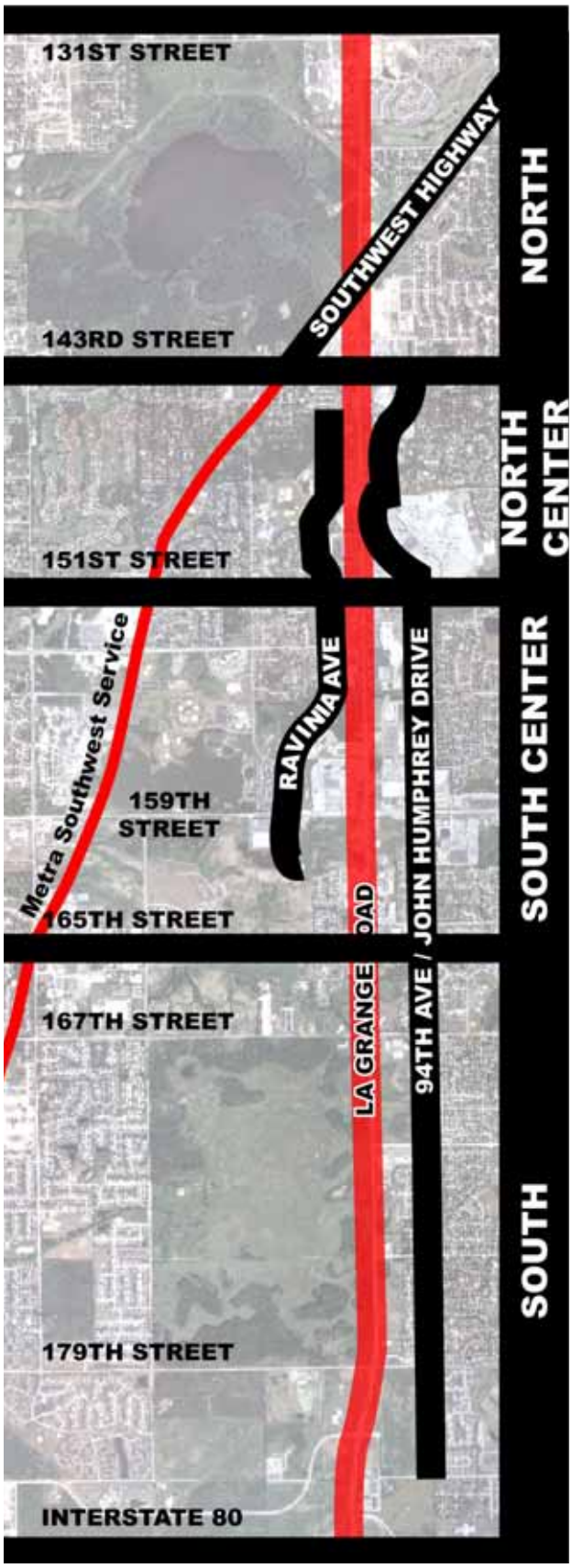
[1] Illinois Department of Transportation. 2006-2008. Average Daily Traffic Website http://gettingaroundillinois.com

There are 16 signalized intersections on La Grange Road:

- 131st Street
- Southmoor Drive/ Carl Sandburg High School
- 135th Street
- 143rd Street
- 144th Place
- 147th Street
- 149th Street
- 151st Street
- 153rd Street
- 156th Street
- 159th Street
- 163rd Street
- 167th Street
- 171st Street
- 179th Street
- Orland Parkway

All other intersections with La Grange Road are two-way stop-controlled.

The nearest parallel north-south collector roads are 94th Avenue and John Humphrey Drive to the east and Ravinia Avenue to the west. These are used for local access and short trips as an alternative to La Grange Road. While they provide north-south access throughout much of the corridor, Ravinia Avenue, 94th Avenue, and John Humphrey Drive are not continuous for the full length of the La Grange Road Corridor.



2.2 Land Use

The majority of the existing developments along La Grange Road are retail commercial establishments, restaurants, and professional offices. Most remaining parcels that currently are available for development are zoned for commercial and general business uses in Orland Park and

Tinley Park. The corridor was divided into four sections to describe the existing development character and infrastructure. They are shown in the figure on the right. The four sections are: north, north-center, south-center, and south.

Wide parkways are frequent in the North section along La Grange Road but sidewalks are lacking in some areas.

<u>North Section</u>

The north section stretches from 131st Street to Southwest Highway. The north section is characterized primarily by large tracts of open space. The major one is McGinnis Slough on the west side of La Grange Road which is owned and maintained by the Forest Preserve District of Cook County (FPDCC).

Carl Sandburg High School is located at the north end of La Grange Road in the southwest quadrant of the intersection of La Grange Road and 131st Street. There are some commercial uses at 131st Street, and some private open space located at Southmoor Golf Course located across La Grange Road from Carl Sandburg High School.

Orland Park Crossing, located in the North-Center Section along La Grange Road

<u>North-Center Section</u>

The north-center section, bounded by Southwest Highway and 151st Street, is primarily commercial, although mixed use is allowed. This section includes Orland Square Mall which is located east of La Grange Road and south of John Humphrey Drive. The Village of Orland Park Village Hall is located on Ravinia Avenue in the north-center section, as well. La Grange Road is the primary access road for Orland Square Mall, Orland Park Place, and other retail commercial establishments that are located in the North-Center section. Orland Square Mall, which opened in 1976, is one of the south suburbs' largest indoor malls and employs nearly 1,000 people in 1.2 million square feet of retail space. Located east of La Grange Road at

151st Street, Orland Square Mall attracts a significant amount of traffic on La Grange Road and 94th Avenue. Also located in the north-center section is Humphrey Woods.

South-Center Section

Stretching from 151st Street to 163rd Street, the south-center section includes commercial land uses as well as undeveloped or developing commercial properties. Newer retail establishments and lifestyle centers, specialty retail clusters are designed with street furniture including benches and decorative lighting.

Main Street Village, Main Street Village West, and Lowe's of Orland are located in the south-center section. Centennial Park, which includes Lake Sedgwick, is located west of La Grange Road between 153rd Street and 159th Street.

South Section

The south section, stretching from 163rd Street to I-80, contains the greatest amount of open space adjacent to La Grange Road. Orland Grasslands, owned and managed by the FPDCC, is located on the west side of La Grange Road from 167th Street to 179th Street. White Mountain Golf Course is located just south of Orland Grasslands on the south side of 179th Street.

A significant portion of the south section is dedicated to medical land uses in the form of the Advocate Medical Campus

Typical development in the South-Center section along La Grange Road.

Open stormwater drainage integrated with landscaping near in the South-Center section near 156th Street

La Grange Road in the south section along the Orland Grassland Forest Preserve

Southwest, located on La Grange Road at Orland Parkway.

Property located east of La Grange Road and south of 171st Street is under the jurisdiction of the Village of Tinley Park. Land uses along the remainder of La Grange Road include developed commercial, undeveloped parcels zoned for commercial use, and multifamily residential land uses.

Wetlands and Streams

In addition to large open spaces, some wetlands and streams along La Grange Road have been incorporated into the design of properties, combining necessary on-site stormwater retention with landscaping and natural features. However, development patterns along La Grange Road have increased the amount of impermeable surfaces and the amount of water entering the Village's storm sewer network. The Village of Orland Park land development code requires on-site retention for a portion of stormwater runoff.

Other Major Destinations in Corridor

Some major land uses that are within the corridor but not immediately adjacent to La Grange Road attract a significant amount of users via La Grange Road. The most common mode of transportation to these destinations from La Grange Road is by car. While this list is not comprehensive, these major destinations include:

- Advocate Medical Campus Southwest
- Metra Stations
  - 143rd Street Station
  - 153rd Street Station
  - 179th Street Station
- Palos Primary Care
- Robert Morris College
- St. Xavier University

2.3 Access

Access points or driveways along La Grange Road are constructed as each property develops. Many driveways were built at different times on various size lots which made it challenging to coordinate the location or consolidate driveways. In many places, motorists can turn left across La Grange Road to enter driveways. This has led to a roadway design where vehicles slow down to turn right or wait to turn left, thus creating congestion on La Grange Road.

Table 2, Access Points on La Grange Road, shows the frequency of access points along La Grange Road. Access points are most frequent in Orland Park's north-center section with an average 43 access points per mile, equivalent to one driveway approximately every 120 feet, which adds considerable to delay due to vehicles entering and exiting La Grange Road.

Table 2 Access Points on La Grange Road				
Segment	**Length (mi)**	**Access Points**	**Avg. Points/Mile**	**Avg. Spacing (ft)**
North Section 131st to Southwest Highway	1.1	8	7.1	740
North-Center Section Southwest Highway to 151st	1.4	60	43.5	120
South-Center Section 151st to 163rd	1.8	31	17.3	305
South Section 163rd to I-80	1.7	13	7.6	695
Source: Measured using aerial photographs, Village of Orland Park.				

In some locations, left turns across on La Grange have been prohibited to improve traffic flow or reduce accident risk. These locations are:

- Subdivision entrance on east side of La Grange Road south of 131st Street
- Granite City entrance on east side of La Grange Road north of 142nd Place
- 142nd Place on west wide of La Grange Road
- Walgreens entrance on west side of La Grange Road north of 147th Street
- Orland Square Mall entrances on east side of La Grange Road north of
- 149th Street and north of 151st Street
- 156th Place on the east side of La Grange Road
- Hotel entrance on the east side of La Grange Road north of 163rd Street
- Entrance drive on east side of La Grange Road south of 171st Street
- Entrance drive on east side of La Grange Road north of 175th Street
- Entrance drive on east side of La Grange Road north of 179th Street

Hotel entrance right-in-right-out access drive north of 163rd Street

2.4 Pedestrian

The pedestrian network includes sidewalks, paths, street crossings, pedestrian signals, and street furniture. Connectivity among these is crucial to the success of the La Grange Road Corridor. There are several areas along La Grange Road where pedestrian activity is high and pedestrians were observed crossing La Grange Road. Additional pedestrian activity at these locations is likely as La Grange Road continues to develop. Discussions with members of the community identified areas with high pedestrian demand. Pedestrian demand, which is an estimate of how much more pedestrian activity is possible under ideal land use and transportation conditions, was identified at the following locations along La Grange Road:

- Carl Sandburg High School
- 142nd Place to 143rd Street
- 147th Street – 149th Street
- 151st Street – 153rd Street
- 159th Street
- 163rd Street

Existing crosswalk terminates into landscaping along La Grange Road at 156th Street

Missing sidewalk on west side of La Grange Road near 144th Street

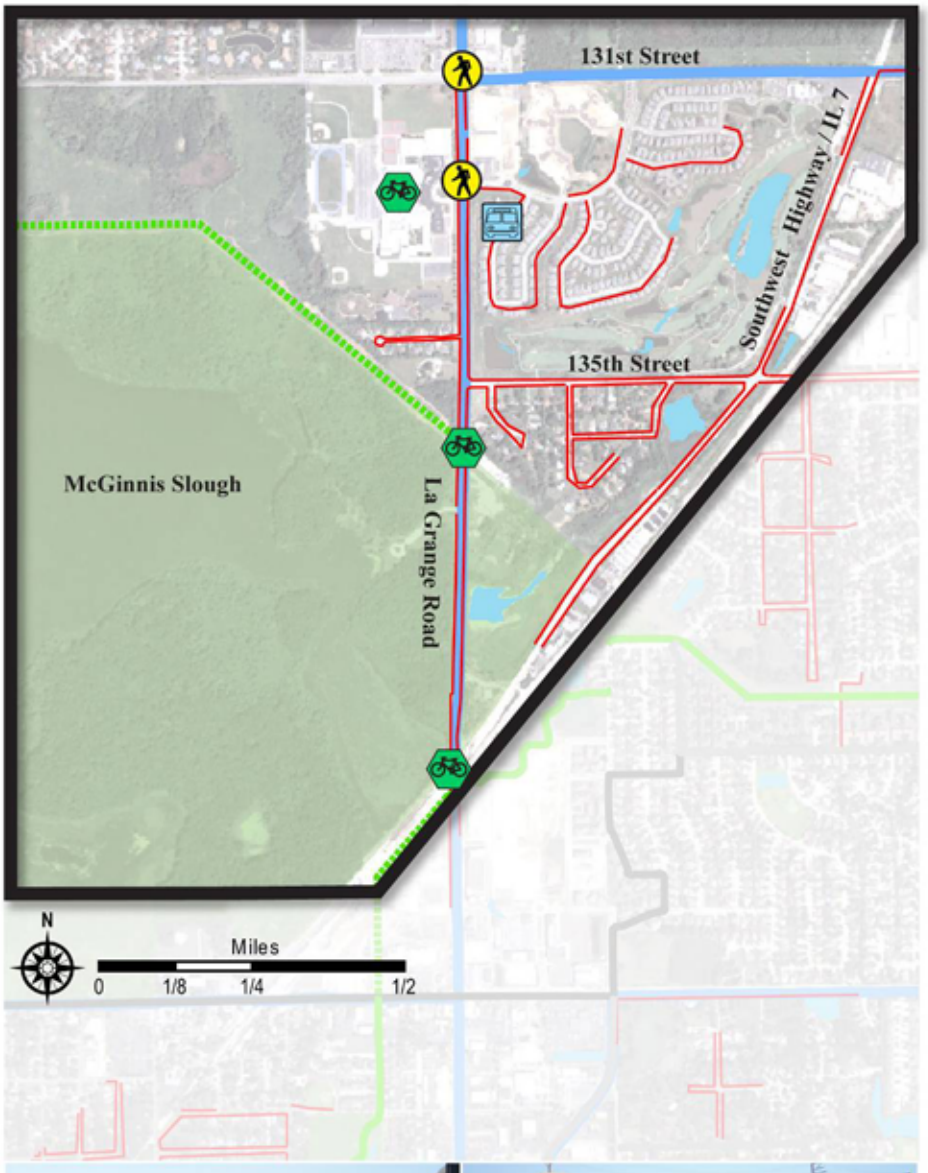
Pedestrian crossings are provided at signalized intersections on La Grange Road. However, not all pedestrian crossings are marked and many existing crosswalk markings have faded.

Pedestrians are permitted to cross with each signal and are given a walk signal either during every adjacent green light or through the use of pedestrian push buttons located on traffic signal poles.

Sidewalk gaps are the most critical element and have a significant impact on the adequacy of the pedestrian network. Sidewalks are not continuous along La Grange Road. There are sidewalks along La Grange Road in most cases, but some sidewalks have fallen into disrepair, resulting in cracks, heaving, or missing sidewalk panels. There are steep grades and low-lying areas east of La Grange Road in the south section.

Typically, sidewalks are required as a condition of development in Orland Park and Tinley Park. Properties that are not developed or were developed before this development practice was implemented do not have sidewalks, resulting in gaps in the system. This has resulted in sidewalks that terminate at corners with no sidewalk on the other side of the intersection. *Figures 1-4, Existing Conditions,* show sidewalk gaps along La Grange Road.

There is no pedestrian access along La Grange Road adjacent to McGinnis Slough or Orland Grasslands Forest Preserve. Although trails exist in McGinnis Slough, they do not connect to La Grange Road. No sidewalks exist along either side of La Grange Road near Carl Sandburg High School.



