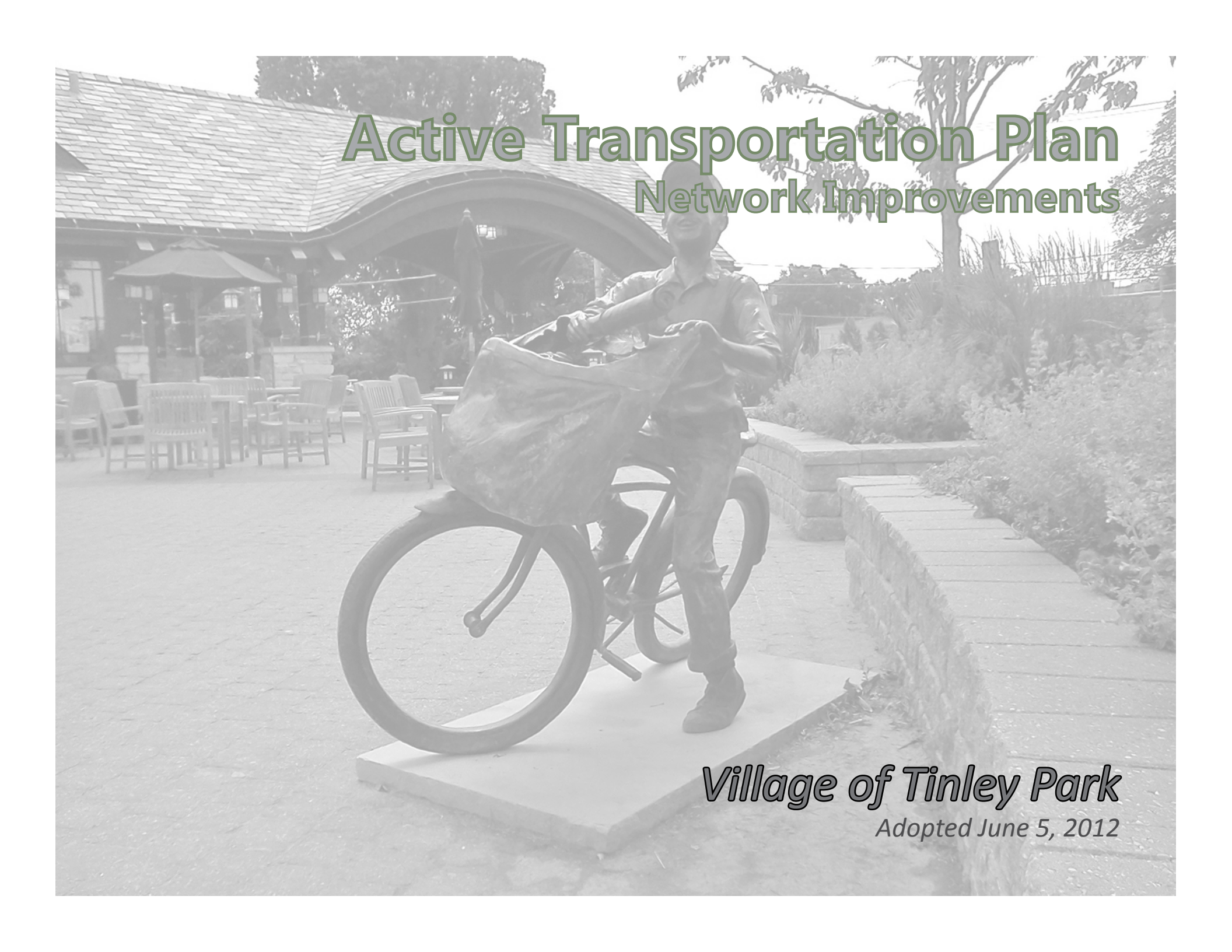




Active Transportation Plan Network Improvements

Village of Tinley Park

Adopted June 5, 2012

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Special thanks to those that went above and beyond in the contribution to the plan: Mary Dobyns, Sgt. Charles Faricelli, Kevin Workowski, Chris King, Dale Schepers, Tom Mahoney, and Trustee Greg Hannon.

The Village of Tinley Park Active Transportation Plan is a product of the hard work and effort of those listed above, as well as many others. We would like to thank the members of the public who gave their time and energy in the development of this Plan, especially those who participated in the open house and public meetings, the web survey, the workshop, and the many others who provided written and verbal input to village staff.

On behalf of the Planning Department and all those who contributed to the Plan, it is our hope that the Active Transportation Plan provides the Village of Tinley Park and its partners with the tools and guidance necessary to improve conditions for active transportation and thus take a significant step forward in becoming an exemplary bike and pedestrian friendly community.

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1. Introduction



"Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or Post Office, go out to dinner and a movie, and play with your kids at the park - all without having to get into your car."

- Ray LaHood, United States Secretary of Transportation

In 2011, the Village of Tinley Park (Tinley Park) was granted funding from the Communities Putting Prevention to Work program (CPPW) to partner with the Active Transportation Alliance (ATA) and develop a plan to improve public facilities for walking and cycling in the community.

The CPPW program is a joint project of the Cook County Department of Public Health and the Public Health Institute of Metropolitan Chicago. The goal of the funding is to help Tinley Park create public policies that would enhance the number and type of healthy lifestyle options for its residents. One of the CPPW program's priorities is to increase the number of communities with an Active Transportation Plan and public policies in place to encourage more residents in the community to walk or bike on a daily basis.

Furthermore, this plan serves as an update to a portion of the 2000 Tinley Park Comprehensive Plan and is a formal amendment to the village's 2012 Transportation Plan.

Definition: Active Transportation

Any form of human-powered transportation. For the purposes of the Plan, the primary focus is walking and cycling.



Figure 1.1. Metra Station - Oak Park Ave.



Figure 1.2 Centennial Park

Across the United States, communities are creating plans and establishing capital improvement programs to implement active transportation initiatives. Many communities now promote bicycling and walking as a valid alternative to shorter vehicle trips and as a method to improve health. Federal and State funding opportunities have started to favor programs and projects that have active transportation elements. Among the many benefits to adopting and implementing an active transportation plan are:



Health

Active transportation provides an opportunity to be physically active on a regular basis. It is estimated that 63% of adults and 40% of children are overweight or obese in suburban Cook County.¹ Within the last few decades, the rate of obesity has doubled for adults and tripled for children.² According to the Cook County Department of Public Health, obesity will soon surpass tobacco as the leading cause of death in the United States.³

Making investments to include active transportation in daily commuting and shopping patterns can help promote healthy lifestyles and significantly improve the health and overall quality of life of Tinley Park residents.



Social

Active transportation is accessible to people of all ages and abilities, and good physical planning can improve the possibilities for interacting with other people. These social interactions are part of the foundation of the strong sense of community among village residents.



Transportation

Active transportation reduces road congestion and actually increases efficiency because there are opportunities for multiple modes of transportation within a roadway. Adding pedestrian and bicycle facilities to a roadway calms traffic and increases driver awareness of surroundings, leading to improved roadway safety.



Environmental

Active transportation not only improves residents' health and well-being but also has a lower environmental impact than motorized modes of transportation.



Economic

Active transportation allows residents to save money on gasoline, roadway maintenance, vehicle maintenance, and parking fees. Choice in transportation allows budget-conscious residents, especially the village's growing senior population, enhanced mobility and individual freedom.



Business Development

High quality biking and walking facilities increases economic opportunities for small business as they provide additional options - and the broadest possible range of potential customers - to reach shopping destinations within the community. Studies have shown that bicycle-oriented commerce and bicycle tourism can boost local employment levels and economic activity.⁴



Housing Stabilization

Studies have found that the neighborhoods with the highest Walk Score™ experienced the lowest incident of foreclosure and property devaluation during the economic recession of the last few years. The Urban Land Institute has projected that homebuyers are now seeking smaller homes located close to urban neighborhoods, transit, pedestrian and bike facilities.⁵

1.3 Intent

The focus of this plan is on creating a sustainable network for both pedestrian and bike facilities. The plan seeks to identify opportunities for new routes, infill, low-cost retrofit solutions, and intergovernmental collaboration.

This Active Transportation Plan provides practical recommendations through identifying and prioritizing funding opportunities to support a strong network. The intent of this plan is to significantly influence the village's transportation investments, thereby implementing the village's own Complete Streets Policy, adopted in February, 2012. This Plan also communicates the village's transportation priorities to regional and state transportation

Definition: Walk Score™

Walk Score is an index that measures the walkability of individual addresses based on proximity to nearby amenities. (www.walkscore.com)

agencies, particularly the South Suburban Mayors and Managers Association, Cook and Will County Highway Departments, Illinois Department of Transportation, Metra, and PACE.

1.4 Plan Goals

Early in the planning process, the Steering Committee identified several goals that would guide the development and implementation of the plan:

1. Reinforce Connections Between Existing Facilities

Provide a comprehensive transportation network that utilizes existing active transportation resources. Tinley Park has a number of active transportation assets to build upon.

2. Create Institutional Connections

Connect residents to the wealth of existing parks, open space, regional trails, transit, and community institutions (e.g., schools, downtown Tinley Park, Library, Park District, Village Hall). This requires coordination across governmental agencies.

3. Increase Active Transportation Opportunities

Provide a network that equalizes bicycling, walking, and transit use among other modes of transportation. Emphasize the creation of dedicated routes and amenities to foster active transportation.

4. Use Active Transportation to Create Economic Development Opportunities

Encourage residents to visit Tinley Park shopping and entertainment facilities by improving bike, walking and transit accessibility at targeted locations in the community.

5. Programs Supporting Active Transportation

Biking, walking and transit must be supported through education and outreach programs aimed at both residents and visitors. These programs should be coordinated amongst village institutions to ensure consistent, thorough, and updated awareness campaign.

6. Public Policy Supporting Active Transportation

Adopt public policies that encourage interagency collaboration between the schools, park districts, the village and the business community to make it safe and easy for residents to enjoy the active transportation network.

1.5 The Planning Process

The village's Plan Commission served as the Steering Committee during the development of this plan as they are charged with all municipal plan making and plan implementation by Illinois statute. The Plan Commission met with the Active Transportation Alliance and village staff on numerous occasions during the development of the plan to discuss public input, field research, data analysis, prioritization of infrastructure, and policy and program recommendations.

In addition to the Plan Commission, the Mayor's Advisory Panel on Wellness (MAPW) also contributed input and commentary to the plan. MAPW consists of leaders from local institutions, such as Park Districts, School Districts, Library, Village Hall, and the business community. MAPW will be relied upon to assist in the implementation of the plan.