Pedestrian

131st Street & La Grange Road
- High School traffic & pedestrian activity
- No crosswalks
- Broken sidewalks on southwest corner

Southmoor Drive & La Grange Road
- High School access
- Missing crosswalks, pedestrian signals

Bicycle

- Limited bicycle parking at Carl Sandburg High School
- No north-south bicycle facilities on La Grange Road
- No existing trail crossings on La Grange Road

Transit

- No service west of La Grange Road
- Bus stops lack signs, concrete waiting pads


Missing sidewalks on La Grange Road

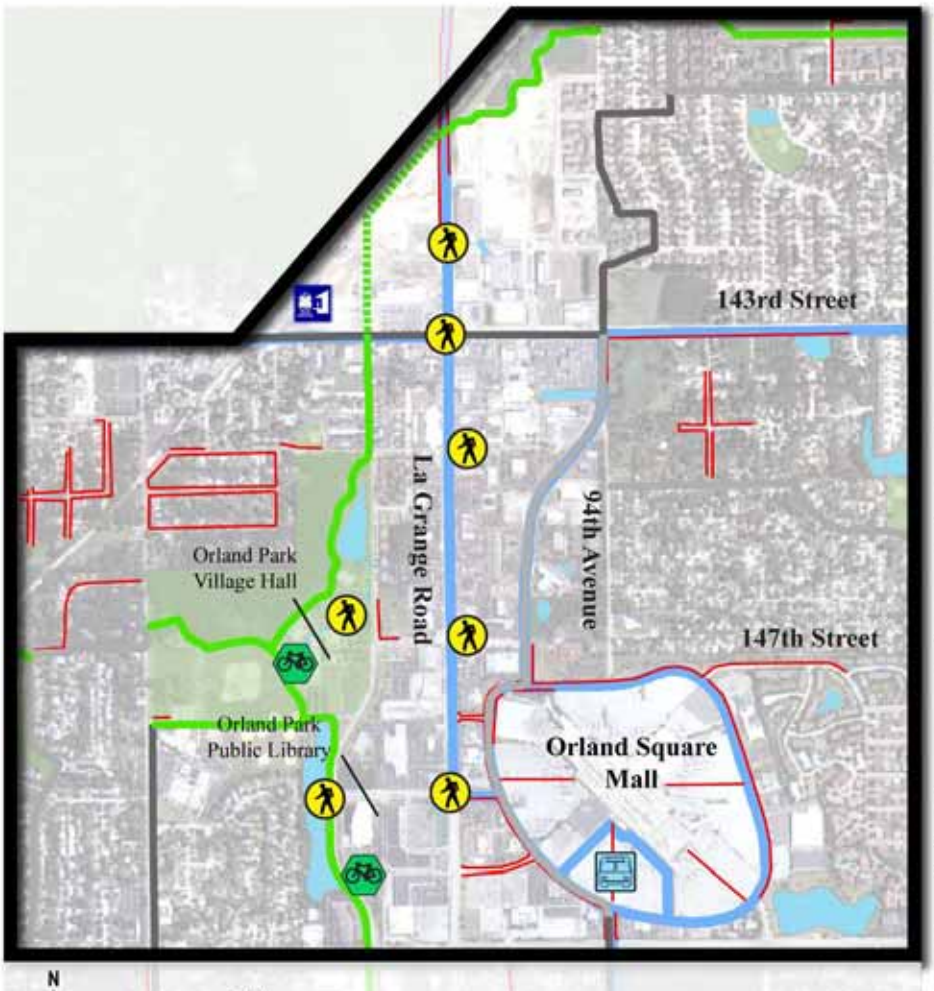

Missing sidewalks near overpass at Southwest Highway


Missing sidewalks near McGinnis Slough

Legend

- Sidewalk Gap
- Existing Path
- Proposed Path
- On-Street Route
- Existing Sidewalk (for bikes)
- Proposed Sidewalk (for bikes)
- Pace Route

Figure 1 – Existing Conditions North Section: 131st Street to Southwest Highway



Pedestrian

142nd Place & La Grange Road
- Uncontrolled, difficult north/south crossing
- No crosswalks or pedestrian signs

143rd Street & La Grange Road
- No Crosswalks
- Pedestrian signals obstructed, faded
- Sidewalk barriers (shubbery, fences)

144th Place & La Grange Road
- No crosswalks, no sidewalk connections

147th Street & La Grange Road
- No crosswalks or pedestrian signals
- Sidewalks terminate at intersection

149th Street & La Grange Road
- No crosswalks or pedestrian signals
- Obstructed sight lines at corners

Bicycle

Bicycle parking limited
- Village Hall, Orland Park Library
- Orland Square Mall

151st Street & La Grange Road
- Limited bicycle access (generally)

Transit

Orland Square Mall
- Primary bus terminal in Orland Park
- Limited waiting area amenities
- Far from other corridor employers

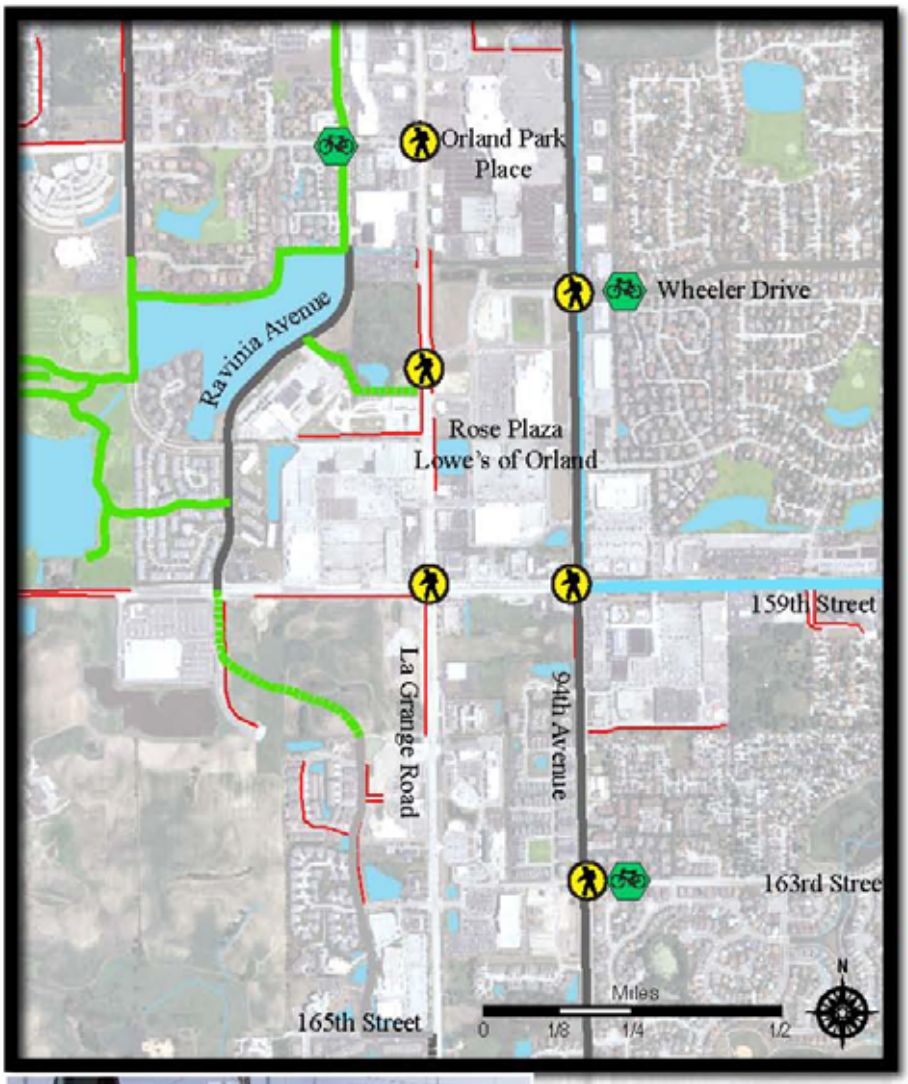
Legend

- Sidewalk Gap
- Existing Path
- Proposed Path
- On-Street Route
- Existing Sidewalk (for bikes)
- Proposed Sidewalk (for bikes)
- Pace Route
- Metra Station


Crossing La Grange at 144th Street


West side of La Grange Road, facing north

Figure 2 – Existing Conditions North-Center Section: Southwest Highway to 151st Street



Pedestrian

151st Street & La Grange Road
- No crosswalks or pedestrian signals
- Obstructed sight lines at corners

153rd Street & La Grange Road
- Faded crosswalks
- Crosswalks not aligned

156th Street & La Grange Road
- Broken sidewalks
- No crosswalks

159th Street & La Grange Road
- Crosswalks not aligned

Bicycle

153rd Street & Ravinia Avenue
- No trail crossing signage

Wheeler Drive & La Grange Road
- No trail crossing

163rd Street & La Grange Road
- No trail crossing

Transit

No bus transit west of La Grange Road

Legend

- Sidewalk Gap
- Existing Path
- Proposed Path
- On-Street Route
- Existing Sidewalk (for bikes)
- Proposed Sidewalk (for bikes)
- Pace Route

Crosswalks on 159th Street at La Grange Road

No crosswalk marking at 151st Street

Figure 3 – Existing Conditions South-Center Section: 151st Street to 165th Street

Pedestrian

167th Street & La Grange Road
- No crosswalks
- No pedestrian signals
- Broken sidewalks

179th Street & La Grange Road
- No crosswalks
- No pedestrian signals
- Broken sidewalks provided by developers

Bicycle

167th Street & La Grange Road
- Existing path dead-ends at the northeast corner of intersection
- No bicycle signage

Transit

- No bus transit along La Grange Road
- No transit access to Metra Stations (not shown) from La Grange Road

Legend

- Sidewalk Gap
- Existing Path
- Proposed Path
- On-Street Route
- Existing Sidewalk (for bikes)
- Proposed Sidewalk (for bikes)

No crossing at 179th Street

Figure 4 – Existing Conditions South Section: 163rd Street to I-80

2.5 Bicycle

Existing bicycle facilities, most of which are bike paths separate from streets, are shown in *Figures 1-4, Existing Conditions*. The Village of Orland Park has designated some sidewalk routes and on-street routes but these are not supported with any pavement markings or signs.

No sidewalks exist on the west side of La Grange Road south of 167th Street along Orland Grassland

There are no bicycle facilities on La Grange Road. Bicycle parking was observed in various locations including Orland Square Mall, some shopping centers, and at each of the three Metra stations in Orland Park. Bike parking is available on private property at most destinations and is required per the *Village of Orland Park Land Development Code* (2009).

Existing bike path in Centennial Park near 153rd Street

There is an existing bike path adjacent to Ravinia Avenue west of La Grange Road from 143rd Street to 159th Street. Additional bike paths exist in Centennial Park to the Metra 153rd Street Station, branching off Ravinia Avenue near Orland Park Village Hall, and along an existing ComEd right-of-way connecting Colonial Park to Evergreen Park between 135th Street and 143rd Street.

Existing bicycle routes and paths cross La Grange Road at 143rd Street, 156th Street, and 167th Street. However, these "bike paths" are located on 5- to 7-foot wide sidewalks which are too narrow for two-way bicycle traffic and may conflict with pedestrian traffic. Bike path crossings include signalized intersections at 143rd Street and 167th Street. There are in-pavement detectors at these locations that are designed to be activated by vehicles that stop on them to change the signal. Traditionally designed for automobiles, these in-pavement detectors cannot detect the presence of a bicycle, which may lead to long wait times at red lights for bicyclists.

2.6 Transit

Bus Transit

Bus transit along La Grange Road is provided by Pace. Pace operates three fixed-route bus routes that travel along or cross La Grange Road. These routes are shown in *Figures 3-6, Existing Conditions*. They are:

- Route # 364 - "159th Street"
- Route #386 - "South Harlem"
- Route #832 - "Joliet-Orland Square"

Route #832 serves the Metra 153rd Street Station. No service is provided 143rd Street Station or 179th Street Station.

Bus stops along La Grange Road are difficult to identify. Some bus stops are identified with a Pace bus stop sign. Bus stop shelters, additional transit information, and waiting benches are rare.

Existing Pace bus stop without sidewalk on east side of La Grange Road at Southmoor Drive

The majority of bus stops along La Grange Road in the corridor are flag stops. Flag stops, as defined by Pace, are stops that are determined by the bus operator to be safe for picking up or dropping off passengers[2]. Typically there are no signs or other information to indicate that a bus stop exists. Signs are installed by Pace at the request of the municipality. Many bus stops along La Grange Road lack concrete waiting pads and sidewalk connections.

Visual obstructions were observed at some bus stops along La Grange Road. On the east side of La Grange Road at Southmoor Drive, a signal cabinet at the existing stop obscures the vision of waiting passengers and blocks the view of bus operators approaching the bus stop.

Historically, the Village of Orland Park has paid for and operated no-fare circulator trolley service during the winter holiday and shopping season. Shoppers could park their cars in designated parking lots and ride the trolley to commercial establishments along La Grange Road and 94th Avenue. Due to budget constraints, the program will not be offered in 2009-2010.
The Village of Orland Park Dial-a-ride service for trips within the Village also may not be offered in 2010 due to budget constraints.

[2] Professional Bus Operator's Manual. Pace. n.d.

Pace also provides paratransit in Orland Township for persons with disabilities[3]. The areas of coverage for these two services partially overlap.

Rail Transit

Five Metra Stations located near La Grange Road provide transit service to downtown Chicago and other communities in the south suburban Chicago metropolitan area. The Metra SouthWest Service travels through Orland Park and provides service to stations at 143rd Street, 153rd Street, and 179th Street. Saturday train service was initiated on the SouthWest Line in 2008. Tinley Park/80th Avenue and Hickory Creek stations are located in the corridor on the Metra Rock Island District Line.

Access to these stations is primarily by automobile, as shown in *Table 3, Metra Mode of Access* (following page), although there is pedestrian and bicycle activity near all stations.

Table 4, Metra Station Parking shows the availability and occupancy of parking for each Metra station. Metra collaborated with the Active Transportation Alliance and the League of Illinois Bicyclists to conduct an inventory of bicycle parking throughout the Metra system in the fall of 2008. Based on this inventory, bicycle parking is included in the table. .

Table 3
Metra Mode of Access

Metra Station	Drive Alone	Carpool/ Drop-Offs	Bike	Walk	Bus/ Other*
143rd Street	66%	25%	0%	7%	2%
153rd Street	84%	15%	0%	1%	0%
179th Street	67%	20%	0%	13%	0%
Hickory Creek	82%	14%	0%	4%	0%
Tinley Park/80th Ave	81%	13%	0%	6%	0%

Source: Metra Origin-Destination Survey. 2006.
*Other category includes modes not included in categories provided. May include vanpool, paratransit, or taxi.

[3] ADA Paratransit Service Directory. Pace Suburban Bus. http://www.pacebus.com/sub/paratransit/sd_ada_paratransit.asp#Cook Accessed March 2009.

Table 4
Metra Station Parking

Metra Station	Daily		Permit		Handicap		Bicycle	
	Spaces	Occupancy	Spaces	Occupancy	Spaces	Occupancy	Spaces	Occupancy
143rd Street	644	44%	140	11%	11	0%	61	11%
153rd Street	1,213	33%	161	75%	15	33%	22	5%
179th Street	315	51%	0	0%	11	27%	8	63%
Hickory Creek	1,109	78%	0	0%	21	--	9	56%
Tinley Park/ 80th Ave	2,177	87%	--	--	--	--	48	42%

Source: Metra Parking Counts. 2008-2009. Active Transportation Alliance and League of Illinois Bicyclists Bicycle Parking Inventory. 2008.

2.7 Urban Design and Community Character

In 2006 and 2008, the Village of Orland Park was ranked by *Money Magazine* as one of America's Top 100 Best Places to Live. The majority of those who travel along La Grange Road pass by without gaining an impression of Orland Park or Tinley Park as a great place to live. There are few indicators to inform the motorist about the quality of life in these two villages.

The commercial district along La Grange Road, although a critical element of the local economy, is located along a roadway intended for regional travel. This is in conflict with the surrounding community and makes it difficult to create a distinct urban appearance along La Grange Road. The design of the roadway is intended to move large volumes of traffic at high speeds to serve the needs of the region; not necessarily the needs of the local community.

There is little or no visual connection to local culture and the landscape. The positive design elements of Orland Park and Tinley Park are hidden behind parking lots that line La Grange Road.
Well-designed landscapes and architecture make residents and visitors feel as though they are part of an environment that provides a unifying and unique local image. This "sense of place" is something that many enjoy yet often find difficult to define.

The design of many developments along La Grange Road is of a regional, auto-oriented scale which does not create a sense of place in these communities. Buildings along La Grange Road reflect changing design regulations. Architectural styles along the north-center and south-center sections of La Grange Road lack visual cohesion.

The Metra 143rd Street Station, Orland Park Village Hall, and other public buildings that are known for good design are set back far from La Grange Road. National retail buildings are the dominant architecture along La Grange Road and most do not repeat community architecture exhibited in public buildings.

La Grange Road was once a rural highway on the periphery of the urban area. Now, La Grange Road travels through the center of many south suburbs and is an integral part of the development context. It divides the communities into east and west halves. In Orland Park, La Grange Road separates the historic, administrative, and civic buildings (Village Center, Police Station, Library, and Centennial Park etc.) from the rest of the community. As La Grange Road is widened to handle more traffic at higher speeds, the physical separation of the community will increase. This is compounded by large retail blocks which currently are not convenient for walking.

Walkable, residential context (top) unable to be seen or reached conveniently on foot from auto-oriented, regional commercial context (bottom)

The lack of community cohesion and connection will increase after La Grange Road is widened as traffic volumes and speeds through Orland Park and Tinley Park increase. Major roadways like La Grange Road behave like expressways and fragment local communities through which they travel. These communities begin to operate as separate economic entities and become more invested in adjacent communities that are easier to access. The lack of connectivity will also perpetuate the reliance on automobiles thus increasing congestion and reducing the potential for community interaction.

The superior architecture of public buildings (left) cannot be seen from most of La Grange Road (right).

"As residents of different neighborhoods, members of different racial groups, and persons of differing levels of affluence lose the habit of sharing public space, they also lose the empathetic urbanity on which common political action (community) is built. In essence the residents of other parts of the city are not viewed as fellow citizens whose particular neighborhood concerns may vary"

- L. Bennet, Fragments of Cities "The New American Downtowns and Neighborhoods.

The core of Orland Park and Tinley Park along La Grange Road is defined between Southwest Highway in the north and I-80 in the south. While these are clear physical and visual barriers to La Grange Road, there are not many visual clues on La Grange Road to inform the visitor that they are passing through these unique communities.

La Grange Road facing north approaching the I-80 bridge

Although the design of some retail establishments has been influenced by the design of the notable civic buildings in Orland Park, there is no critical mass of indicators that identify the communities as distinctive, distinguished and exceptional.

Local architecture and quality of life is hidden behind parking lots, signage, and the generic architecture prevalent along La Grange Road.

Some billboards exist along La Grange Road although most billboards have been eliminated. Off-site advertising signs are not permitted along La Grange Road on public or private property.

Entrance sign style on La Grange Road at 147th Street

Signs for commercial uses along La Grange Road include pole signs and ground signs. Some older developments have non-conforming signs. Newer developments and those with consolidated entrances have monument signs as required by the *Village of Orland Park Land Development Code*. Some include low-rise brick walls with flat or curved panel signs.

Orland Square Mall, one of the most visually dominant commercial land uses in the

Corridor, is an inward-facing mall with no visual relationship to La Grange Road. The commercial properties along the loop road around Orland Square Mall are oriented on individual, isolated parking lots.

Aerial photograph showing commercial retail "superblocks" along La Grange Road near Orland Square Mall. Source: Bing Maps.

Big box and large retailers are abundant in Orland Park. They are characterized by large areas of surface parking which results in large building setbacks from the street.

Urban design on private property along La Grange Road is negotiated in development plans submitted to the Village of Orland Park. Design standards for development along La Grange Road are included in the Village of Orland Park Land Development Code. As part of this code, buildings along La Grange Road require one of three setbacks:

- 15-foot minimum along La Grange Road from Southwest Highway to 143rd Street
- 25 to 35-foot minimum along La Grange Road from 143rd Street to 151st Street
- 35-foot minimum setback at all other locations along La Grange Road in the Village of Orland Park

Parking and driveways are not permitted between buildings and La Grange Road under current Village of Orland Park development code. However, many existing properties in Orland Park and in Tinley Park still have parking lots at the front of property facing La Grange Road.

Buffer-style landscaping along La Grange Road

Street furniture including benches, decorative lighting, or fountains is minimal along La Grange Road. The majority of the right-of-way along La Grange Road is landscaped to provide a visual buffer.

There are no large public plazas adjacent to La Grange Road. Existing public plazas such as those in front of the Village of Orland Park Village Hall or the Orland Park Public Library are located off of La Grange Road. While the distance from these plazas to La Grange Road is less than ½ mile, there is no direct visual connection to La Grange Road.

Corner plazas on La Grange Road & 147th Street

A few small plazas exist along La Grange Road consisting of landscaping, decorative brick pavers, decorative lighting, and brick gateway signs. They include:

- 131st Street, southeast corner
- 147th Street, northwest corner
- 147th Street, southeast corner
- 151st Street, southeast corner
- Main Street Village (500' north of 163rd Street)

Overhead wires along La Grange Road at 142nd Place.

These plazas function primarily as decorative spaces. They do not have much relation to adjacent land uses, and typically are not large enough to be used as gathering spaces.

Overhead wires traverse La Grange Road at many locations along the corridor. High-tension power lines cross La Grange Road near 135th Street and utility poles are located within the right-of-way along La Grange Road in several locations. This is particularly prevalent in the north and north-center sections along La Grange Road.

3 Existing Plans and Projects

Several plans and projects are in various stages of completion that will impact the design and development of La Grange Road. The IDOT *Combined Design Report* as well as plans and documents published by the Villages of Orland Park and Tinley Park were reviewed to determine what impacts these currently have or will have on the development of La Grange Road.

3.1 Roadway

The *Combined Design Report* proposes three typical cross sections for an expanded La Grange Road. Each figure shows the existing typical cross section as well as a proposed cross section showing proposed travel lanes, the median, and sidewalks. It is worth noting that these typical cross sections show the proposed roadway that would be constructed without the incorporation of recommendations from this plan. *Figures 5-7, Existing and Proposed Typical Cross Sections,* show these typical existing and proposed cross sections for the following roadway segments:

- 131st Street to 143rd Street (minimum 153-foot proposed right-of-way)
- 143rd Street to 159th Street (minimum 120-foot proposed right-of-way)
- 159th Street to 179th Street (minimum 153-foot proposed right-of-way)

Although dimensions vary in each of the roadway segments, the following typical dimensions were used for the design of La Grange Road:

- 0- to 14-foot proposed grass parkway adjacent to the curb
- 5- to 7-foot proposed sidewalks
- 11- to 12-foot proposed travel lanes
- 28- to 30-foot proposed center median
- 120- to 153-foot total proposed right-of-way

The proposed cross sections show three lanes in each direction, a continuous center median with curb and gutter, and sidewalks on both sides of the street except on the west side of La Grange Road between 159th and 179th Streets. Right-of-way width is taken from the median to provide storage for single or dual left-turn lanes at intersections.

The proposed design speed is 45 mph for the entire length of La Grange Road from 131st Street to I-80. Only one additional signal is proposed at 142nd Place. This signal is proposed to be interconnected with the existing signal at 143rd Street to coordinate traffic movements. To mitigate the crash risk for vehicles turning left across three lanes, all double left-turns will be protected left-turns, which are permitted only on a green arrow.

To reduce automobile dependence, as well as improve roadway, pedestrian, and transit connectivityon La Grange Road, the Village of Orland Park has proposed a conceptual roadway grid that includes additional roadways across and along La Grange Road. *Figure 8, Conceptual Roadway Grid,* shows a proposed conceptual roadway network.

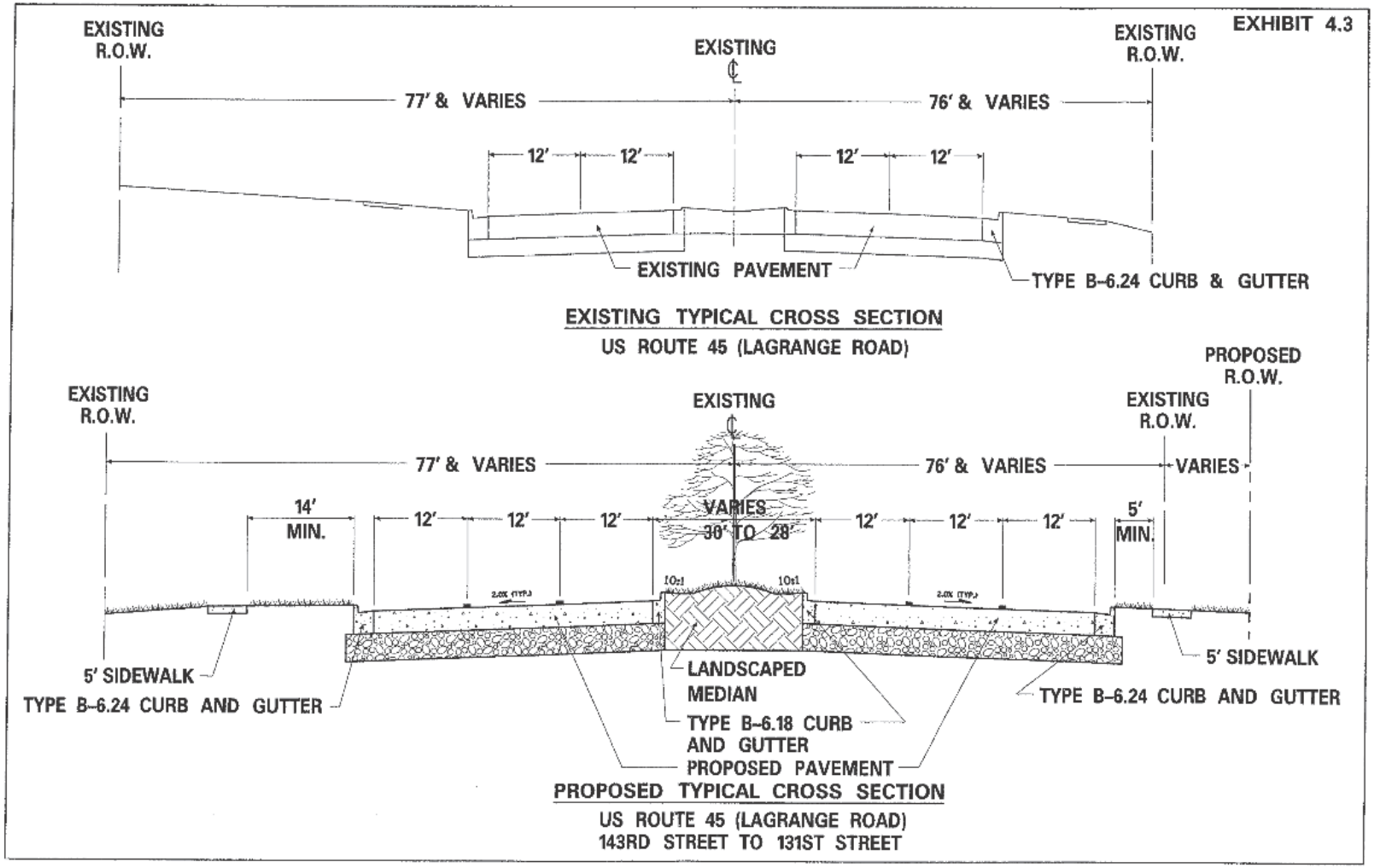


Figure 5: Existing and IDOT Proposed Typical Cross Section, 131st Street to 143rd Street

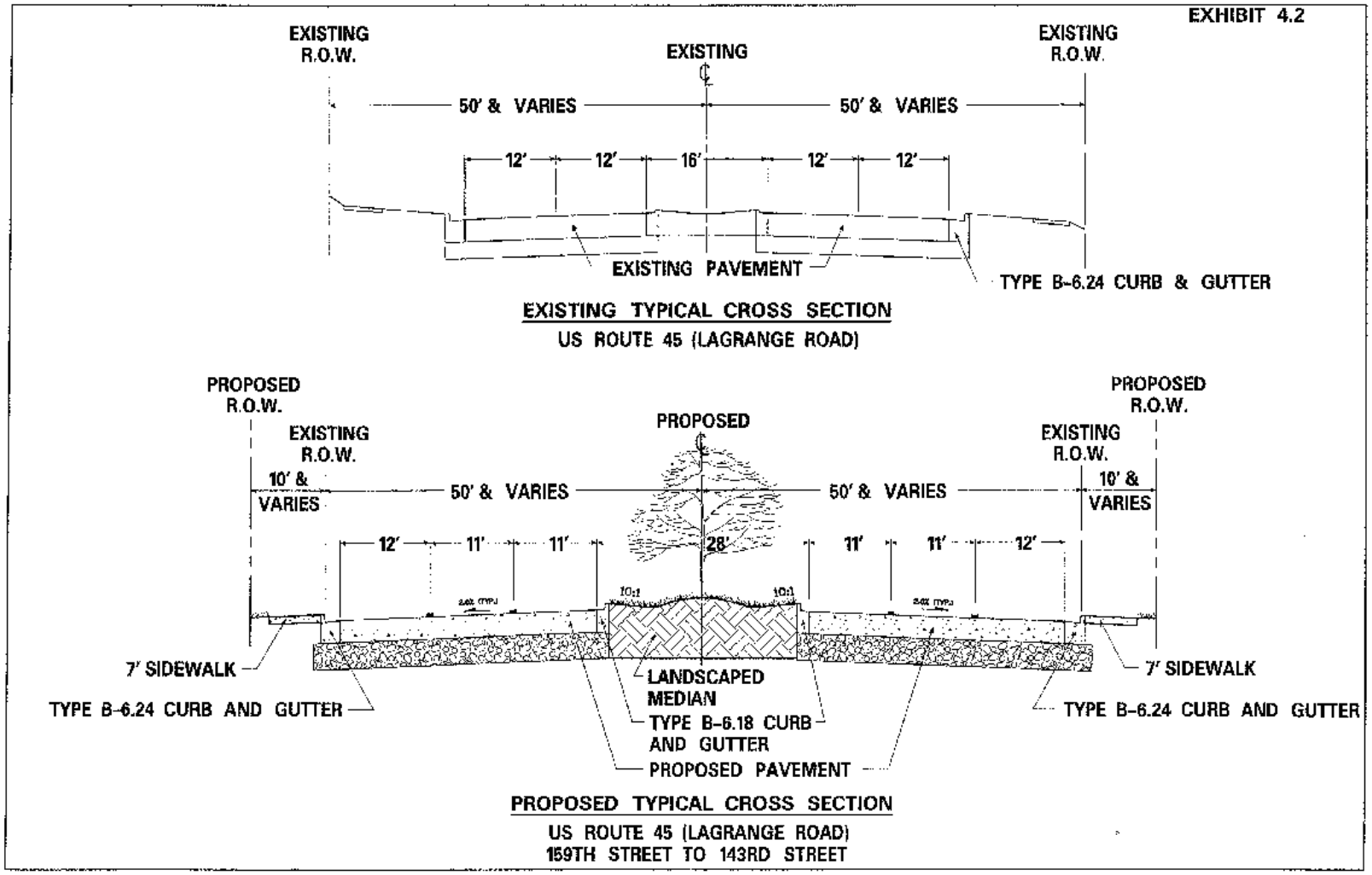


Figure 6: Existing and IDOT Proposed Typical Cross Section, 143rd Street to 159th Street