The village sponsored an Open House on the Active Transportation Plan on Monday, September 26th, 2011, at Ed N Joe's Restaurant at 17332 S. Oak Park Avenue. The Open House provided an opportunity for residents, village staff, and community leaders to share their local expertise on walking, biking, and transit and to propose solutions for improvements.

Mark Fenton, an Active Living professional (markfenton.com), was the keynote speaker for the Open House. Mr. Fenton described the importance of improving not only the walking, biking, and transit infrastructure, but also highlighted how these improvements lead to quantifiable improvements in the quality of life in the community. Mr. Fenton led participants on a "walkabout" around Tinley Park's downtown to provide insight on how small improvements in walking and biking infrastructure can be made to the current environment.

Once the walkabout was completed, participants broke into small groups for a mapping exercise to identify key destinations in the community. Each destination helped form the basis for the active



Figure 1.3. Mark Fenton leads a "walkabout."



Figure 1.4. Open House activities



Figure 1.5 The "walkabout"

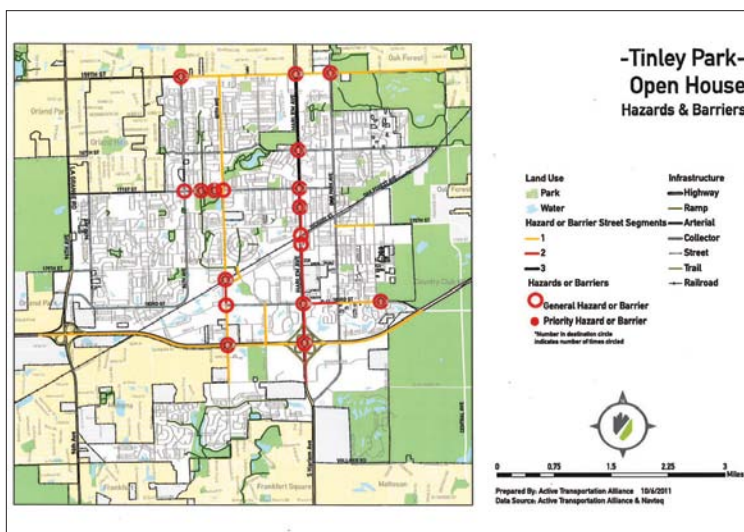


Figure 1.6 Results of the hazards and barriers mapping activity

transportation network. Based upon the location of these destinations, the participants identified ideal connections between destinations and discussed crossings, intersections, hazardous streets, and other barriers to connecting destinations. Finally, desired pedestrian and bike routes were marked and the activity concluded with each group sharing highlights from their maps.

A number of village departments participated in the refinement and development of the final plan, including: Public Works, Police, Economic Development, Marketing, and the Village Engineer (Robinson Engineering, Ltd.). The departments were able to provide village staff with their unique perspective on bike and pedestrian facilities and shared in-the-field information.

In December 2011, the village planners invited Planning Directors from nearby communities to a meeting to share the draft plan and to receive input on how to better connect neighboring communities to the proposed network. During that meeting, village staff received information about the plans and projects of Orland Park, Oak Forest, Frankfort, New Lenox, Mokena, and Lockport. The sharing of information and experiences in implementing active transportation in their communities was tremendously helpful and greatly appreciated.

2. Existing Conditions



The Tinley Park active transportation network is designed to make biking and walking trips from residents' homes to local businesses, trails, transit stops, and other destinations safe, convenient, and enjoyable. The design of the network seeks to accommodate the broadest possible variety of Tinley Park residents and took into consideration demographic and economic trends such as: a population preferring to age in place, youth seeking independence, and the increasing cost of automotive and public transit.

2.1.1 The Network Defined

Tinley Park is home to approximately 13 miles of local trails, access to several Cook County Forest Preserve properties, and has outstanding access to a regional public transportation system. The village also has multiple plans that include recommendations for on-street bike facilities. Recommendations in this plan coordinate with existing bike plans in neighboring communities. A full build out of the network will provide Tinley Park residents and visitors with multiple transportation choices for local and regional access.

2.1.2 Building an Active Transportation Network

The recommendations of this plan flow from a place-based planning process. The intended users of the Tinley Park active transportation network were asked about their priorities for destinations and routes. Connecting people to the places where they eat, learn, shop and enjoy the outdoors is the priority.

2.2 Existing Conditions

In order to later evaluate the village's success in enhancing the active transportation network, a baseline of existing conditions

must be established by which to compare future improvements. Map 2.2.6 on pages 14-15 identifies priority destinations and the currently existing active transportation and transit networks.

2.2.1 Existing Active Transportation Network

The longest continuous off-road trail within the village is located within the Commonwealth Edison right-of-way, located at approximately 82nd Avenue. The trail runs from 179th Street north to approximately 163rd Street. Another lengthy off-road trail zig-zags throughout the Brookside Glen Subdivision south of Interstate-80.

Among the village's parks, the Tony Bettenhausen Recreation Center, Bicentennial Park, and Centennial Park feature substantial multi-use trails. Other smaller, off-road trails can be found at Buedingen, Kiwanis, and Pottawattomie parks on the west side of the village.

2.2.2 Existing Public Transportation Network

The Metra Rock Island District roughly bisects the village and is served by stations at Oak Park and 80th Avenues. The Rock Island District connects Joliet with Chicago and is the daily means of commuting to and from work for thousands of village residents.

There are three primary PACE Suburban Bus routes providing service to the village. Route 364 runs east-west along 159th Street from Hammond, IN to Orland Park, providing access

Definition: Right-of-Way

An area of land dedicated to public use for pedestrian and/or vehicular movement, which may also accommodate public utilities.



Figure 2.1 Multiuse trail at the Tony Bettenhausen Recreation Center



Figure 2.2 Multiuse trail along the Commonwealth Edison right-of-way

to several regional shopping centers and South Suburban College. Route 356 is an east-west route along 183rd Street connecting the Harvey Transportation Center and the Tinley Park Mental Health Center. Route 386 is a major component of PACE's southwest system as it provides service from Midway Airport and a Chicago Transit Authority (CTA) Orange Line Station south to the Tinley Park Mental Health Center while making stops at the following destinations: Toyota Park, the 5th Municipal District Courthouse, the Metra SouthWest line at the Worth Station, and the Rock Island Service District at the village's Oak Park Avenue Metra Station.

PACE also operates a special Route 773 that provides non-stop service from the village to U.S. Cellular Field in Chicago on days of Chicago White Sox home games.

Despite the multiple PACE routes through the Village, there are currently only four bus shelters.

2.2.3 Regional Corridors

The successful implementation of a project along many of the village's corridors is often dependent on a high level of coordination among the various agencies responsible for ownership and maintenance. A map identifying corridor owners is located in Appendix 4.3 on pages 48-49.

Recommendations for active transportation improvements are to be sensitive to the physical characteristics and overall context of each individual corridor as identified in Table 2.1.

Definition: Regional Corridor
A street identified as a principal link within and through the community.

	Orientation	Type	# of Lanes	Speed Limit
159 th Street / Route 6	East-West	HVC	4-8	35-40 mph
167 th Street	East-West	R	2-5	25-35 mph
171 st Street	East-West	C & R	2-5	20-45 mph
175 th Street	East-West	R	2-3	30-40 mph
183 rd Street	East-West	C & R	2-8	35-40 mph
191 st Street	East-West	C	4-6	45 mph
LaGrange Road / Route 45	North-South	HVC	4-9	45 mph
80 th Avenue	North-South	C & R	2-5	40-45 mph
Harlem Avenue	North-South	HVC	4-9	40-45 mph
Oak Park Avenue	North-South	C	2-5	30-50 mph

C: Commercial

HVC: High Volume Commercial

R: Residential

Table 2.1 Regional Corridor Characteristics

2.2.4 Destinations

Schools and parks are typically the most frequented destinations by users of active transportation. Ensuring access to the village's two high schools, five colleges, 15 elementary schools, and 39 parks - in addition to the multitude of schools, parks, and open spaces just outside of the village's boundaries - is easily the most critical objective of the plan.

Other popular active transportation destinations include the village's many faith-based institutions, shopping centers, and municipal services and facilities such as the Tinley Park Public Library, Post Office, Village Hall, Vogt Visual Arts Center, and the historic Landmark Museum.

In addition to attracting local residents, destinations such as downtown Tinley Park, the Tinley Park Convention Center, and First Midwest Bank Amphitheater attract visitors from across the Midwest.



Figure 2.3 The 159th Street Corridor



Figure 2.4 The Harlem Avenue Corridor



Figure 2.5 Tinley Park Convention Center



Figure 2.6 First Midwest Bank Amphitheater⁶

2.2.5 Analysis

Working within the framework of the previously established goals for this plan, analysis of the existing conditions brings attention to the following opportunities to improve upon strengths and address deficiencies in the existing active transportation network:

1. Build a More Continuous Network with more Access Points

While the existing trails along Bicentennial and Centennial Parks and along the ComEd right-of-way form a high-quality, continuous network, they provide direct access to few of the village's schools and only a portion of its parks. Furthermore, there is limited access to regional active transportation networks such as the Yankee Woods Trail in Oak Forest or the Old Plank Road Trail in Frankfort.