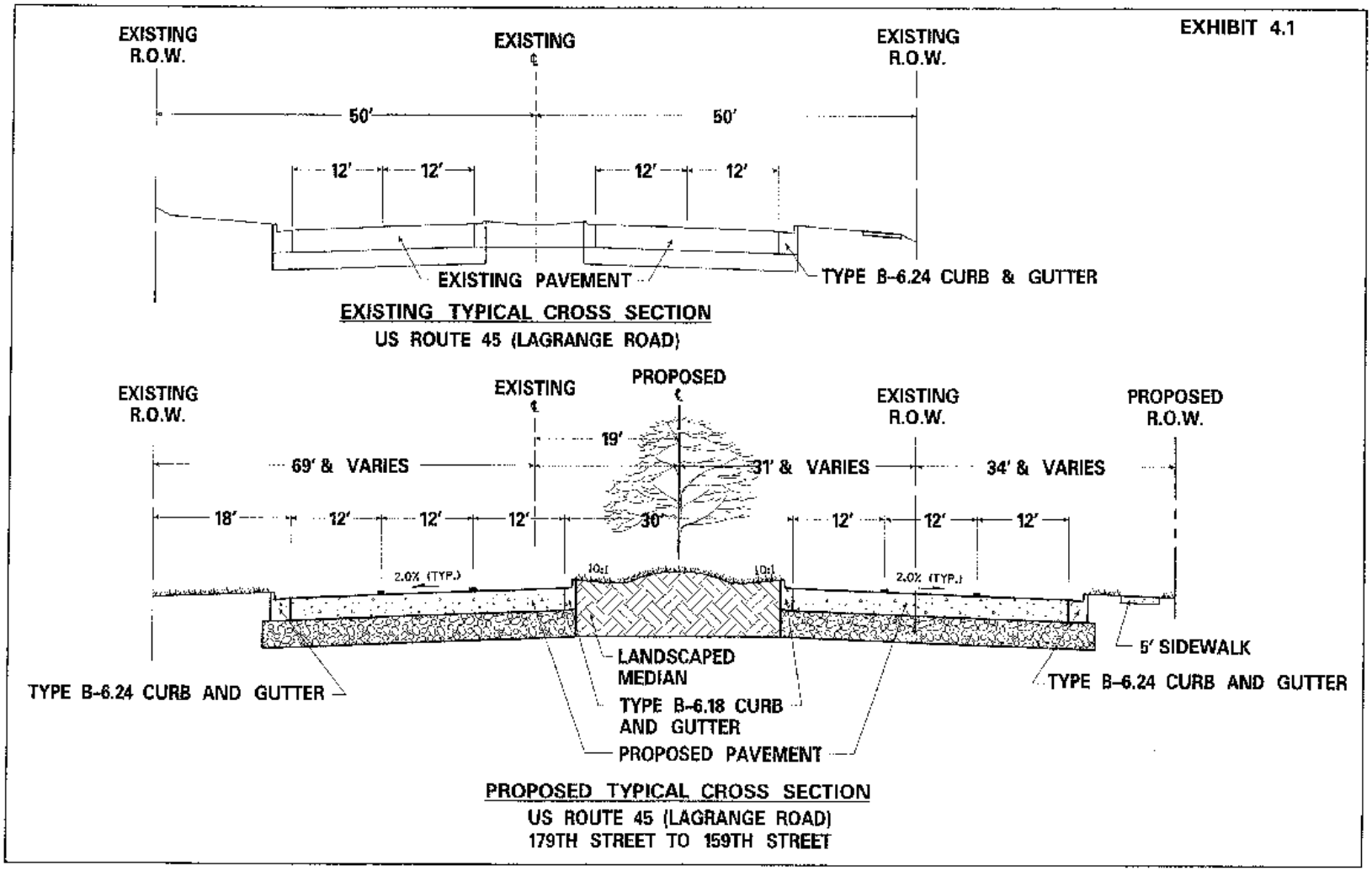


Figure 7: Existing and IDOT Proposed Typical Cross Section, 159th Street to 179th Street

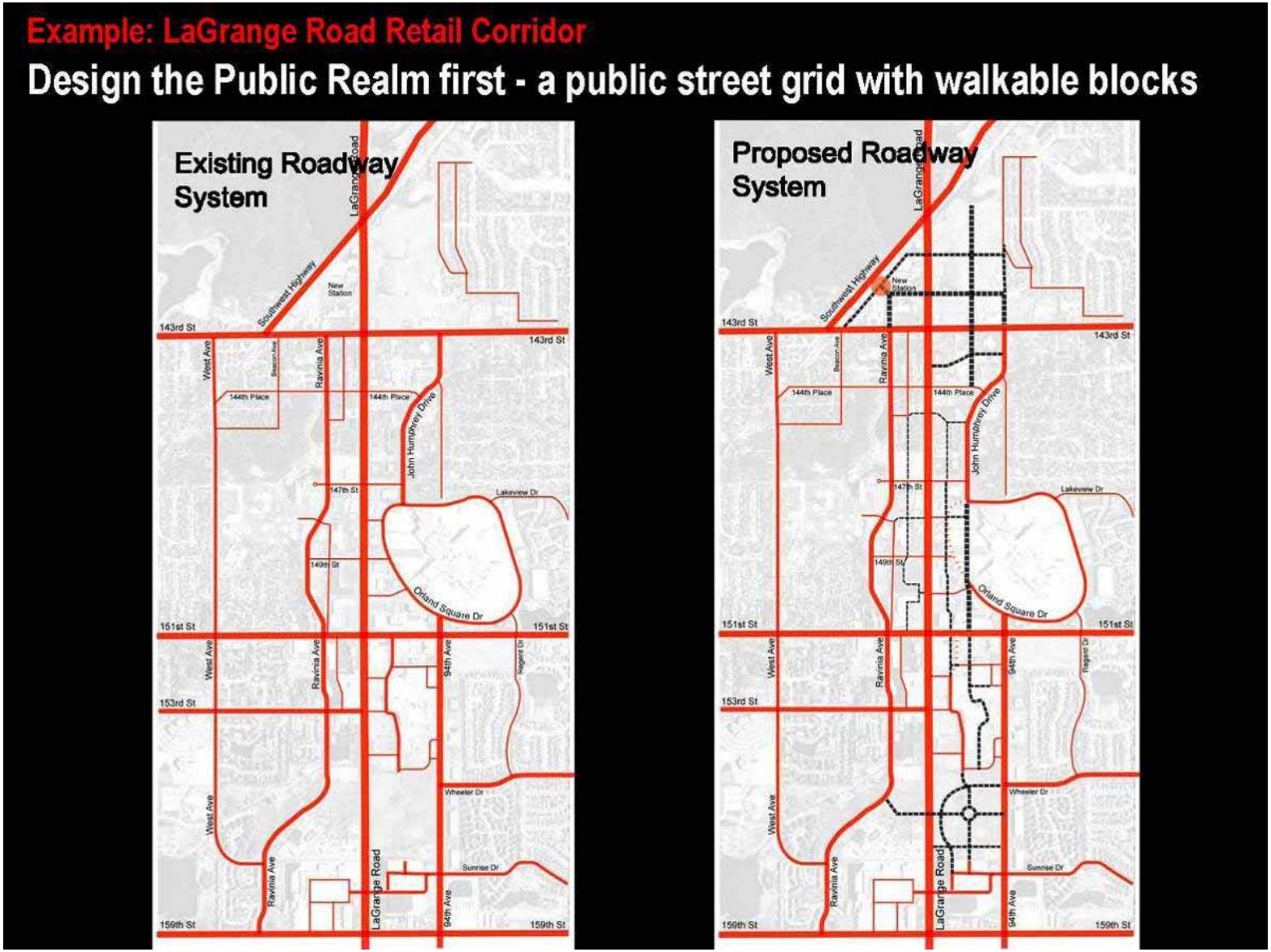


Figure 8: Conceptual roadway grid along La Grange Road.
Source: Village of Orland Park Planning Division. October 2005.

3.2 Land Use:

The *Village of Orland Park Zoning Map* indicates that most parcels along La Grange Road are zoned for commercial and mixed land uses. *The Village of Tinley Park 2008 Zoning Map* shows general business and office uses along La Grange Road. Most of La Grange Road already is developed, but there are several properties along La Grange Road that currently are in the development stages with the Village of Orland Park. Both Villages plan to continue to promote commercial and mixed uses along La Grange Road. Larger properties that are being redeveloped or potential new development includes:

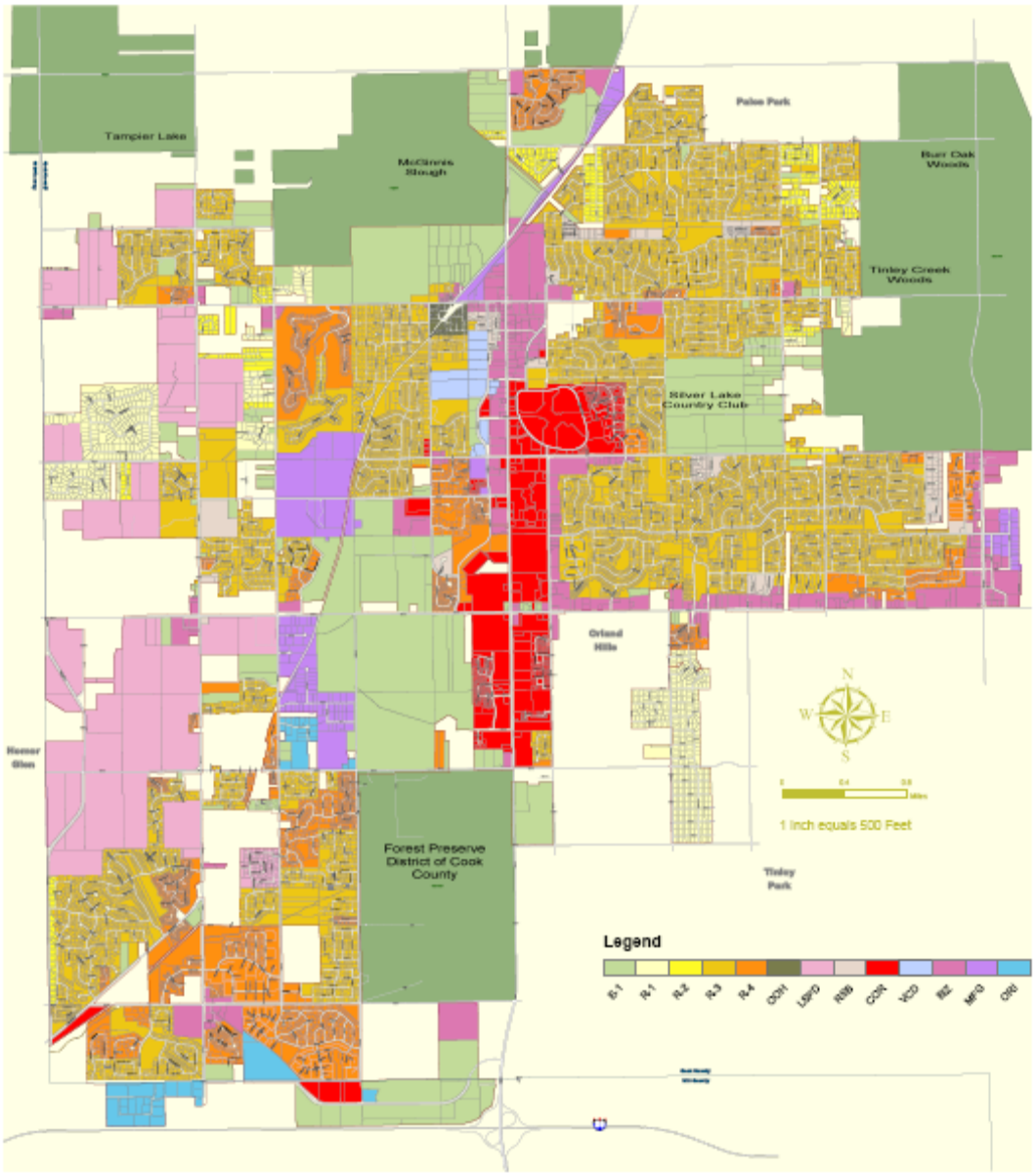
- La Grange Road & 159th Street, southwest quadrant
- La Grange Road between 167th Street and 171st Street, east side
- La Grange Road & 183rd Street/Orland Parkway, southwest quadrant
- La Grange Road & 183rd Street/Orland Parkway, northwest quadrant

While each of these proposed developments incorporates open space or public plazas, none of the proposed plazas are adjacent to La Grange Road. Instead, they are incorporated within the site. Smaller parcels of undeveloped or underdeveloped land also are available along the corridor for development.

Main Street Triangle is a major proposed development located on the west side of La Grange between Southwest Highway and 143rd Street.

Conceptual rendering of the proposed Main Street Triangle Development.
Source: Village of Orland Park

Orland Park Zoning Map



Community Development Department, Village of Orland Park 12/31/2004

Legend

E-1 R-1 R-2 R-3 R-4 OOH LSPD RSB COR VCD BIZ MFG ORI


Village of Tinley Park, IL
2008 Zoning Map
Legend
Zoning Districts

The *Draft 2007 Village of Orland Park Comprehensive Plan Open Space Element* identifies three open space opportunities along La Grange Road at the following locations:

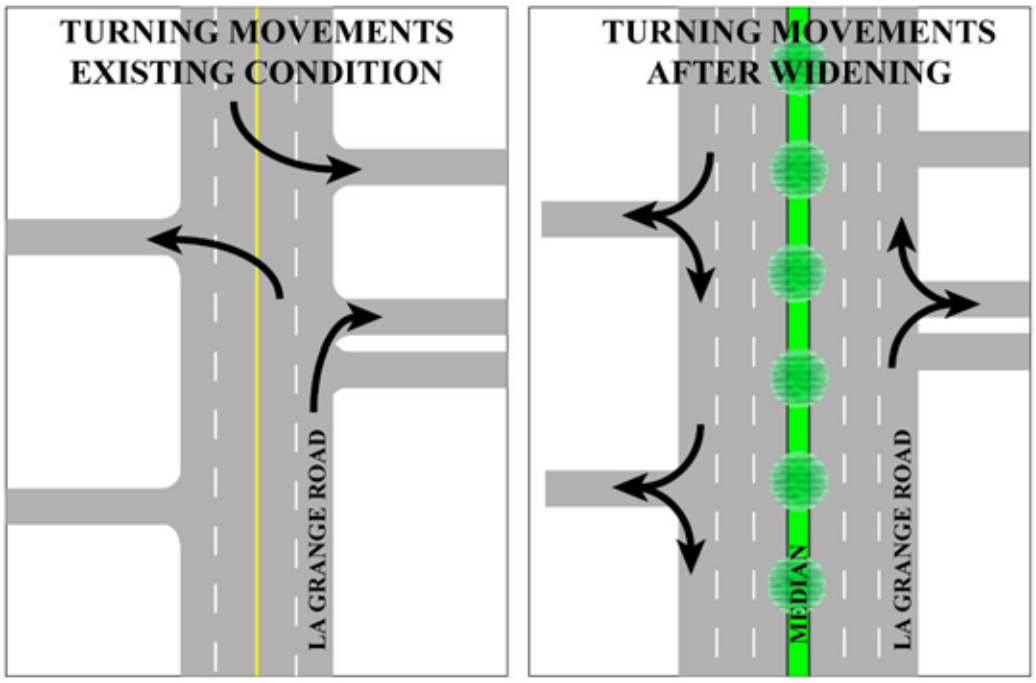
- East side of La Grange Road north of Southwest Highway
- La Grange Road at 156th Street
- La Grange Road at 163rd Street

All three locations will link greenways or trails across La Grange Road. The proposed crossings at Southwest Highway and 156th Street include bike trail connections.

3.3 Access

The *Combined Design Report* proposes access management in the form of a barrier median to reduce congestion that currently exists at many locations on La Grange Road. The proposed median is continuous along much of La Grange Road with breaks in the median provided at signalized intersections, unsignalized intersections and some commercial entrance drives along La Grange Road. U-turns are permitted at breaks in the median.

Existing traffic is allowed to turn left across La Grange Road to enter driveways as shown below on the left. The proposed median will result in right-in/right-out operation for most of La Grange Road as shown on the right.



3.4 Pedestrian

Development policy

The Village of Orland Park works with developers along La Grange Road to provide sidewalks on the private property side of the right-of-way line as needed to provide an additional parkway and landscaping buffer from traffic along La Grange Road.

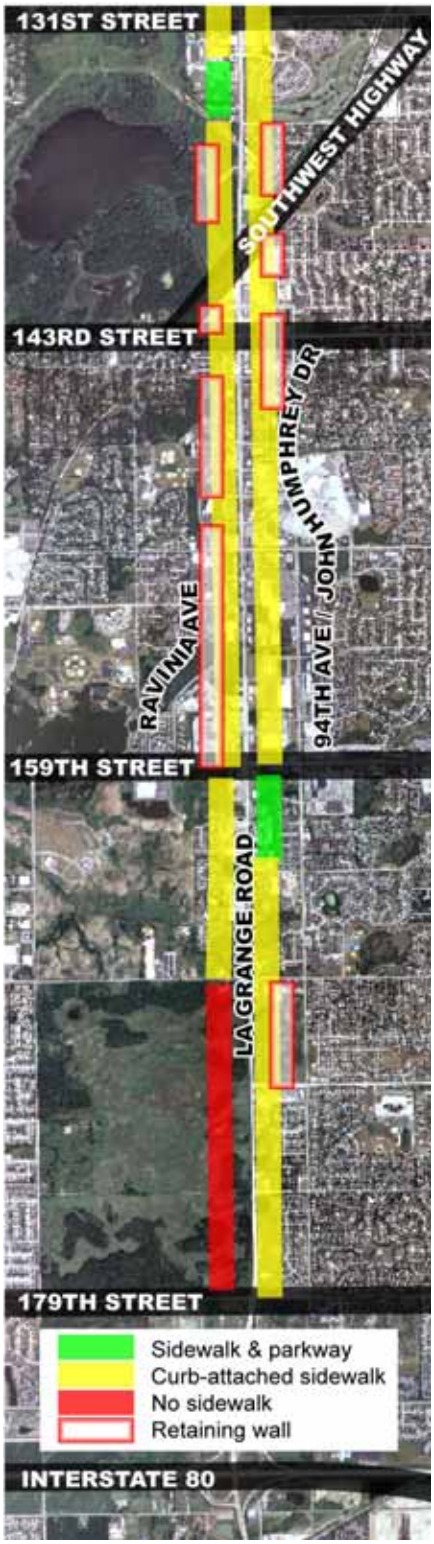
IDOT proposed plans

Sidewalks are proposed along most of La Grange Road. Existing sidewalks that must be removed for construction will be reconstructed at the time of roadway expansion.

The proposed typical design for sidewalks along La Grange Road is a five-foot sidewalk adjacent to a five-foot planted parkway. In some locations, right-of-way is available for an eight-foot sidewalk or a wider parkway. Where right-of-way is constrained, a seven-foot sidewalk adjacent to the curb with no parkway is proposed. This is proposed along La Grange Road from near 131st Street to south of 159th Street through the north-center section and some of the south-center sections of La Grange Road.

Due to constrained right-of-way, many retaining walls are proposed at locations where a 7-foot sidewalk is placed adjacent to the curb without a parkway buffer from the roadway. The retaining wall is needed due to the change in grade and narrow space. The Orland Park Land Development Code requires retaining walls taller than three feet to be tiered.

The only sidewalk gap proposed to remain on the west side of La Grange Road is between 167th Street and 179th Street. This gap runs along the eastern edge of the Orland Grassland Forest Preserve. The Village of Orland Park and the FPDCC have both expressed an interest in providing a perimeter trail roughly parallel to La Grange Road that would serve as a sidewalk at this location.



Proposed sidewalks and retaining walls along La Grange Road.

Pedestrian crossings are proposed at most signalized intersections. Although pedestrian crossings were proposed in the *Combined Design Report*, no specific pedestrian crossing treatments, including pavement markings or refuge islands were identified.

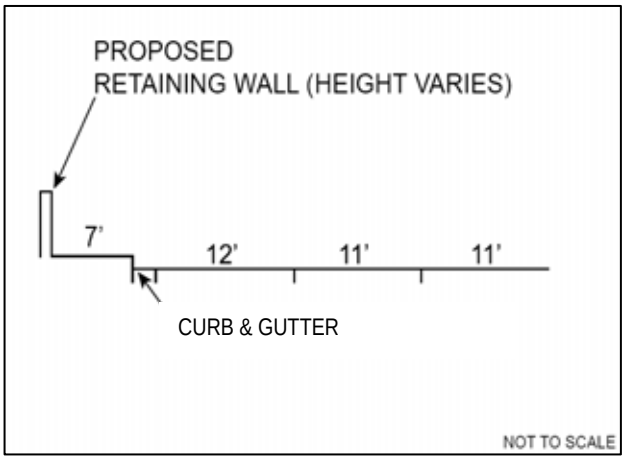


Diagram of a proposed retaining wall adjacent to a 7-foot sidewalk with no parkway.

3.4 Bicycle:

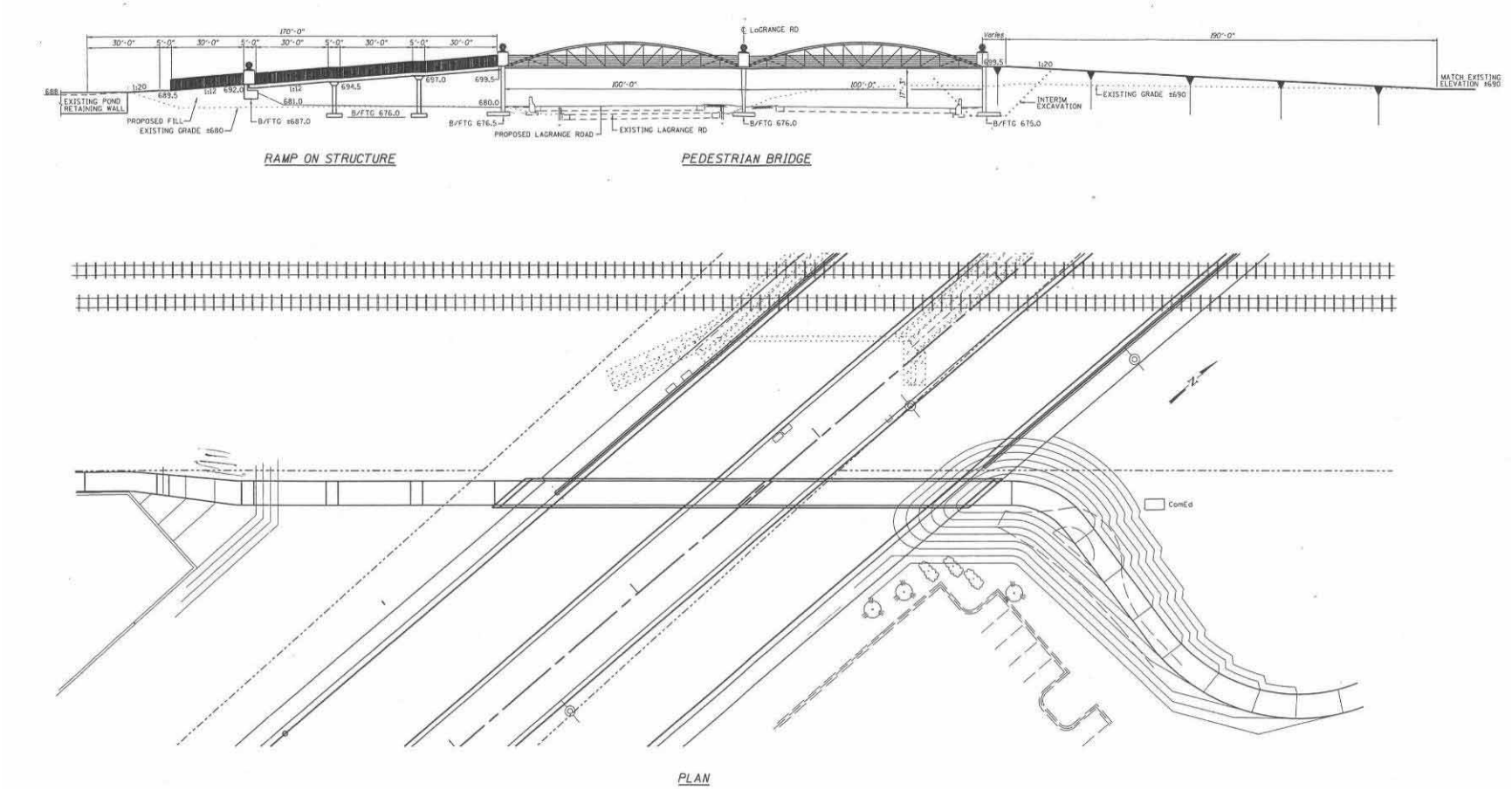
The *Village of Orland Park Recommended Bikeways Map* (page 3-13) proposes a network of off-street trails and on-street routes in Orland Park.

This plan recommends connections to neighboring communities including Tinley Park. The *Village of Tinley Park Bikeway Plan 2000* (page 3-14) recommends all off-street trails but also includes proposed connections to neighboring communities including Orland Park.

Retaining wall along La Grange Road near 159th Street. This would be the standard under the IDOT proposed plans.

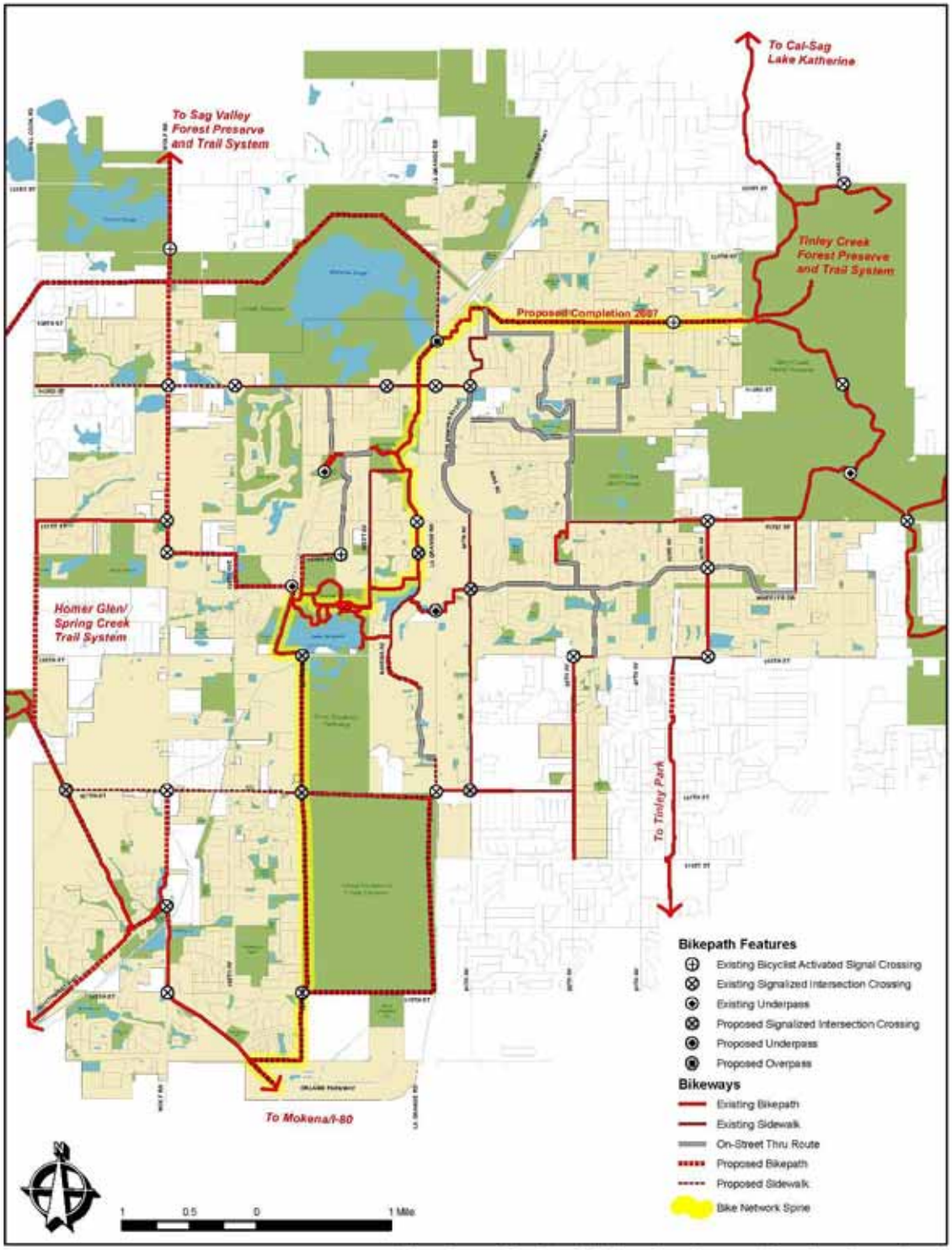
Many of the bicycle trails proposed on these maps have been completed. The proposed pedestrian/bicycle overpass across La Grange Road (south of the Norfolk Southern Railroad bridge) is anticipated for completion in 2010-2011. A draft plan for this bridge has been provided to the Village and is shown on the following page.

Additionally, a grant has been awarded for the completion of a path from Centennial Park to 167th Street along the east side of 104th Avenue adjacent to Good Shepard Cemetery. Phase I Engineering plans currently are being completed by the Forest Preserve District of Cook County to continue the trail farther along 104th Avenue to 179th Street. The forest preserve path will extend around the entire perimeter of the Orland Grassland Preserve, which includes a path adjacent to La Grange Road.

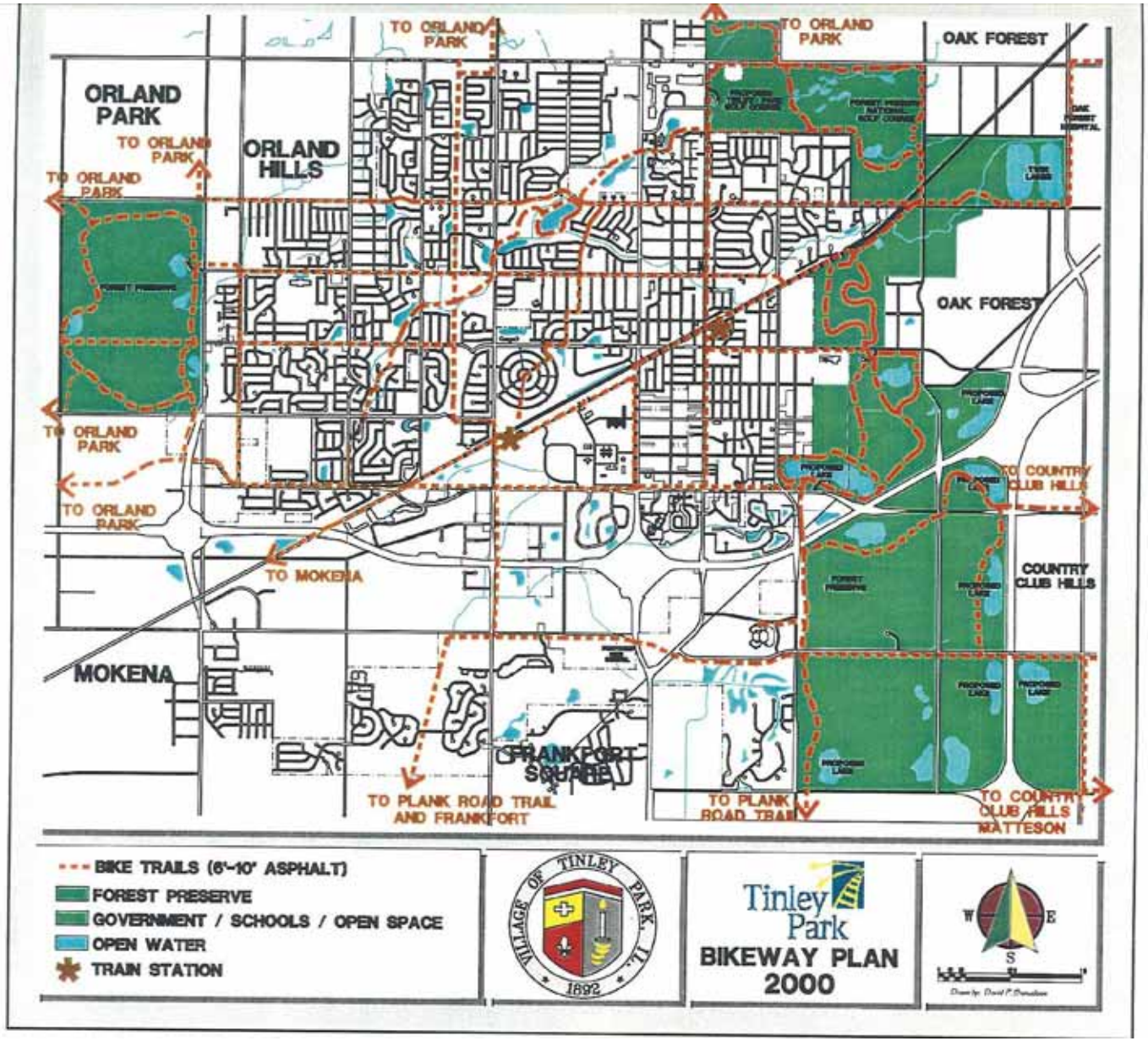


Draft plan of the proposed bicycle and pedestrian bridge across La Grange Road south of the Norfolk Southern Railroad tracks. Source: Village of Orland Park, 2009.