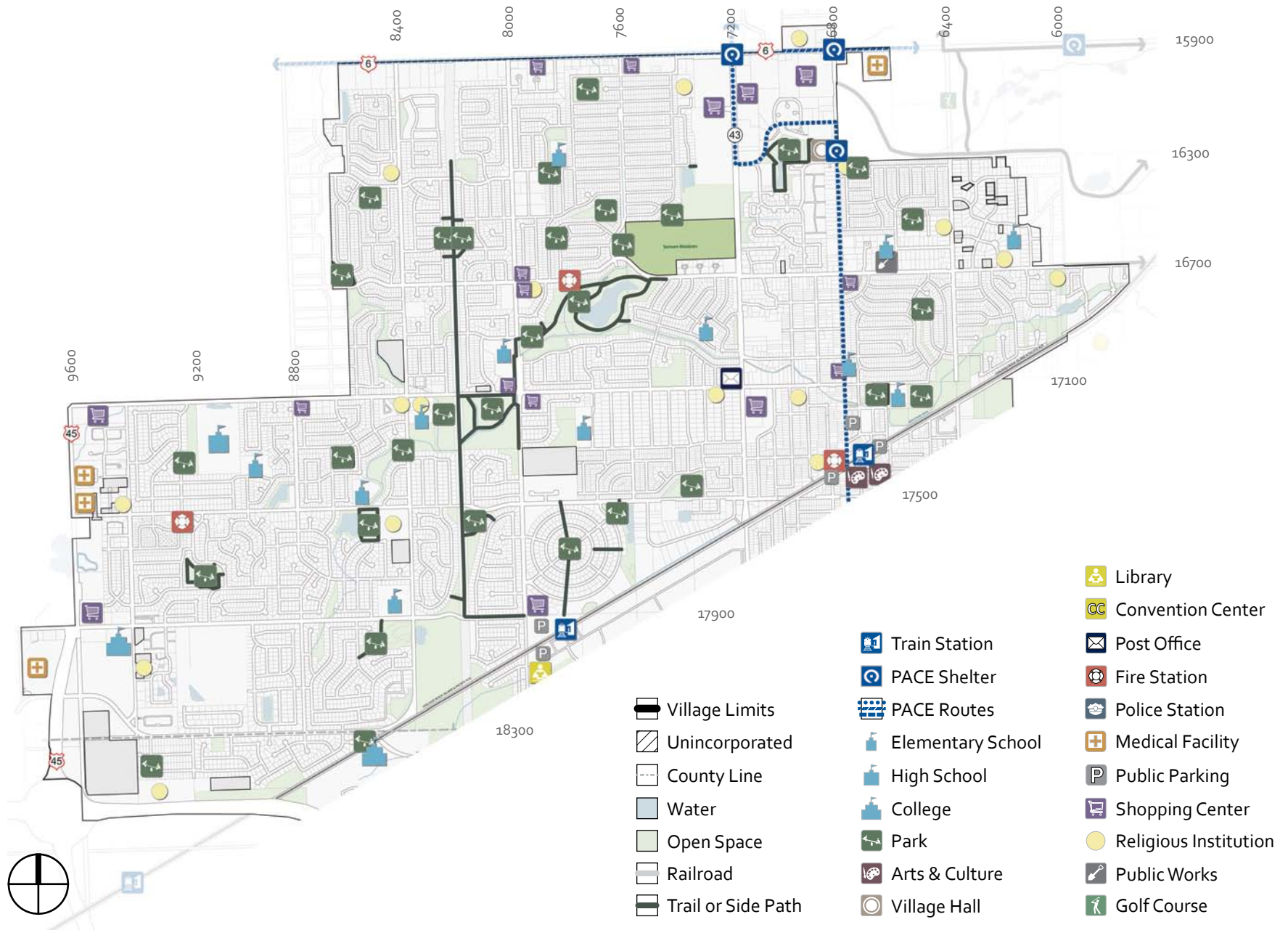
Uniting the village's downtown amenities, shopping centers, the Tinley Park Convention Center, and First Midwest Bank Amphitheater connections through active and public transportation can bring in more visitors and further enhance the village's economic base.

2. Complete Gaps in Existing Infrastructure

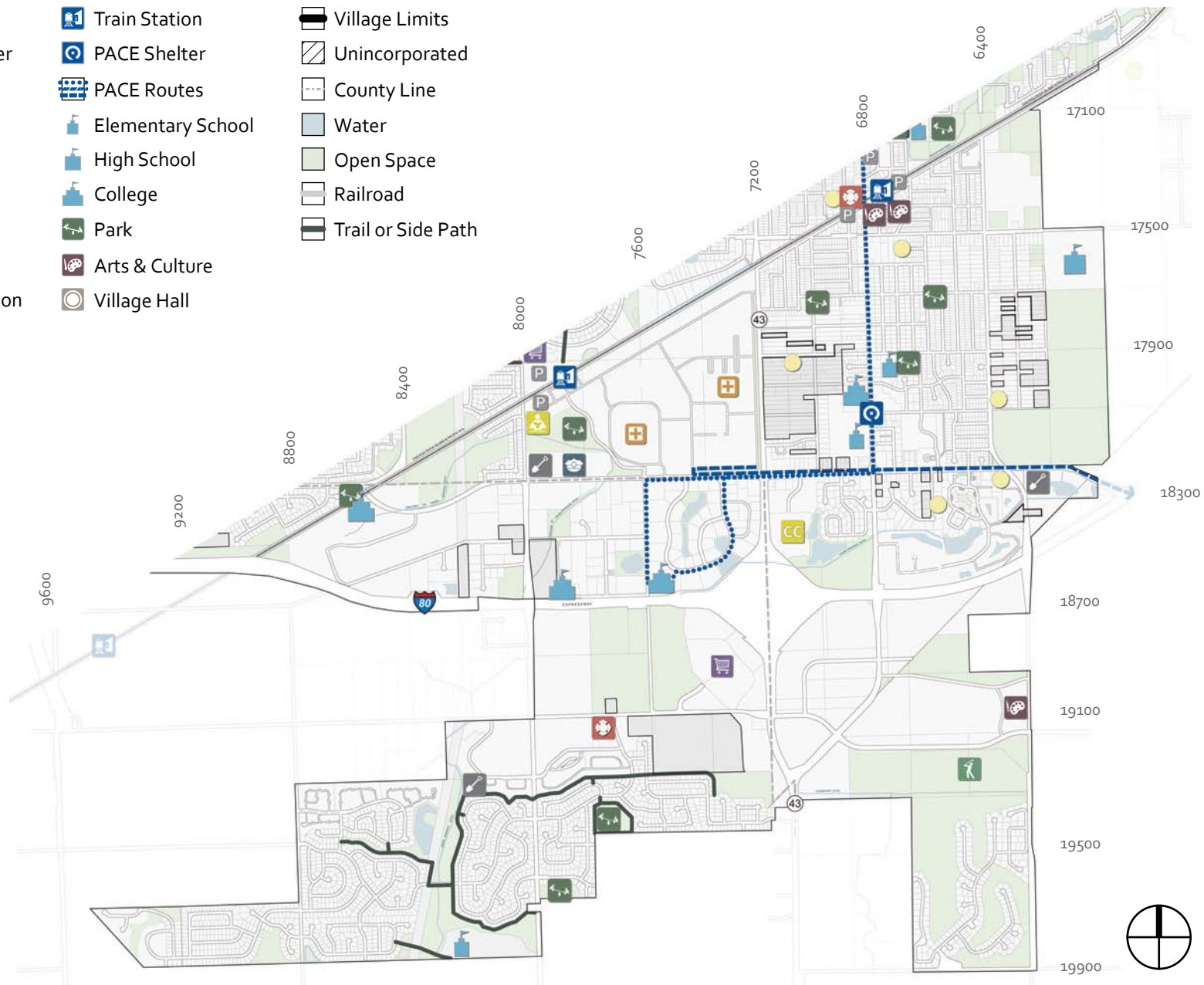
A good active transportation network should begin at a residents doorstep. Gaps within the village's sidewalk network can serve to dissuade potential active transportation users. The Sidewalk Gap Map on pages 50-51 identifies all gaps within the sidewalk network.

3. Better Publicize Existing Active Transportation Opportunities

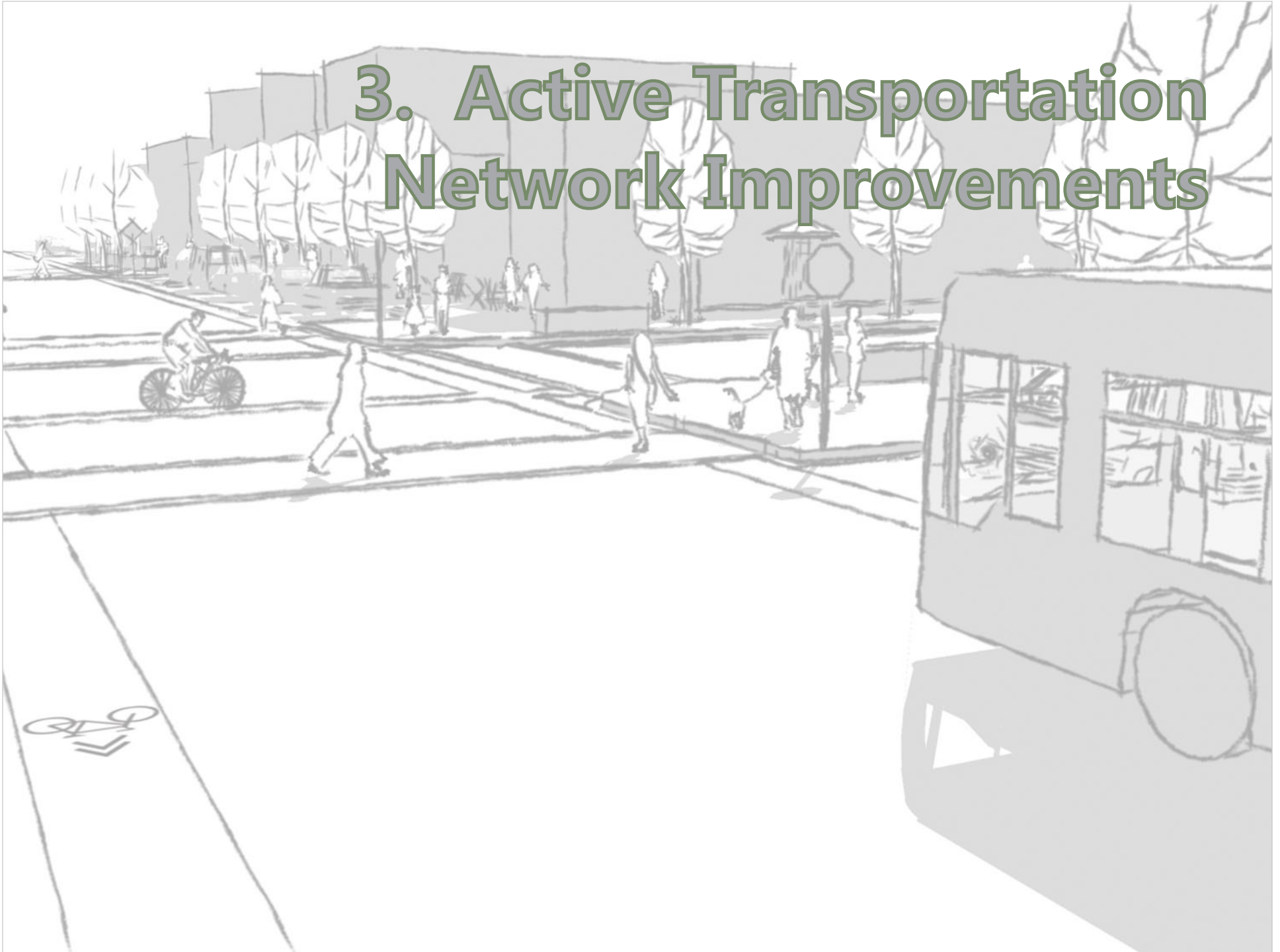
Provide brochures, maps, and/or better signage to increase residents awareness of the existing network and the potential money-saving and recreational opportunities available to them.