Recommended Bikeways



Planning and Design Division, Development Services Department


ORLAND PARK
ORLAND HILLS
OAK FOREST
OAK FOREST
MOKENA
COUNTRY CLUB HILLS
FRANKFORT SQUARE
TO ORLAND PARK
TO ORLAND PARK
TO ORLAND PARK
TO ORLAND PARK
TO ORLAND PARK
TO ORLAND PARK
TO MOKENA
TO COUNTRY CLUB HILLS
TO PLANK ROAD TRAIL AND FRANKFORT
TO PLANK ROAD TRAIL
TO COUNTRY CLUB HILLS MATTESON
BIKE TRAILS (6'-10' ASPHALT)
FOREST PRESERVE
GOVERNMENT / SCHOOLS / OPEN SPACE
OPEN WATER
TRAIN STATION
VILLAGE OF TINLEY PARK, IL
1892
Tinley Park
BIKEWAY PLAN
2000
W
E
S

3.5 Transit

Bus Transit

Pace has published a long-range plan titled *Pace Vision 2020 Comprehensive Operating Plan Update* which identifies La Grange Road as a candidate for Arterial Rapid Transit (ART). Arterial Rapid Transit is characterized by high-frequency, high-speed, limited-stop transit service that provides an enhanced quality of transit above that of local bus service.

Similar to existing bus service, ART uses the existing roadway, but can provide higher-quality service through the use of vehicles designed to increase the speed of passenger boardings and traffic signal technology that improves traffic flow. This will result in fewer bus and traffic delays along ART routes.

Pace will continue to use La Grange Road as a primary transit corridor to serve Orland Park and Tinley Park. Orland Square Mall will continue to be used as a transit hub for Pace bus routes.

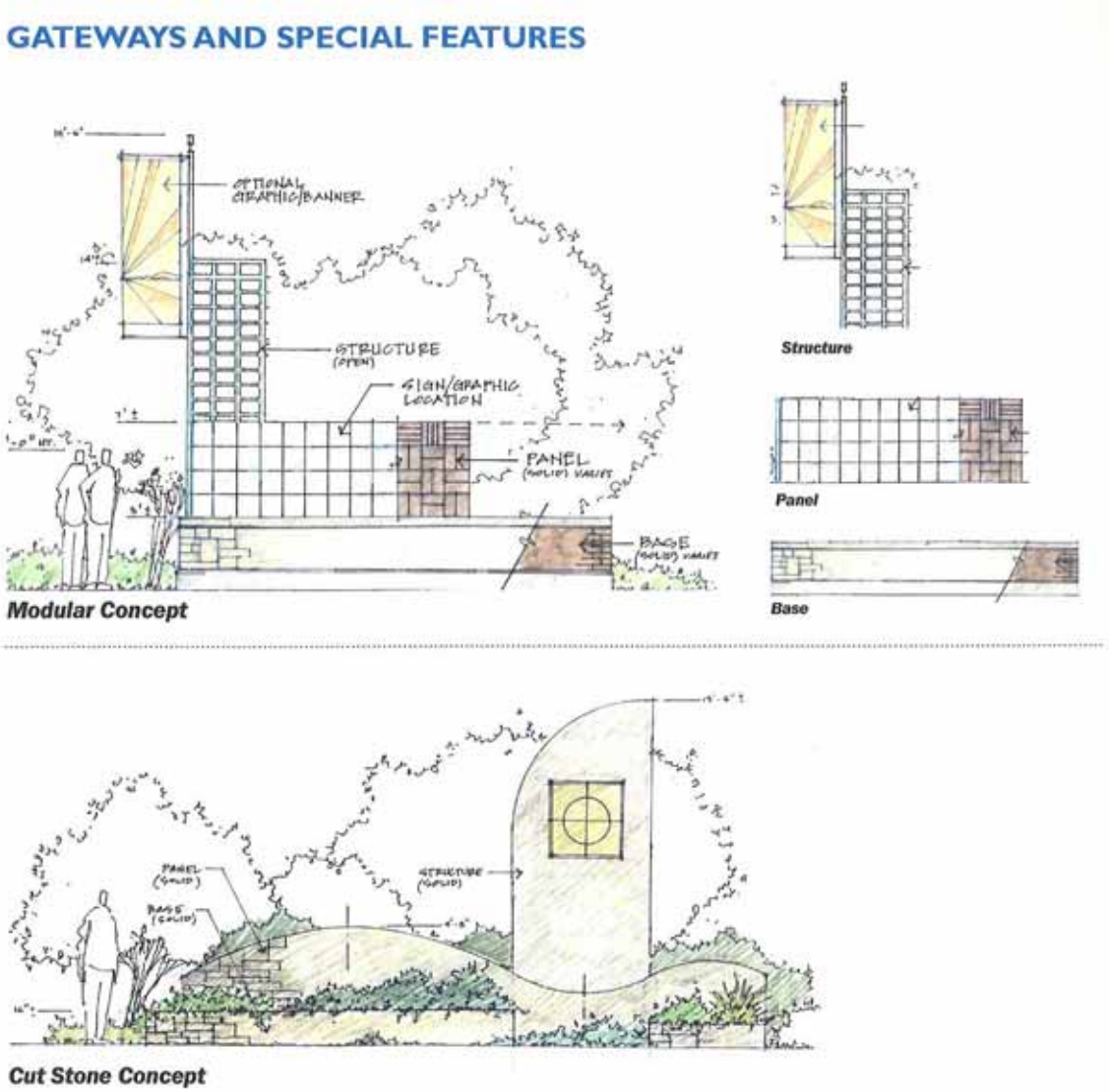
Rail Transit

Metra station improvements, including additional parking are expected to be provided as ridership increases at 143rd Street Station. Additional parking spaces will be constructed after the Norfolk Southern overpass is completed and railroad tracks are relocated. The relocation of the Norfolk Southern Railway overpass will occur as part of the La Grange Road widening. Improvements at 153rd Street Station or 179th Street Station are not foreseen at this time.

3.6 Urban Design and Community Character

The Village of Orland Park *Gateways and La Grange Road Corridor Design* report, created in 2003 provides initial guidance on gateway and landscaping along La Grange Road. This includes design concepts for gateways, median treatments, decorative retaining walls, and proposed bridge concepts.

Street furniture including benches, transit stops, and decorative lighting were not addressed as part of the report, although trees were recommended in the proposed median and along La Grange Road wherever feasible. Images from the report are shown on the following page.

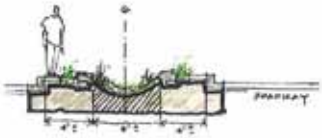


Source: Land Design Collaborative, 2003.

LANDSCAPE AND BIOSWALES

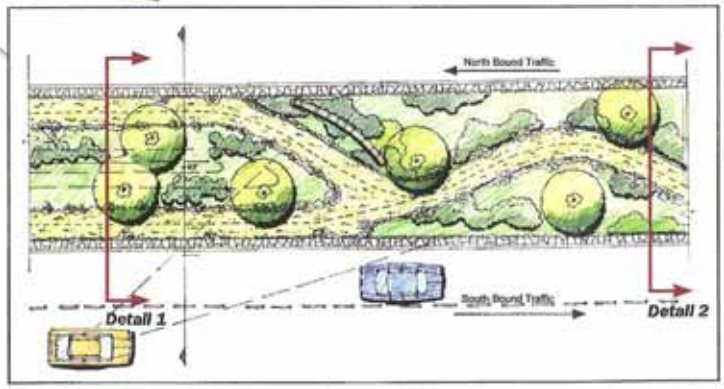
Sketch

Detail 1 - Cross section showing a wide section of the median with two bioswales



Detail 2 - Cross section showing a narrow section of the median with one bioswale

Sketch



Plan of the median with bioswale

Existing Condition

Source: Land Design Collaborative, 2003.

4 Public and Stakeholder Involvement

Public and stakeholder involvement was incorporated throughout the planning process to ensure that the needs of residents of Orland Park and Tinley Park were articulated in this plan. Public and stakeholder involvement activities included a public presentation and workshop, meetings with the project steering committee, and meetings with a citizens' advisory committee.

4.1 Public Workshop

The public was invited to attend an initial workshop at the beginning of the planning process to review the goal of the La Grange Road Transportation Corridor Plan. The first half of the public workshop included a presentation that provided a history of planning tasks performed by IDOT and the Village of Orland Park and explained the additional steps that will be taken prior to roadway construction.

To identify the needs and concerns held by the public, the second half of the workshop provided meeting attendees with the opportunity to discuss their concerns about traveling along and across La Grange Road. Participants were asked to mark comments directly on maps of the Corridor. Specifically, meeting attendees were asked to discuss the following:

- Where do you often go in Orland Park or Tinley Park?
- What route do you take to get to your destination by car?
- What route do you take to get to your destination by bicycle or on foot?
- What route or routes would you prefer to take if they were made more accommodating?

A summary of the public meeting was provided to the Village of Orland Park and is included in the **Appendix A**.

4.2 Project Steering Committee

A project steering committee was assembled that included representatives from the following agencies:

- Village of Orland Park
- Village of Tinley Park
- Forest Preserve District of Cook County
- Pace Suburban Bus
- Metra
- Regional Transportation Authority

Meetings were held with the project steering committee to review the goals and objectives of the plan, provide input on the framework plan, as well as to review and comment on plan drafts, recommendations, and concept drawings..

4.3 Citizens' Advisory Committee

In addition to obtaining public input through the public workshop, a citizens' advisory committee was formed to gather representative views of various issues that involved La Grange Road. Specifically, residents and business owners were contacted to discuss existing conditions, identify issues, and review recommendations in the following categories:

- Accessibility for all users
- Bicycling within the Corridor
- Economic Development
- Open Space Preservation

Two meetings were held with members of the citizens' advisory committee to discuss aspects of the plan. Telephone interviews were used to follow up on any particular issues. Generally, citizen input helped identify the following issues:

- Pedestrian safety of existing and proposed signalized intersections for persons with disabilities
- Bicycle facilities that are preferred for residents in Orland Park
- Concern over the effect that the proposed median along La Grange Road would have on area business establishments

Citizens' advisory committee meeting materials are included in the **Appendix B**.

5 Issues and Recommendations

Corridor issues were identified based on input from the public, the stakeholder involvement process, and discussions with village staff. After some of the issues, a reference is made to national planning or design guidelines that suggest how the issue may be resolved. Recommendations are provided for these issues. Where appropriate, conceptual design suggestions are provided to help illustrate these best practice approaches to roadway and roadside design.[1]

5.1 Roadway

Issue: In response to the *Combined Design Report*, the Village has expressed a desire for slower travel speeds to reduce the likelihood and severity of crashes and improve the pedestrian environment while maintaining traffic flow.

Reference: Lanes that are 11 feet wide are appropriate under most circumstances…The conventional 12-foot wide travel lane is appropriate for high speed (40 mph or higher) facilities… [Furthermore] wider travel lanes only marginally increase traffic capacity. An 11-foot wide lane reduces the [saturation] flow rate by three percent when compared to a 12-foot lane…Consider other means of capacity enhancement such as access management or signal synchronization before using wider lanes.[2]

Recommendation #1A: In an effort to reduce this speed, lane widths should be reduced to 11 feet for the entire length of La Grange Road (except the outside lane for trucks). This also will free up additional space in the right-of-way for pedestrian and transit improvements.

Recommendation #1B: Pursue coordinated signal timing along La Grange Road to reduce congestion. The existing signals can be timed to provide increased capacity at slower speeds. This provides incentive to motorists to travel a slow, steady speed in exchange for fewer total stops.

Issue: Adjacent north-south roads Ravinia Avenue, John Humphrey Drive, and 94th Avenue are not continuous along the La Grange Road Corridor. La Grange Road is used as the primary route which results in congestion while other roads have unused capacity.

Reference: Build network capacity and redundancy through a dense, connected network rather than through an emphasis on high levels of vehicle capacity on few arterial facilities. This approach ensures that the network and thoroughfare facilities foster pedestrian activity, multimodal safety and support adjacent

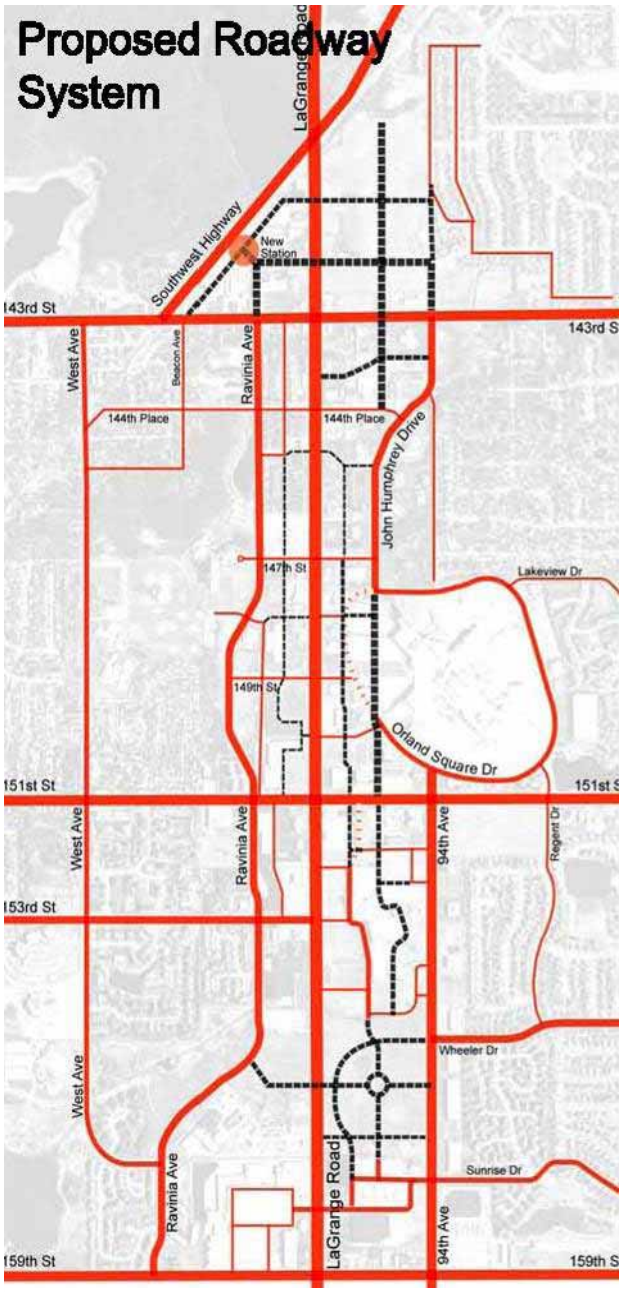
[1] These conceptual design drawings are for discussion purposes only and are not intended to be modified for use as design or construction drawings.

[2] Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. 2006. Institute of Transportation Engineers. 118-119.

development.[3] This also reinforces pedestrian access and mobility and improves transit linkages.

Recommendation #2A: Continue to promote the connected street grid. The Village of Orland Park desires a continuous roadway grid that provides multiple routes to destinations and reduces congestion on La Grange Road.

Recommendation #2B: The Village of Orland Park should continue to promote Bell Road as an alternative north-south arterial located approximately three and one-half miles west of La Grange Road. Bell Road is a good north-south connector because it is continuous into DuPage County. Fostering this connection also will help to link the economy of Orland Park to municipalities to the north. Additional north-south alternatives between La Grange Road and Bell Road include West Avenue, 104th Avenue, 108th Avenue, Wolf Road, and Will Cook Road.



Proposed conceptual roadway grid. Source: Village of Orland Park Planning Division. October 2005.

Recommendation #2C: The Village of Orland Park should consider adopting an official roadway map to formalize the process and strengthen requirements for making street connections as property in the village develops.

5.2 Land Use

Issue: While residential land use is a permitted and encouraged use as part of planned developments along La Grange Road, few recent developments have

[3] Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. 2006. Institute of Transportation Engineers. 27-28.

included many residential units. Residential units may not be marketable at all locations along La Grange Road. The latest economic market study prepared by the Village of Orland Park does not focus on the market potential for residential land uses.

Recommendation #3: The Village of Orland Park should continue to promote residential land uses along La Grange Road where appropriate as part of potential planned developments. The Villages of Orland Park and Tinley Park can continue to promote compact, mixed use developments along La Grange Road that would facilitate and support walking and the use of transit.

5.3 Access

Issue: Driveways are too frequent along La Grange Road and are not evenly spaced. Because parcels have developed separately over time, several properties are developed with more than one driveway which creates congestion on La Grange Road. Additionally, these frequent curb cuts reduce the amount of space for landscaping, streetscape, signage, and continuous sidewalks. The construction of a median on La Grange Road will mitigate much of this congestion, but alternative access roads still are needed.

Recommendation #4A: The Villages of Orland Park and Tinley Park should identify existing access points and develop strategies for identifying the location for desired access drives for new developments. General strategies, such as shared driveways, cross-access agreements, and dedicated internal circulation roads should be considered. If large developments require more than one access, promote access drives along parallel north-south routes such as Ravinia Avenue, John Humphrey Drive, and 94th Avenue. Consolidate access drives as properties are redeveloped. The Village of Orland Park should consider amending the *Village of Orland Park Development Code* to provide an opportunity for access relocation or consolidation. The Village of Orland Park should work with developers to mitigate access concerns during the development review process prior to applying for an access permit from IDOT.

Recommendation #4B: The Villages of Orland Park and Tinley Park should work with developers to ensure that connections between adjacent developments are provided for automobiles as well as pedestrians.

5.4 Pedestrian

Issue: The Village desires a pedestrian network that improves connectivity, safety, and increases comfort along La Grange Road. This includes sidewalks that are wide enough to adequately accommodate pedestrians, street furniture where appropriate, and landscaping. The proposed five-foot sidewalk adjacent to five-foot grass parkway, a design that is found at several locations in the *Combined Design Report*, is too narrow to provide these facilities adjacent to La Grange Road. In areas with even greater right-of-way constraints, a seven-foot sidewalk with no parkway is proposed. According to IDOT, a five-foot parkway is too narrow of a parkway in which to plant trees that are desired between the sidewalk and the road.[4] A seven-foot sidewalk with no buffer was not viewed by residents to be of sufficient width to provide a comfortable walking environment.

Six-foot wide planting strip with vertical curb to provide buffer and facilitate landscaping with street trees. Source: Smart Transportation Guidebook. 2008. New Jersey Department of Transportation/ Pennsylvania Department of Transportation.

Reference: Parkways six feet or wider provide more room and better opportunities for street trees, planters, and designs that provide the desired buffer between travel lanes and sidewalks. Trees planted within the median serve to reduce the perceived width of the street, and may have the effect of calming traffic[5].

[4] *IDOT Bureau of Design and Environment Manual*, Section 59-7.09 Item 6a: Do not plant trees on any parkway that is less than six feet in width except when specific permission is granted by the district Landscape Architect.

[5] Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. 2006. Institute of Transportation Engineers.

Recommendation #5A: An increase in the width of the parkway in the north section and the south sections along La Grange Road to 10 feet would accommodate street trees, which benefit pedestrians by providing a buffer from the road as well as visually enhancing the pedestrian environment. The proposed roadway cross sections along La Grange Road in the north section and the south section provide enough space to expand the parkway to provide a wider buffer between the sidewalk and the road in the north-center and south-center sections a full width sidewalk that incorporates structural planters and tree vaults. This design would be consistent with the developed suburban land uses adjacent to La Grange Road.

Examples of sidewalks and parkway treatments along suburban arterials.

Recommendation #5B: For wider sidewalks in the north-center and south-center sections, a reduction in the median width from 30 feet to 24 feet would provide additional sidewalk width while maintaining sufficient median width. Conceptual revised cross sections showing this change are shown on page 5-8.

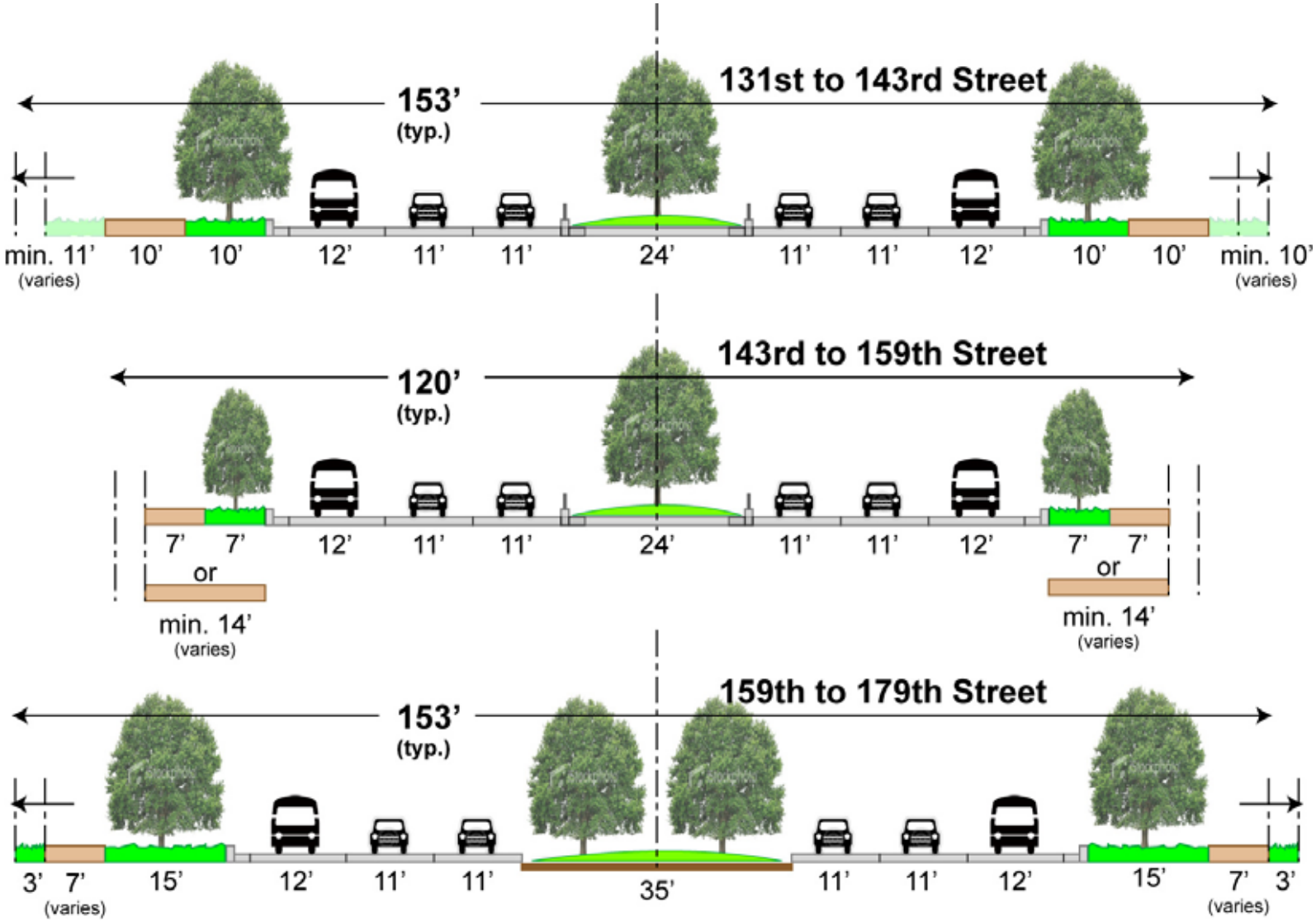
Issue: The proposed seven-foot sidewalk adjacent to the curb along La Grange Road does not provide a buffer between the sidewalk and the road. Constrained right-of-way restricts the sidewalk width. Undesirable pedestrian conditions discourage walking. Curb-attached sidewalks, although an acceptable design standard in the IDOT Bureau of Design and Environment Manual, are undesirable along multilane roadways as they place pedestrians close to the path of vehicle travel. This is exacerbated by retaining walls which further reduce the effective width of proposed sidewalks adjacent to the curb along La Grange Road. A retaining wall increases the "shy" zone along the wall, placing a pedestrian closer to moving traffic.[6]

[6] Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. 2006. Institute of Transportation Engineers. 95.

Reference: In constrained rights-of-way, consider narrower medians with attractive hardscape and urban design features in lieu of planting, or provide a discontinuous median as right-of-way permits.[7]

Recommendation #6: Reduce the width of the proposed median along La Grange Road to 24 feet to increase the proposed sidewalk to 10 feet in the north-center section and seven feet in the south-center section. Increase the width of parkway in all other locations to provide added space for landscaping and help buffer pedestrians from moving traffic. Conceptual revised cross sections showing how this could be achieved while staying within the IDOT proposed right-of-way are shown on page 5-7.

[7] Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. 2006. Institute of Transportation Engineers.



Conceptual revised cross sections using IDOT proposed right-of-way and utilizing complete streets principles

Issue: Existing and proposed pedestrian crossings on La Grange Road cross between five and eight lanes, exposing pedestrians to automobile traffic. This discourages pedestrians from crossing the roadway.

Pedestrian refuge island on Veterans Parkway Bloomington, Illinois

Reference: When wider curb lanes are required, consider balancing the total width of the traveled way by narrowing turn lanes or medians to maintain a reasonable pedestrian crossing width…Minimize pedestrian exposure to moving traffic. Keep crossing distances as short as practical and use operational techniques (protected left-turn phasing and prohibited right turn on red) to separate pedestrians and [automobile] traffic as much as possible.[8]

Recommendation #7: Construct pedestrian refuge islands by extending the median through the proposed pedestrian crossing. Narrow outside lanes and turn lanes at intersections to 11 feet to increase the width of medians to extend through proposed pedestrian crossings. Refer to the drawing on the following page for a conceptual sketch.

Issue: Pedestrian crossings are difficult to see from a driver's perspective. This makes it difficult for approaching drivers to know where the pedestrian crossing is located.

Pedestrian crossing with continental style pavement marking.

Recommendation #8: Pedestrian crossings at intersections should include pavement markings perpendicular to the direction of pedestrian travel to draw attention to the crossing. This type of pavement marking is recommended for all intersections along La Grange Road. The photograph at the right shows a typical application of this pavement marking.

[8] Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. 2006. Institute of Transportation Engineers.

Conceptual sketch of La Grange Road at 163rd Street showing lanes reconfigured to facilitate wider parkway treatments and improved pedestrian facilities.

Issue: Conventional pedestrian signals do not indicate how much crossing time is available. A lack of information on pedestrian signals confuses and deters pedestrians from crossing La Grange Road.

Reference: The pedestrian signal head with countdown timers provides additional information to pedestrians and will become the pedestrian signal standard in the next version of the Manual on Uniform Traffic Control Devices (MUTCD).

Pedestrian signal with countdown clock. Source: Wikipedia Commons. 2009.

Recommendation #9: Install pedestrian signals with countdown clocks at all signalized intersections along La Grange Road. If signal poles are constructed in medians and intersections, pedestrian signal heads with countdown clocks should be installed, as well.

Conclusion

Providing the pedestrian accommodations that are recommended in this section will affect the design of La Grange Road. In order to make La Grange Road a more complete street, it was important to consider these principles while adhering to national design guidance. *Table 5: Complete Streets Principles on La Grange Road by Intersection* on the following page summarizes these recommendations and identifies the source or sources from which these best practices were taken.

Table 5:
Complete Streets Principles on La Grange Road by Intersection

	Traffic Control (Post-Widening)	7' or wider sidewalk	Accessible pedestrian signals	Coordinated traffic signals	Crosswalk through median nose	Grade-separated bike/ped crossing	High visibility crosswalk marking	Landscaped barrier median	Landscaped/grass pkwy b/w sidewalk and road	Pedestrian push buttons at traffic signals	Pedestrian wayfinding & Kiosks	Pedestrian-level lighting	Reduced curb radius	Transit signal priority hardware	Transit stop (far side)
Supported in AASHTO		●	●	●	●	●	●	●	●	●		●	●		●
Supported in ITE			●	●	●	●	●	●	●	●	●	●	●	●	
Supported in MUTCD			●	●			●			●				●	●
Supported in IDOT BDE		●	●	●		●	●	●	●	●					●
La Grange Road															
At 131st Street	◆		O	O	O		O	O	O	O		O	O	O	O
Between 131st Street and Southmoor Drive								O	O			O			
At Southmoor Drive	◆		O	O	O		O	O	O	O		O	O	O	O
Between Southmoor Drive and 135th Street								O	O			O			
At 135th Street	◆		O	O	O		O	O	O	O		O	O	O	O
Between 135th Street and 142nd Place						O		O	O			O			
At 142nd Place	◆		O	O	O		O	O		O	O	O	O	O	O
Between 142nd Place and 143rd Street								O	O			O			
At 143rd Street	◆		O	O	O		O	O		O	O	O	O	O	O
Between 143rd Street and 144th Place								O	O			O			
At 144th Place	◆		O	O	O		O	O		O		O	O	O	O
Between 144th Place and 147th Street								O	O			O			
At 147th Street	◆		O	O	O		O	O		O		O	O	O	O
Between 147th Street and 149th Street								O	O			O			
At 149th Street	◆		O	O	O		O	O		O		O	O	O	O
Between 149th Street and 151st Street															
At 151st Street	◆		O	O	O		O	O		O	O	O	O	O	O
Between 151st Street and 153rd Street								O	O			O			
At 153rd Street	◆		O	O	O		O	O		O	O	O	O	O	O
Between 153rd Street and 156th Street		O				O		O	O			O			
At 156th Street	◆	O	O	O	O		O	O		O		O	O	O	O
Between 156th Street and 159th Street		O						O	O			O			
At 159th Street	◆	O	O	O	O		O	O		O	O	O	O	O	O
Between 159th Street and 167th Street		O						O				O			
At 167th Street	◆	O	O	O	O		O	O		O		O	O	O	O
Between 167th Street and 171st Street		O						O				O			
At 171st Street	◆	O	O	O	O		O	O		O	O	O	O	O	O
Between 171st Street and 179th Street		O						O				O			
At 179th Street	◆	O	O	O	O		O	O		O		O	O	O	O
Between 179th Street and I-80		O						O				O			

AASHTO American Association of State and Highway Transportation Officials. A Policy on the Geometric Design of Streets and Highways.
ITE Institute of Transportation Engineers. Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. 2006.
MUTCD Manual on Uniform Traffic Control Devices. 2006.
IDOT BDE Illinois Department of Transportation. Bureau of Design and Environment Manual.