- | | | |
|-----------------------|-------------------|--------------------|
| Library | Train Station | Village Limits |
| Convention Center | PACE Shelter | Unincorporated |
| Post Office | PACE Routes | County Line |
| Fire Station | Elementary School | Water |
| Police Station | High School | Open Space |
| Medical Facility | College | Railroad |
| Public Parking | Park | Trail or Side Path |
| Shopping Center | Arts & Culture | |
| Religious Institution | Village Hall | |
| Public Works | | |
| Golf Course | | |



3. Active Transportation Network Improvements



The pedestrian network functions best when it is well connected and far-reaching. Completing a network can easily be accomplished through the elimination of sidewalk gaps, providing buffers for walkways along busy roads, wider sidewalks in areas with heavy pedestrian traffic, and signage to aid pedestrians in getting around.

The following recommendations and Map 3.1.6 on pages 22-23 illustrate the location and type of pedestrian improvements that should be made.

3.1.1 Complete Sidewalk Connections

Objective:

Complete the sidewalk network on arterials, collectors and residential streets. Prioritize regional corridors that provide access to community destinations.

Description:

Important destinations are often along collector and arterial streets, where walking in or along the road pavement feels uncomfortable and dangerous. Filling sidewalk gaps along these major corridors should be prioritized.

While standards allow sidewalks to be as narrow as 5' if separated from the road edge or curb, this plan recommends 6' wide sidewalks wherever possible. The extra width allows comfortable side-by-side walking and better accommodates the child or beginning cyclists trying to avoid street traffic. An additional landscaping or street furniture zone buffer consistent with Tinley Park's design standards is also recommended to provide additional separation of pedestrians from the roadway and calm traffic along arterials and collectors. The following corridors should be prioritized for sidewalk infill:

- ▶ 183rd Street
- ▶ 80th Avenue



Figure 3.1 Pedestrians along Oak Park Ave.



Figure 3.2 A sidewalk gap along Harlem Ave.



Figure 3.3 A narrow sidewalk along Oak Park Ave.

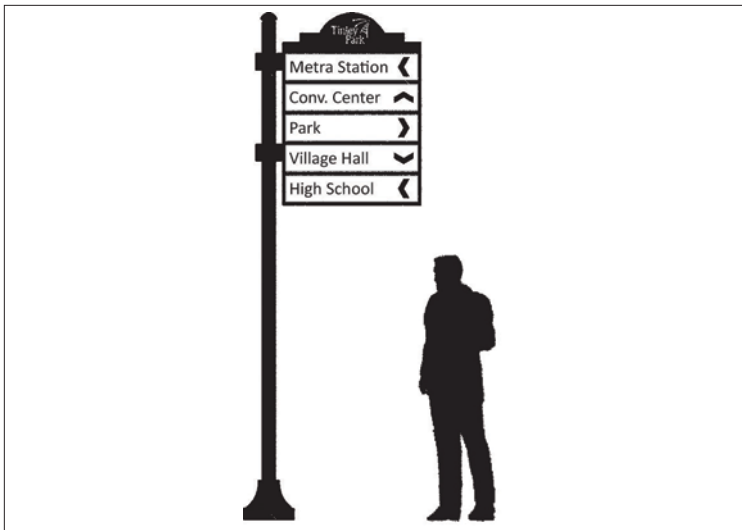


Figure 3.4 Example of wayfinding signage

- ▶ 175th Street
- ▶ Prosperi Drive
- ▶ Oak Park Avenue south of 183rd Street
- ▶ Convention Center Drive
- ▶ 159th Street

3.1.2 Improve Visibility of Pedestrians & Pedestrian Network

Objective:

Improve visibility of pedestrians to drivers, and enhance awareness of the streets' connectivity to the larger network.

Description:

Tinley Park has many narrow, low-traffic, low-speed residential streets where people feel comfortable walking and biking with and without sidewalks. These streets do not necessarily require changes, but could be enhanced with a wayfinding system directing people to important destinations in the community. Installing wayfinding signs at active transportation network connections points could be achieved in the near term.

3.1.3 Install Side Paths

Objective:

Install side paths in areas where there is currently no existing sidewalk and where there are opportunities to coordinate bicycle and pedestrian priorities into one shared facility.

Definition: Wayfinding System

Signs, maps, and other graphic or audible methods used to convey location and directions to travelers.

Description:

A description of side paths and recommendations is included in Section 3.2 Bicycle Network.

3.1.4 Trails**Objective:**

Construct off-street trails to complete gaps in the active transportation network and provide connections to regional trails.

Description:

Recommended trail projects are included in Section 3.2 Bicycle Network.

3.1.5 Install Pedestrian Furnishings & Features**Objective:**

Install amenities to make walking a more inviting, more attractive option in Tinley Park.

Description:

Pedestrians are sensitive to character and convenience features, which can encourage more people to walk further as well as more frequently. Some examples include: lighting, seating walls, benches, trash cans, trees, plantings, and public art. These amenities are most effectively used in areas with higher pedestrian traffic, such as shopping districts. Tinley Park's Legacy Code, an area of context-sensitive development regulations along Oak Park Avenue, includes specific guidance for streetscape improvement. This plan supports those guidelines and recommends that Tinley Park adopt similar guidance for all pedestrian corridors.

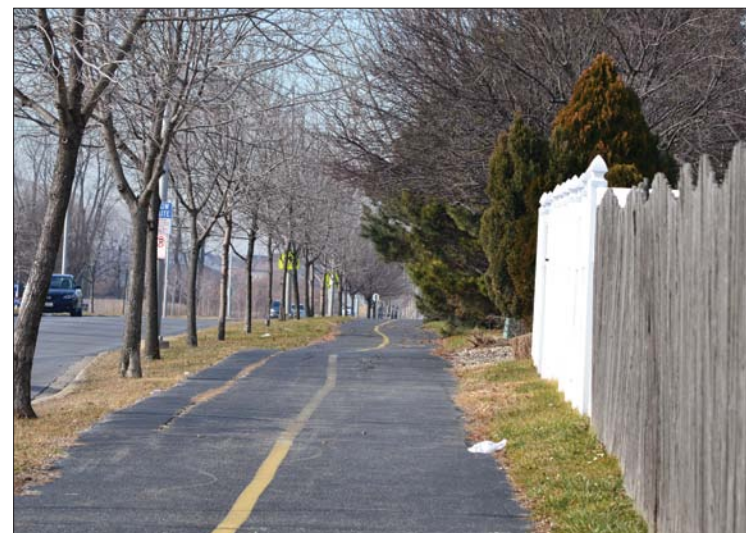


Figure 3.5 Multiuse trail along 179th Street



Figure 3.6 Bicyclists use an off-street trail at Bicentennial Park.

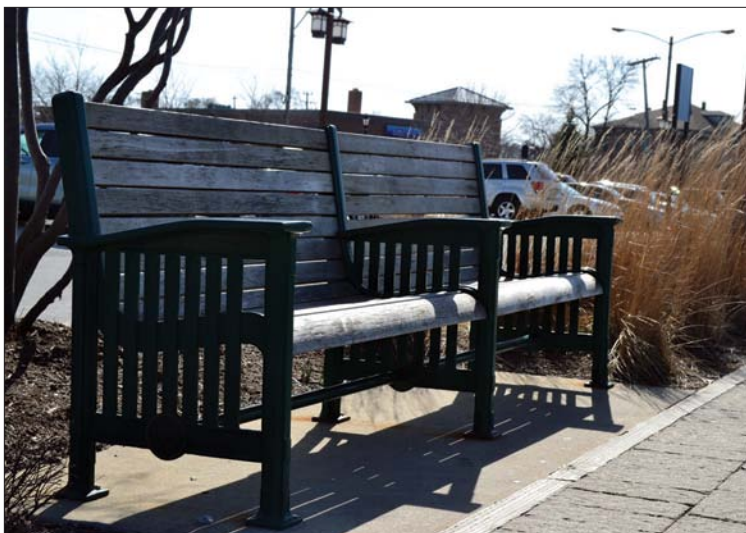
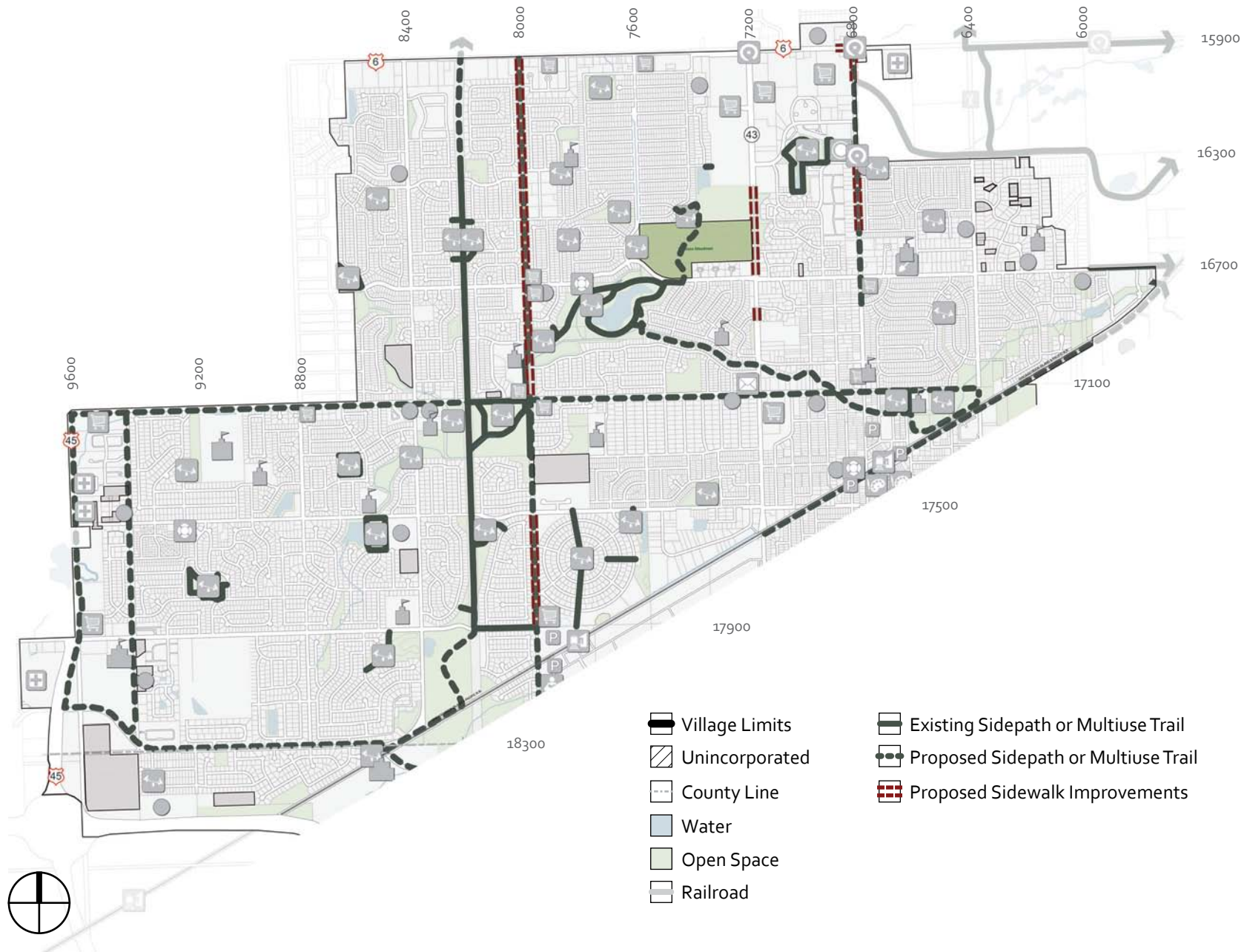