5.5 Bicycle

Issue: The Village of Orland Park and the Village of Tinley Park have bicycle plans that propose crossings of La Grange Road in several locations. However, on-street bicycle facilities do not exist at intersections along La Grange Road where the villages have proposed bicycle network connections. If La Grange Road will not be designed to accommodate bicycles, alternative parallel routes are needed.

Recommendation #10: To support the development of bicycle facility networks, the Villages of Orland Park and Tinley Park should pursue construction of bicycle facilities in accordance with their respective bicycle plans and emphasize north-south facilities as close to La Grange Road as feasible. Where existing or proposed routes are located on sidewalks, the villages should widen these sidewalks to a minimum of 10 feet to adequately accommodate bicycles or pursue on-street options such as bike lanes or shared lane markings.

Issue: There is not adequate room for bicycle facilities along La Grange Road within the right-of-way. Bicycle paths along Ravinia Avenue and 94th Avenue do not yet extend along the entire length of La Grange Road, making north-south travel by bicycle difficult.

Recommendation #11: The Village of Orland Park should continue to develop the existing north-south bike path along Ravinia Avenue the full length of the Corridor. Bicycle facility improvements should be pursued along 94th Avenue for the full length of the Corridor.

Issue: Bicycling to various destinations along La Grange Road is difficult because of a lack of available, conveniently located, secure bicycle parking. Although the provision of bicycle parking is required per development regulations in Orland Park, many older developments do not have bicycle parking or it is placed in inconvenient locations.

Example of bike parking near retail. Source: Streetsblog. 2009. www.streetsblog.org

Recommendation #12: The Villages of Orland Park and Tinley Park should work with developers submitting proposals to ensure that bicycle parking is convenient to building entrances and sidewalks. An example of high-quality bike parking incorporated into the streetscape is shown above.

5.6 Transit

Issue: Bus transit service along La Grange Road is difficult to use because of a lack of accessible and easily identifiable transit stops. Improved access to transit is needed.

Reference: Pace guidelines for bus stop spacing are based on land use characteristics and population densities. Typically, bus stops will be placed every 660 feet (a standard city block) if an area is primarily commercial or population densities… are greater than 4,000 people per square mile, more than 5 people per acre, or more than 4 dwelling units per acre...Special bus stop spacing can serve major generators such as employment centers and high density residential developments.[9]

Recommendation #13A: Prepare a plan for permanent bus stops on La Grange Road. Residents stated that clear identification of bus stops was important at all signalized intersections.

Recommendation #13B: Install bus stop pads, benches, shelters, and connecting sidewalks along La Grange Road. At signalized intersections, place bus stops on the far side of the intersection to minimize congestion caused by buses stopping in the right turn lane. Design guidance for the placement of far side bus stops is provided in the concept sketch at the right. The Villages of Orland Park and Tinley Park should work with Pace to identify these bus stops.

Concept sketch showing the typical preferred location of a far side bus stop on La Grange Road.

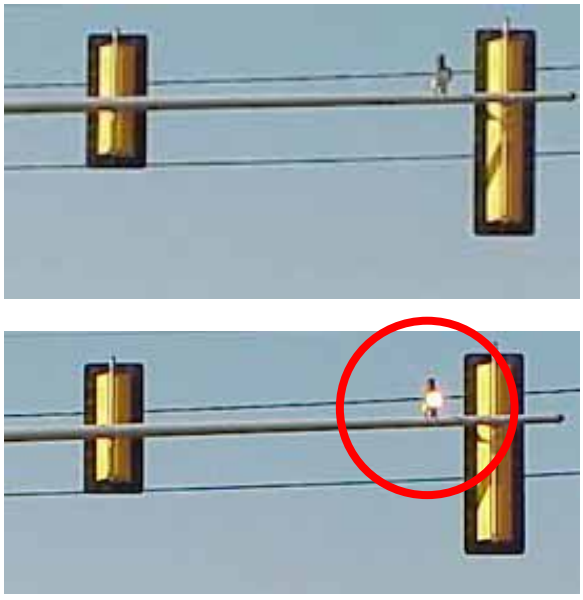
Recommendation #13C: Develop bus transit centers at high-activity locations. Bus transit activity is expected to continue or increase at Orland Square Mall as well as grow in the vicinity of Main Street Triangle. The Village of Orland Park

[9] *Pace Development Guidelines*. (1999). Pace Suburban Bus.

should work with developers in these locations to provide enhanced bus stops and waiting areas incorporated into future construction or major renovations to improve transit connectivity and visibility.

Issue: Current transit service does not connect destinations on La Grange Road with 143rd Street Metra Station or 179th Street Metra Station. Village-provided transit, included the seasonal trolley service and dial-a-ride programs, may be eliminated in 2009-2010 due to budget constraints.

Recommendation #14: Subject to funding, the Village of Orland Park should work to develop efficient and cost effective transit alternatives to connect residents to major destinations in Orland Park not currently served by transit, working in partnership with Orland Township and transit agencies. Future possibilities may include an internal Village loop system bus and/or trolley, dial-a-ride services, municipal van pool, utilization of private buses, or subsidized taxi services.



Issue: The quality and speed of bus transit is not viewed as a viable alternative to driving along La Grange Road. Discussions with residents revealed that travel along La Grange Road during peak periods is slow in automobiles and the perception is that frequent stops made by buses would make travel even slower.

Transit signal priority beacon (top) and activated by a vehicle (bottom). Source: Village of Mount Prospect.

Reference: Service enhancements are needed to address the growth and new travel patterns that have emerged in the past and will be prevalent in the future… Traffic Signal Priority (TSP) is a system of traffic controls in which buses are given an advantage over other general purpose traffic by use of early or extended green time to avoid delays at intersections. Systems are sometimes combined with traffic signal preemption systems used by emergency vehicles.[10]

Recommendation #15: Provide traffic signal hardware at signalized intersections along La Grange Road that is necessary to facilitate transit signal priority (TSP) for Pace buses. TSP consists of traffic signal hardware that can adjust and coordinate traffic signals to improve the movement of transit vehicles. This technology can

[10] *Pace Vision 2020*. (2002). Pace Suburban Bus. 22.

adjust signals to improve the movement of transit vehicles as well as emergency vehicles.

5.7 Urban Design and Community Character

Issue: Many commercial land uses along La Grange Road are set back behind parking lots or driveways. These varying setbacks create an inconsistent street frontage. This pattern of development historically was permitted as a development practice. However, developments of this type no longer are consistent with the current setbacks required by the Village of Orland Park along La Grange Road. This inconsistent setback makes streetscape enhancements or sidewalk improvements difficult to implement.

Recommendation #16: The Village of Orland Park should continue to promote development consistent with the La Grange Road setbacks with buildings out front and driveways and parking in the rear.

Existing roadside conditions along La Grange Road at 144th Street.

Issue: There is little or no streetscape along La Grange Road. Streetscape includes such things as benches, planters and decorative paving treatments. The Villages feel that streetscape could add to the roadway identity and character. It also would encourage walking in the Corridor. The right-of-way width is narrow and constrained. This makes it difficult to provide streetscape within the public right-of-way. The Villages would like to promote streetscape within the public right-of way and on the adjacent private property. There is concern about the cost of publicly-provided street furniture.

Recommendation #17A: The Villages of Orland Park and Tinley Park should work with IDOT and local business owners to develop a streetscape manual that provides uniform guidance for the provision of streetscape along La Grange Road. The manual would provide a guide for developers so that they are familiar with the objectives of the Villages. The streetscape should be done in a manner that will promote community character and improve the overall retail environment. The streetscape manual should include the preferred placement of all street furniture, pedestrian facilities, and on-street parking where appropriate.

Issue: LaGrange Road is a primary gateway into the Villages of Orland Park and Tinley Park. These gateways are not easy to identify while driving along La Grange Road. Existing village signs provide little indication of community identity.

Recommendation #17B: Develop a gateway at the Southwest Highway overpass. The Southwest Highway overpass and the Norfolk Southern Railroad overpass mark a transition from the views of McGinnis Slough to the urban conditions of the core commercial areas of the north-center and south-center sections. While not located at the municipal boundary, these overpasses mark a change in scale that identifies the heart of Orland Park.

Existing Southwest Highway Bridge

Although these bridges already have been reconstructed, architectural features can be added to the front of the Southwest Highway Bridge to exhibit local identity. This may include a back-lit sign, or a carved façade treatment that is attached to the front of the Southwest Highway bridge to present a welcoming image for motorists traveling south on La Grange Road. These treatments would occur independent of any improvements to the Metra 143rd Street Station.

The proposed treatment is shown on the following page. In addition to bridge treatments, it is recommended that the Village of Orland Park shape the embankments on either side of La Grange Road to provide a natural gateway that incorporates trees with low-maintenance, salt-tolerant local landscape.

Proposed bridge treatment over La Grange Road at Southwest Highway. Source: McDonough Associates, 2009.

Example of carved façade bridge treatment. Source: Wichita State University. 2003.

Recommendation #17C: Develop a gateway at the I-80 overpass. I-80 is a major gateway into the communities from the south. Where possible, volunteer plants should be allowed to grow but their spread would be controlled by grading and drainage. This design keeps maintenance costs low. By creating berms at these locations, grading and drainage can be modified to achieve the look suggested by the conceptual gateway image on the following page.

Retaining walls or gabions can be created using limestone to further shape the embankment at this gateway. An example of gabions is shown on the following page. The use of Lannon Stone walls has been suggested and is a commonly requested material in the south suburbs. If Lannon Stone is used, it should be used in a contemporary way to differentiate Orland Park and Tinley Park from other communities.

La Grange Road over I-80 could be highlighted by the addition of decorative pylons to the ends of the bridge. An example of a pylon is shown on the following page.

Gateway concept showing landscaped berm, local landscaping, and possible decorative bridge pylons.

Example of gabions

Example of decorative bridge pylon
Source: New Jersey Department of Transportation)

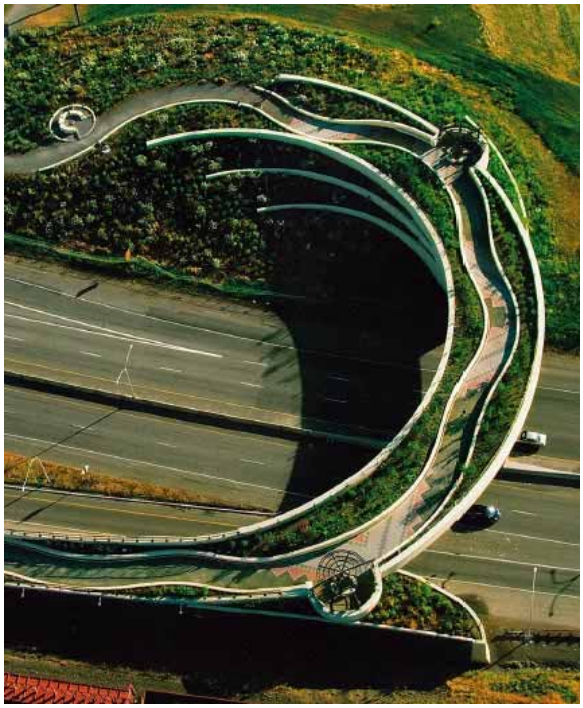
Issue: The widening of La Grange Road will remove existing landscaping in many locations, resulting in unscreened parking lots and a reduction in parkway width.

Recommendation #18A: Work with IDOT in the following design phases to provide landscaping and other screening treatments along La Grange Road. The Villages also should work with IDOT to pursue retaining wall alternatives.

Recommendation #18B: Work with developers along La Grange Road to provide improved landscaping and screening treatments as properties develop.

Issue: The proposed bicycle and pedestrian bridge to cross La Grange Road south of the Metra SouthWest Service overpass provides an opportunity to create a landmark for the community. For a corridor as long as La Grange Road, however, more than one crossing is needed. (See *Section 4, Existing Plans and Projects.*)

Recommendation #19: Pursue the development of an additional pedestrian and bicycle overpass on La Grange Road north of 159th Street. The scale and length of La Grange Road can once again be reduced by constructing a second bicycle and pedestrian bridge at the high point just north of 159th Street. Approach ramps can be incorporated into berms as part of a modified landscape which could also be incorporated into the gateway on LaGrange Road at this



Bridge incorporating landscaping and public art in Vancouver, British Columbia.

Current character along La Grange Road

Recent developments adhere to architectural standards in Orland Park. Local gateways should echo these styles.

location. A bold design like the one shown at the top of page 5-21 could become a major landmark that is recognized throughout the region and visible from a great distance along the roadway.

Issue: Current corridor character is difficult to identify. Commercial architecture, some billboards, roadway illumination lighting, and overhead wires dominate the visual appearance of La Grange Road. Intersections often do not contain local identifying features.

Conceptual local identifier for intersections along La Grange Road.

Recommendation #20A: Create local identifiers at major signalized intersections. Local identifiers can be repeated at multiple intersections to remind travelers of the local community. Local identifiers should be placed at signalized intersections to be recognized as markers that define the core commercial district located in the north-center and south-center sections. By including vertical elements, these identifiers can echo the architecture of well known civic buildings in the area and strengthen the architectural standards to which development along La Grange Road is held.

A conceptual design for local gateways utilizes a similar brick color and style as seen in existing monument signs along La Grange Road. Vertical elements are suggested to echo the architectural style of the Orland Park Village Hall. These also can incorporate planters and landscaping depending on the preferences of the Village or any public private partnerships that are formed with private developers to provide maintenance services.

Recommendation #20B: Install public art as a local identifier. The intersections also could be identified with public art. Public art refers to works of art in any media that have been planned and executed with the intention of being sited or staged in the public domain. They are often created for specific sites chosen by a community involvement process. Increasingly, most aspects of the built

Conceptual image showing public art at La Grange Road and 131st Street. (Sculpture source: Alexander Calder)

environment are seen as legitimate candidates for consideration for public art, including, street furniture, lighting etc.

Public art could involve a sculpture that is durable and easily maintained. Public art can be introduced throughout a community as it adds interest, creates focal points and landmarks and can even become a tourist attraction. Public art helps to increase the sense of local community, show glimpses of the quality of life, and communicate the identity of the community.

Issue: The Village has expressed a desire for a public plaza incorporated into a private development or as a public-private partnership. The desire is for a public plaza along La Grange Road that is large enough for events or outdoor interaction and to spur economic development along La Grange Road. Some proposed developments have included plazas, but they are located in the center of the proposed development, are not adjacent to La Grange Road, and are not of the scale that would facilitate community events.

Recommendation #21: Develop a large public plaza directly on La Grange Road. The plaza should be in scale with La Grange Road and make a design gesture bold enough to be noticed by motorists on La Grange Road. This plaza should have bike trails leading to it and act as a hub for the open space network for both villages. A successful public plaza has multiple uses that are available during all seasons to make it a vibrant center, not merely an empty symbol. The plaza should be mostly paved, either with pavers or some other permeable surface to minimize drainage requirements.

An exact location along La Grange Road has not been identified. A vision for this public space should come from the community. Elements such as seating, outdoor cafes, public art, pedestrian havens, and space for community activities and markets should be considered. The plaza should instill a sense of pride in the people who live and work in the surrounding area.

The proposed plaza could be large enough to hold a farmer's market but small enough to be incorporated as part of future planned developments along La Grange Road. Examples of appropriately sized plazas include the image below and a retail office complex located in Lincolnshire, Illinois.

Suburban style public square

Small public plaza incorporated into a mixed use development along U.S. 45 in Lincolnshire, Illinois. Source: Bing Maps. 2007.