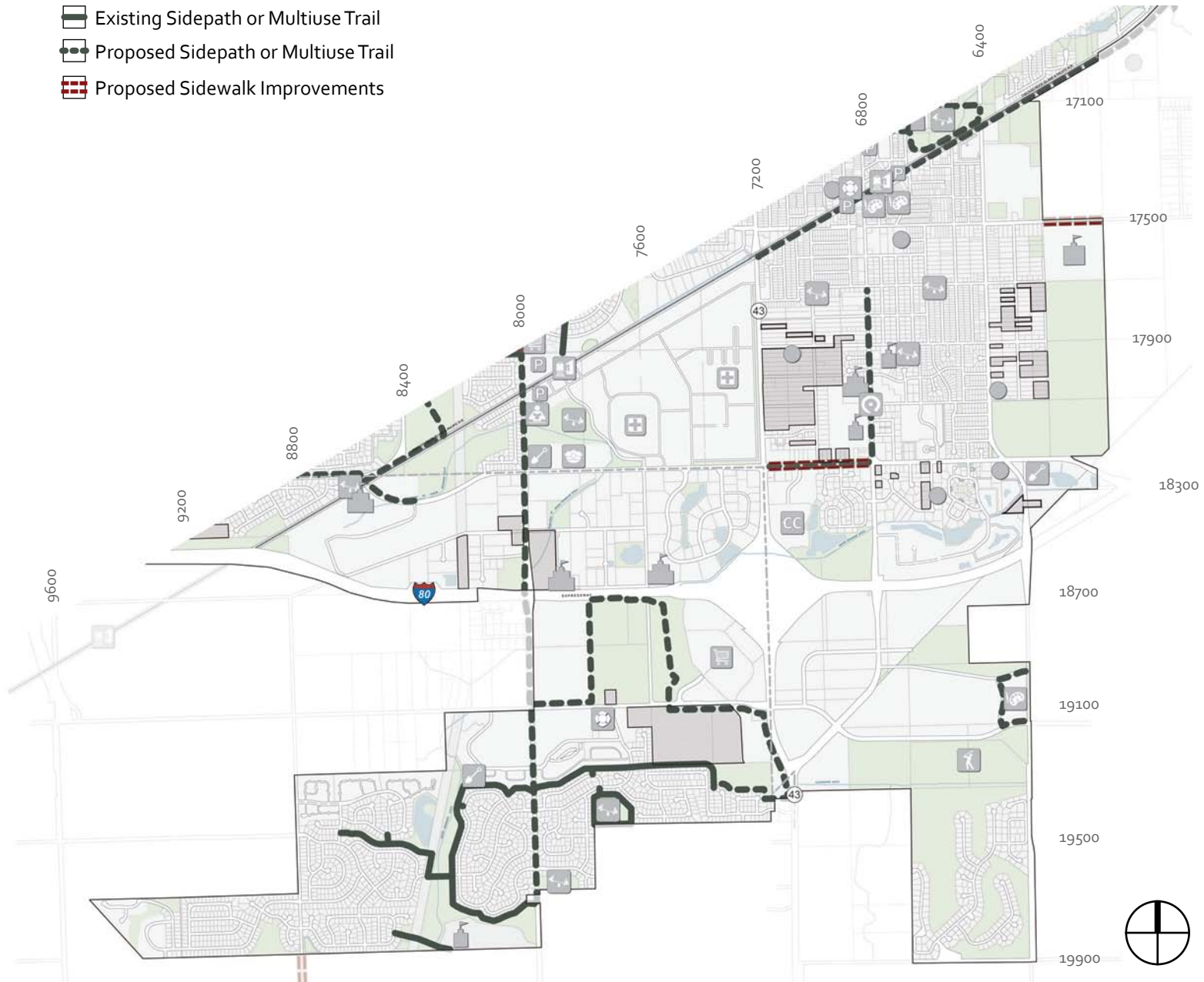
Figure 3.7 Street furniture in downtown Tinley Park.



Figure 3.8 The "Tinley Park" streetlight model



-  Village Limits
-  Unincorporated
-  County Line
-  Water
-  Open Space
-  Railroad
-  Existing Sidepath or Multiuse Trail
-  Proposed Sidepath or Multiuse Trail
-  Proposed Sidewalk Improvements



The bicycle network in Tinley Park can be made up of neighborhood streets, bike routes, shared lanes, bike boulevards, trails, and paths. Constructing a complete and connected network will encourage biking in a safe and efficient manner throughout the village.

3.2.1 Increase Resident Awareness of Bicycle Network

Objective:

Help build awareness among residents that bicycle routes begin at their front door.

Description:

Tinley Park has many low-volume residential streets that are ideal for biking. These streets connect to local parks and schools. Residential streets can be enhanced by providing bike route signage and pavement markings.

3.2.2 Designate Bike Routes

Objective:

Create a near-term bike network for Tinley Park by signing routes identified by local cyclists as being comfortable and having good connections.

Description:

Many village streets are comfortable for cyclists who possess a moderate tolerance for traffic. These routes include both streets with wide outside lanes and striped parking lanes, as well as low-traffic residential streets. Many residents and most visitors are unaware of the village's existing bike-friendly routes. Signing the network provides immediate value and encouragement to cyclists while raising all users' awareness and acceptance of cycling within the village. The bikeway signs also do double duty, as they can be appreciated by drivers and pedestrians looking for specific destinations within the village.



Figure 3.9 Bike routes begin at the front door, even at Village Hall.



Figure 3.10 A village street comfortable for cyclists



Figure 3.11 Example of Bike Route signage

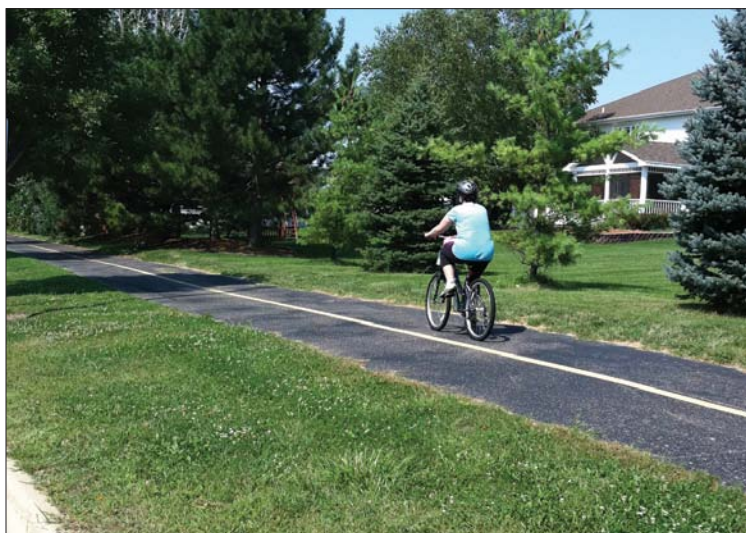


Figure 3.12 A bicyclist rides on a multiuse trail.

3.2.3 Install Shared Lane Markings

Objective:

Install shared lane markings on bike network routes without sufficient width for 5' bicycle lanes and posted speed limits of 35 mph or less.

Description:

Marked shared lanes help drivers expect and accept cyclists in the street, and the markings encourage drivers to pass bicyclists with caution at an acceptable distance. For bicyclists, marked shared lanes encourage legal behavior, such as riding on the street with traffic, and raise cyclists' comfort levels, helping them ride more predictably and safely. Shared lane markings are most commonly found on streets with a minimum 13' travel lane, but can be used on narrower streets to raise awareness of cyclists. Roadways to prioritize for shared lane markings include:

- Oak Park Avenue
- 175th Street
- 76th Avenue
- 167th Street
- 169th Street
- 163rd Street
- Ridgeland Avenue

3.2.4 Build Side Paths

Objective:

Install side paths in areas where there are currently sidewalk gaps along major streets with few driveway entrances and street intersections.

Description:

Side paths are a viable option for corridors that have higher traffic counts, higher vehicle speeds, and few driveway entrances and curb cuts. Side paths parallel a street, and are shared by pedestrians and bicyclists.

They can provide a pleasant riding experience for a wide range of cyclists, including those with a low tolerance for sharing the road with motorized traffic, and they tie in well with regional trail networks. Driveway entrances and street intersections are particularly dangerous conflict points for cyclists; side path applications should minimize both.

If the side path is only being constructed on one side of the street, feasibility analysis should be conducted to assure that there is safe and ample crossing from the opposite side. These facilities should be a minimum of 8' wide, but preferably 10'–12' feet. Side paths are recommended for the following roads:

- 171st Street
- 80th Avenue
- Oak Park Avenue (north of 167th Street)
- Harlem Avenue
- 159th Street
- Oak Forest Ave / Hickory St / South St / Timber Dr
- 183rd Street
- LaGrange Road

3.2.5 Stripe Bicycle Lanes

Objective:

On collector and arterial streets with sufficient width and speeds less than 40 mph, establish 5' travel lanes exclusive for bicyclists' use. Motorized vehicle travel lanes may be narrowed to a minimum of 10' where appropriate to allow bike lanes.

Description:

Bike lanes offer the highest level of comfort for drivers and cyclists on streets with heavy traffic. On high-traffic streets with sufficient width, establish 5' travel lanes exclusive for bicyclists' use. Bike lanes reinforce

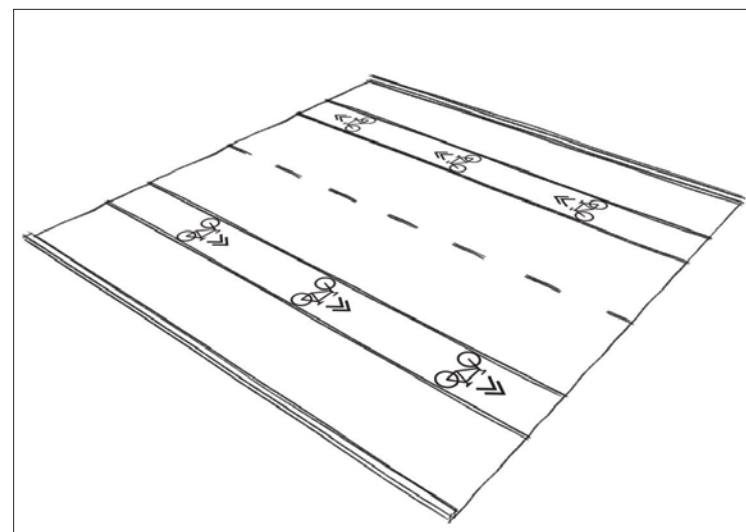


Figure 3.13 Example of striped bicycle lanes

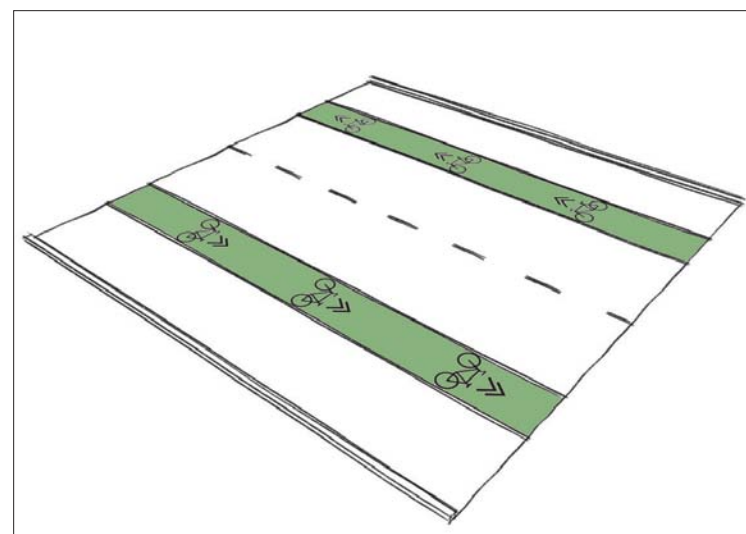


Figure 3.14 Example of colored striped bicycle lanes

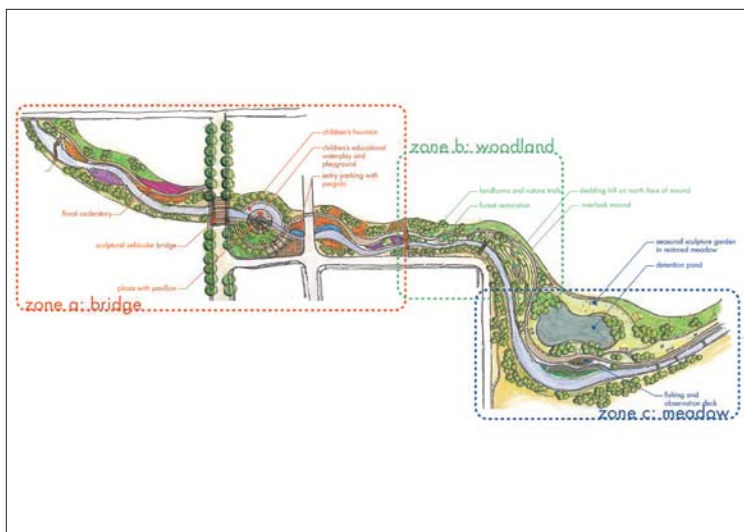


Figure 3.15 Concept plan for Midlothian Creek multiuse trail and park ⁷

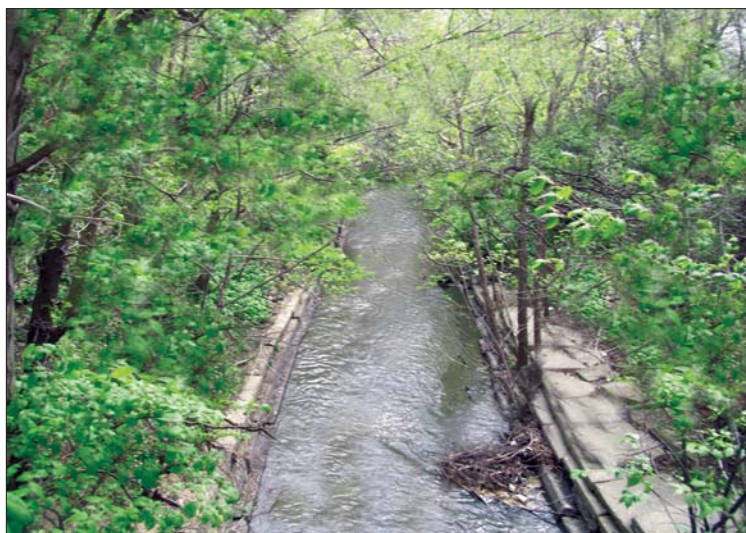


Figure 3.16 Midlothian Creek

proper roadway etiquette, raise the visibility of cyclists, and help bicyclists and drivers behave predictably when sharing road space. Bike lanes have also been found to lower motor vehicle speeds, resulting in fewer crashes and lower crash severity for all users. The Illinois Department of Transportation Recently approved the use of green-colored bike lanes. Colored bike lanes can be used to draw driver's attention to the bike lane, and can also be used at intersections, driveways, or other points of conflict. Bike lanes are recommended for the following roads:

- 167th Street
- 179th Street
- 88th Avenue
- Oak Forest Avenue / Hickory Street / South Street / Timber Drive
- 175th Street

3.2.6 Off-Street Trails

Objective:

Construct off-street trails to complete gaps in the active transportation network and provide connections to regional trails.

Description:

When sufficient right-of-way is available, a trail should be constructed to provide additional connectivity for the active transportation network. Trails can provide important connections to regional trail systems and provide great opportunities for recreation and longer distance active transportation. Limited access and few intersections make trails useful local and regional connections within the active transportation network. Off-street trails are recommended for the following locations:

- Midlothian Creek Walk
- Extend the ComEd Right-of-Way to 159th Street and 183rd Street

Objective:

Construct cantilevered bridges at difficult or unsafe crossings to ensure pedestrians and cyclists can safely travel around Tinley Park.

Description:

A cantilevered bike and pedestrian bridge is a separated bridge that is connected to existing infrastructure. Cantilevered bridges provide a safe space for pedestrians and bicyclists to cross over high traffic roadways and blind intersections. An ideal location in Tinley Park for a cantilevered bridge is the IFC railroad overpass at Harlem Avenue.

3.2.8 Bicycle Parking**Objective:**

Throughout Tinley Park, install inverted-u, ribbon, or functionally similar bike parking racks at commercial retail areas, public buildings, and parks, and on public property near businesses and multi-unit residences.

Description:

Racks should be located within clear view of the destination's entrance-way, preferably as close as the nearest motor vehicle parking space, and no more than 50 feet away from the entrance. If multiple racks are clustered in a visible and signed location, they can be sited up to 100' away from the entrance. If racks are placed further away than this, cyclists are likely to ignore the racks and look for a closer place to lock up.

Bike parking installation should focus on the places identified in this plan and at hubs (see Section 3.3.11 on page 37). By choosing racks with a unique color or shape at high-visibility locations, the racks can add character to a community.

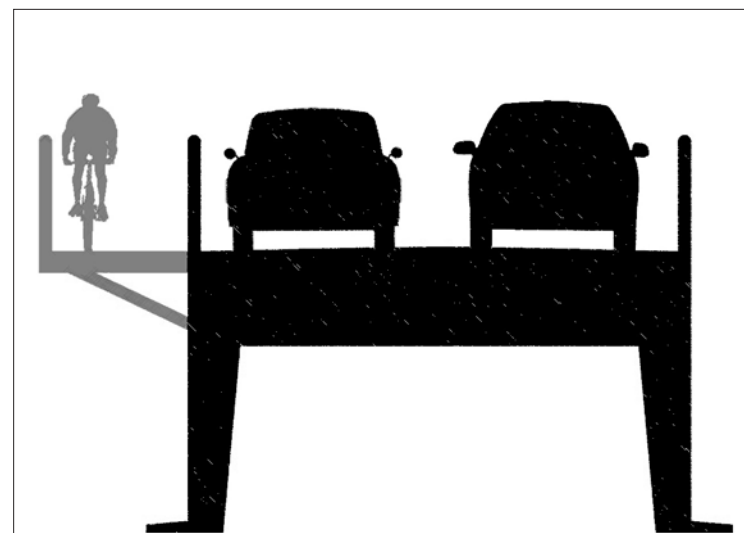


Figure 3.17 Example of a cantilevered pedestrian bridge



Figure 3.18 IFC railroad overpass at Harlem Ave.



Figure 3.19 A traditional ribbon-shaped bicycle rack



Figure 3.20 Example of unique bicycle rack⁸

3.2.9 Road/Lane Diet

Objective:

Improve safety and provide more space for bike lanes.

Description:

By decreasing the width of lane, the resulting leftover space can be used for bike lanes, and/or other improvements such as medians or pedestrian refuge islands. A road diet should be considered for the following road(s):

- ▶ 167th Street (east of Oak Park Ave.)

Definition: Bikeways

Bikeways are simply any road, path, or way designated as open to bicyclists. Organizations like the American Association of State Highway and Transportation officials have developed design standards and a general hierarchy of bikeways, classified as follows:

Class I:

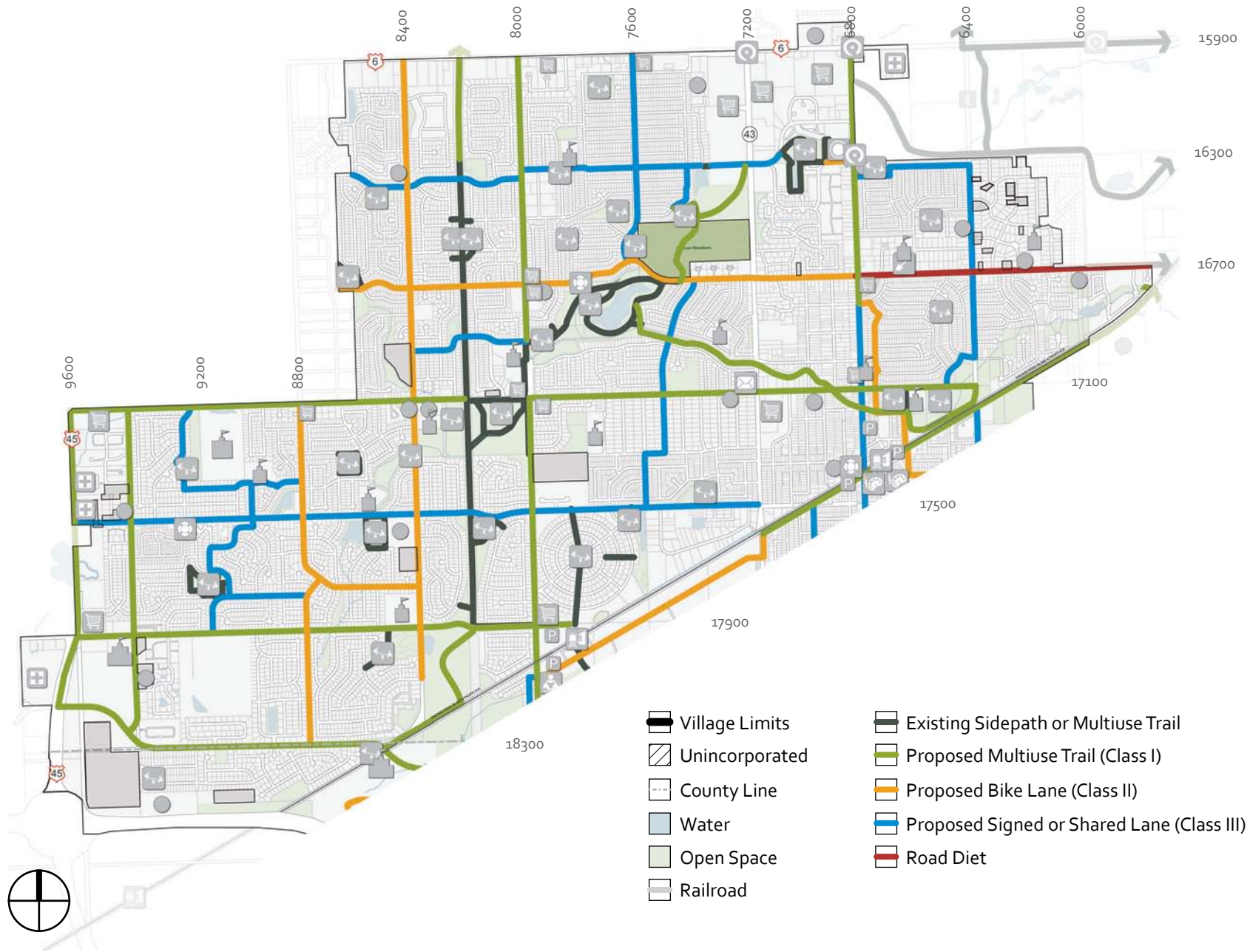
Class I bikeways, paved or unpaved, are physically separated from any street by open space or other barrier. (Also referred to as multi-use trail, bicycle path, or bike trail)

Class II:

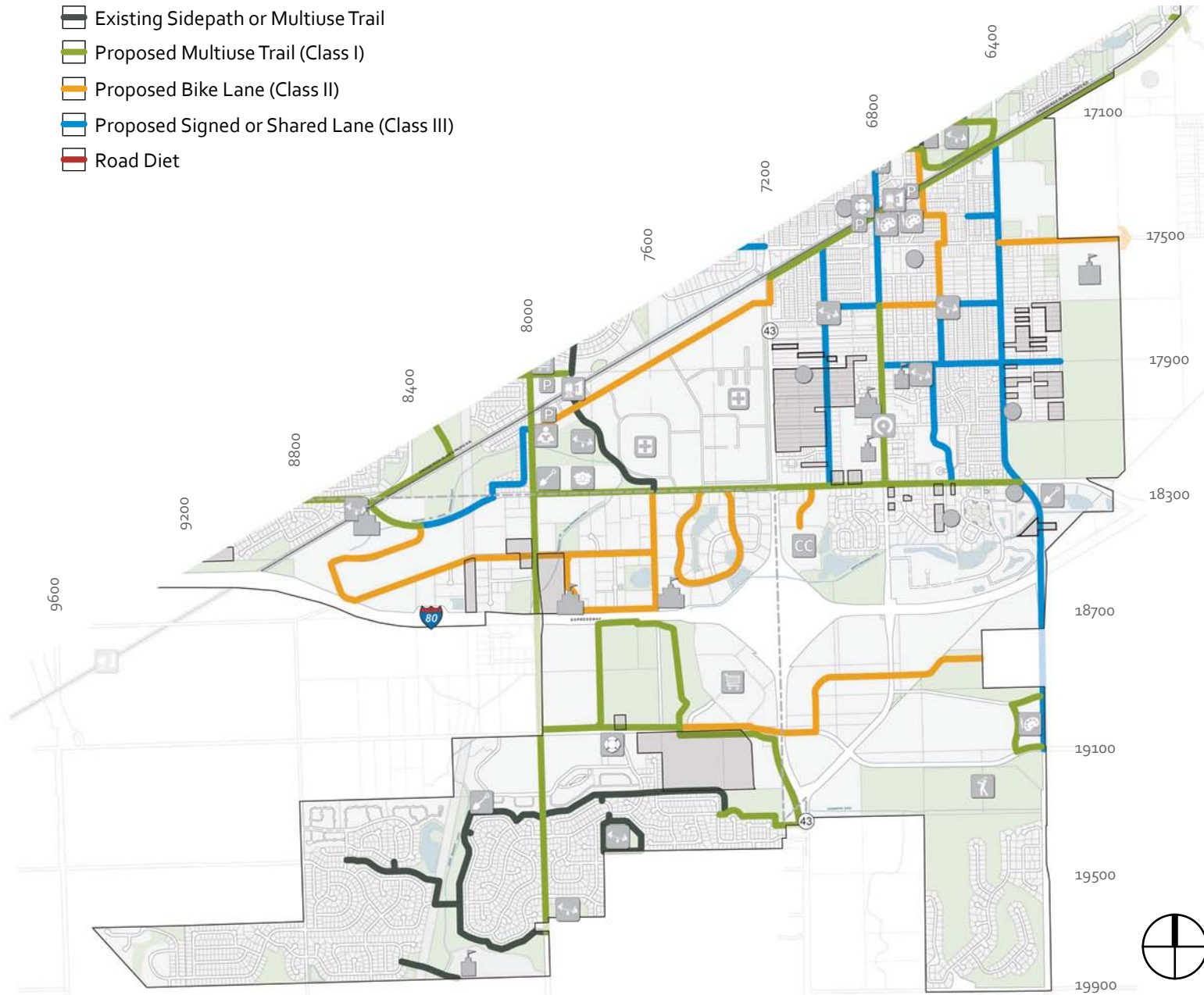
Class II bikeways are location on a portion of a roadway that and are designated by striping, signing, and pavement markings. (Also referred to as bicycle lane)

Class III:

Class III bikeways are a portion of a roadway designated by signage and pavement markings, but without striping. (Also referred to as a bike route and the pavement markings are often referred to as "sharrows")



- | | |
|---|--|
|  Village Limits |  Existing Sidepath or Multiuse Trail |
|  Unincorporated |  Proposed Multiuse Trail (Class I) |
|  County Line |  Proposed Bike Lane (Class II) |
|  Water |  Proposed Signed or Shared Lane (Class III) |
|  Open Space |  Road Diet |
|  Railroad | |



Protection from vehicular traffic or shorter waits to safely cross at designated locations may encourage a person to use active transportation. Effective crossings are a cost-effective safety strategy that also encourage walking, biking, and transit use. These simple improvements are recommended, in various combinations, at many of the network's major intersections.

The following recommendations and Map 3.3.12 on pages 38-39 illustrate the location and type of intersection and crossing improvements that should be made. Technical guidance for these recommendations can be found in the Manual for Uniform Traffic Control Devices, 2009 edition.

3.3.1 Add Stop Bars and Install and Restripe Crosswalks

Objective:

Make crosswalks more visible to drivers.

Description:

All crosswalks in high-use areas should be upgraded to "zebra stripe" or "ladder style" and be installed where missing. Ladder or zebra stripe style crosswalks are significantly more visible to drivers than the traditional parallel line crosswalks. Signalized intersections along regional corridors should be prioritized for ladder-style crosswalks, including:

- ▶ 167th Street
- ▶ 171st Street
- ▶ 159th Street
- ▶ Harlem Avenue
- ▶ 183rd Street
- ▶ 80th Avenue

Standard crosswalks should be installed along streets that feed into priority pedestrian routes.

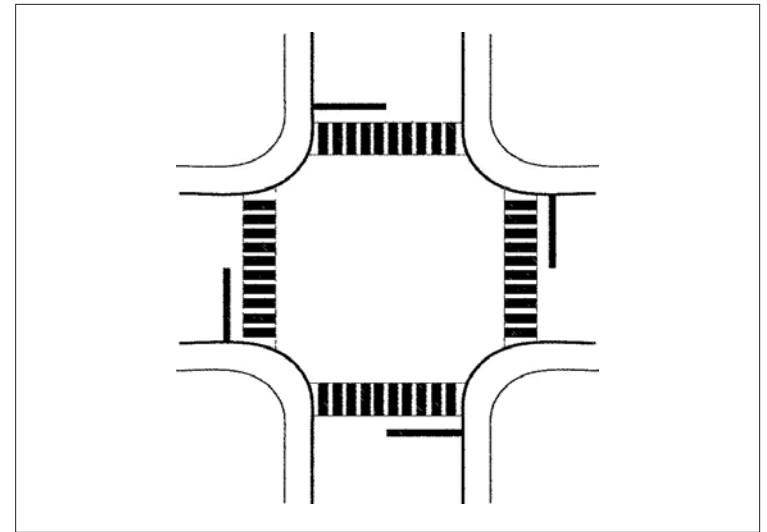


Figure 3.21 Example of ladder style crosswalks with stop bars



Figure 3.22 Example of bollards as pedestrian barriers

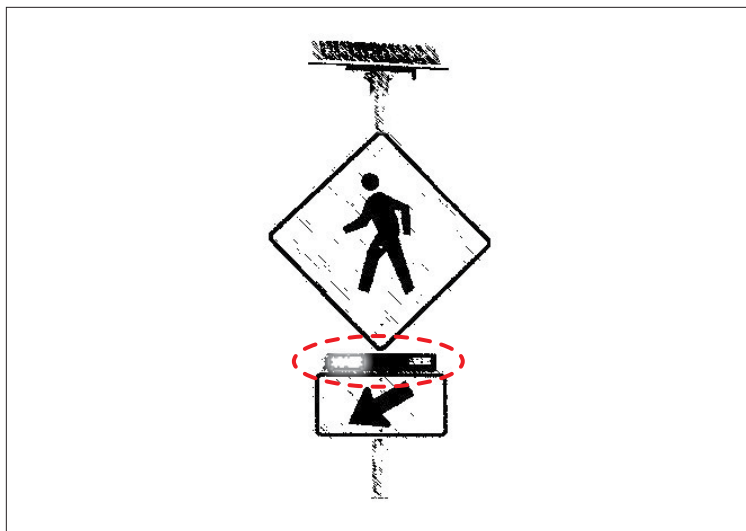


Figure 3.23 Example of rectangular rapid flashing beacons



Figure 3.24 Example of countdown pedestrian signals

Stop bars should be considered at the following locations:

- ▶ 167th Street and 66th Avenue
- ▶ 169th Street and 80th Avenue
- ▶ 163rd Place and Oak Park Avenue

3.3.2 Remove Obstructive Bollards

Objective:

Improve access and eliminate potential safety hazards for bicycles and wheelchairs.

Description:

While bollards may be used for appropriate purposes, such as preventing vehicles from entering a multi-use trail, in some places bollards are too close together and present a safety hazard to bicyclists and people in wheelchairs using the trail. This is the particular case at the following location:

- ▶ 163rd Street and Lake Villa Avenue near the K-Mart parking lot

3.3.3 Install Rectangular Rapid Flashing Beacons (RRFBs)

Objective:

Increase driver awareness of pedestrians at unsignalized intersections and mid-block crossings.

Description:

RRFBs are user activated flashing lights that supplement warning signs. RRFBs can be installed on two-lane and multi-lane roads. Drivers have a much higher response rate to RRFBs than to typical unsignalized intersection treatments (e.g., crosswalks, warning signs, and other pavement markings). The following locations should be considered for RRFBs:

- 163rd Place and Oak Park Avenue
- Brementowne Drive and Oak Park Avenue
- 167th Street and Ridgeland Avenue
- 167th Street and 66th Avenue
- 171st Street at the ComEd Right-of-Way trail crossing

3.3.4 Install Countdown Pedestrian Signals

Objective:

Provide intersection crossing times to pedestrians.

Description:

All signalized crossings should be upgraded, as funding allows, to countdown pedestrian signals. These signals show pedestrians how much time they have to cross the street and discourage pedestrians from running across the street at an unsafe time.

3.3.5 Time Signals for Leading Pedestrian Intervals (LPI)

Objective:

Reduce potential for pedestrian-automobile conflicts.

Description

LPI give pedestrians an exclusive three and five seconds of time to cross the street before vehicles get a green signal. LPI help to increase visibility of pedestrians attempting to cross at busy intersections. The following intersections could be considered for LPI:

- Oak Park Avenue and 167th Street
- Oak Park Avenue and 173rd Place

3.3.6 Install Loop Detectors Bicycle Signal Detection and Actuation at Signalized Intersections

Objective:

Reduce bicyclist wait time to cross signalized intersections.

Description:

Bicyclists waiting at signalized intersections are often undetected by signals due to their relatively small metallic mass. When waiting for a red light to change to green, cyclists must either wait for a vehicle, dismount and use a pedestrian push button, or cross illegally. Loop detectors are embedded in pavement and accurately detect bicyclists waiting for a signal. Loop detectors should include pavement markings that tell cyclists where to stop in order to be recognized by the traffic signal.

3.3.7 Install Sidewalk Curb Cuts with Truncated Domes

Objective:

Comply with Americans with Disabilities Act (ADA) Standards.

Description:

All new intersection crossings should be equipped with curb cuts and truncated domes at the ends of sidewalks to insure the intersection complies with Americans with Disabilities Act standards. These amenities direct people with visual impairments through an intersection at a crosswalk.

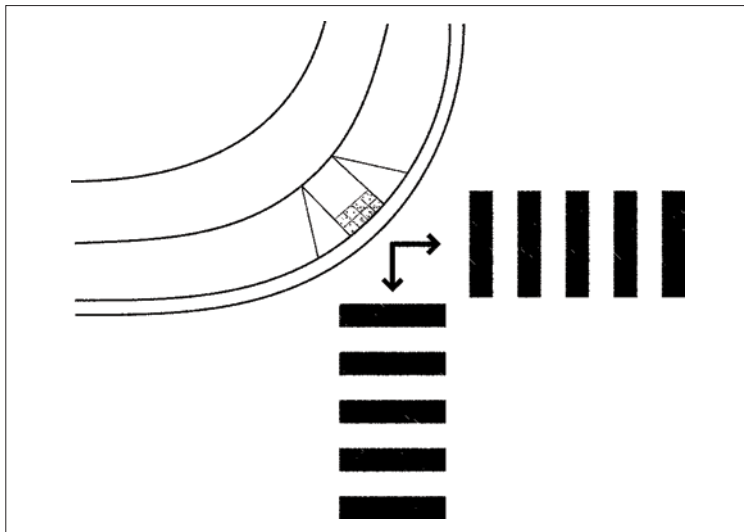


Figure 3.25 Example of curb cuts with truncated domes

3.3.8 Install Roundabouts

Objective:

Improve intersection safety and efficiency.

Description:

Roundabouts installed at intersections aid in directing drivers to act more predictably and at slower speeds. Roundabouts will provide safer pedestrian crossings, helping to set a tone of cautious driving. Per the Legacy Plan, the intersection of 183rd Street and Oak Park Avenue is being considered for a roundabout.

3.3.9 Install Pedestrian Islands and Refuges

Objective:

Increase pedestrian safety by reducing the crossing distance.

Description:

A refuge decreases the crossing distance by allowing bicyclists and pedestrians to travel across only one or two lanes of traffic at a time when trying to cross a multilane street. Planted center medians can include curb cuts to accommodate bicycle and pedestrian crossings (3.3.7). The following mid-block crossing and intersections should be considered:

- ▶ 163rd Street and 80th Avenue
- ▶ Signalized intersections along Harlem Avenue
- ▶ Planted center medians on 167th Street
- ▶ 167th Street and Ridgeland Avenue

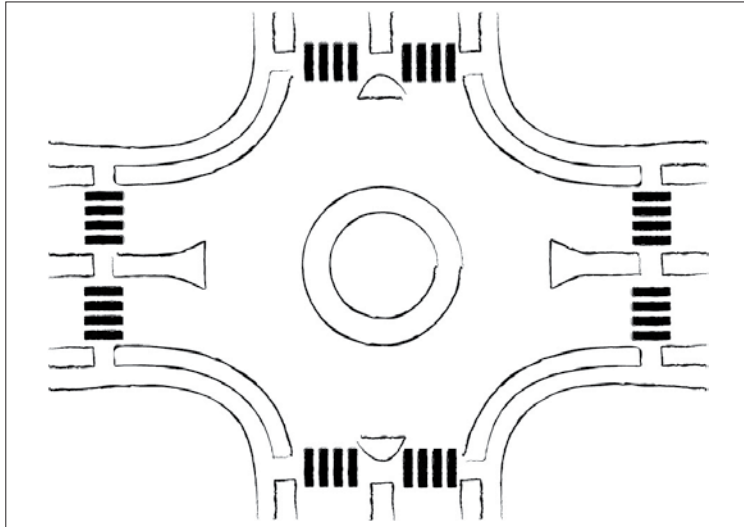


Figure 3.26 Example of a roundabout

Objective:

Increase pedestrian safety by reducing the crossing distance.

Description:

Like pedestrian refuge islands, pork chop islands reduce pedestrian crossing distance required at wide, high traffic volume intersections. Pork chop islands are shaped like triangles. Pork chop islands both provide a separate space for right turning vehicles and provide pedestrians with a safe space to stop before crossing between multiple lanes of traffic. The following intersections should be considered for pork chop islands:

- ▶ 183rd Street and Harlem Avenue
- ▶ 159th Street and Harlem Avenue
- ▶ 167th Street and Harlem Avenue

3.3.11 Network Connection Points**Objective:**

Create a series of gateway intersections, hubs, and transition areas to identify the active transportation network and help users connect between modes of active transportation (such as from bicycling to transit).

Description:

This plan recommends three categories of network connection points to be considered when evaluating proposals for transportation improvements:

- ▶ Gateways: Identify an intersection as an entrance to a community or key districts. Gateways should be prioritized for network wayfinding signs and identity features, such as public art installations and banners.

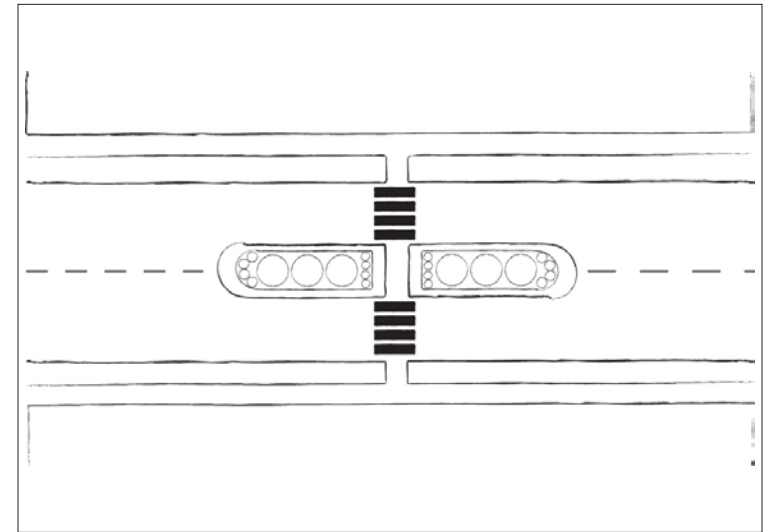


Figure 3.27 Example of pedestrian island / refuge

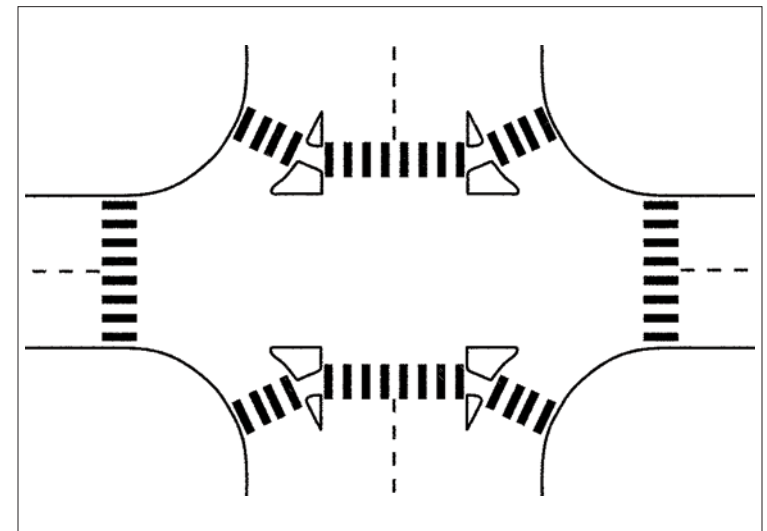
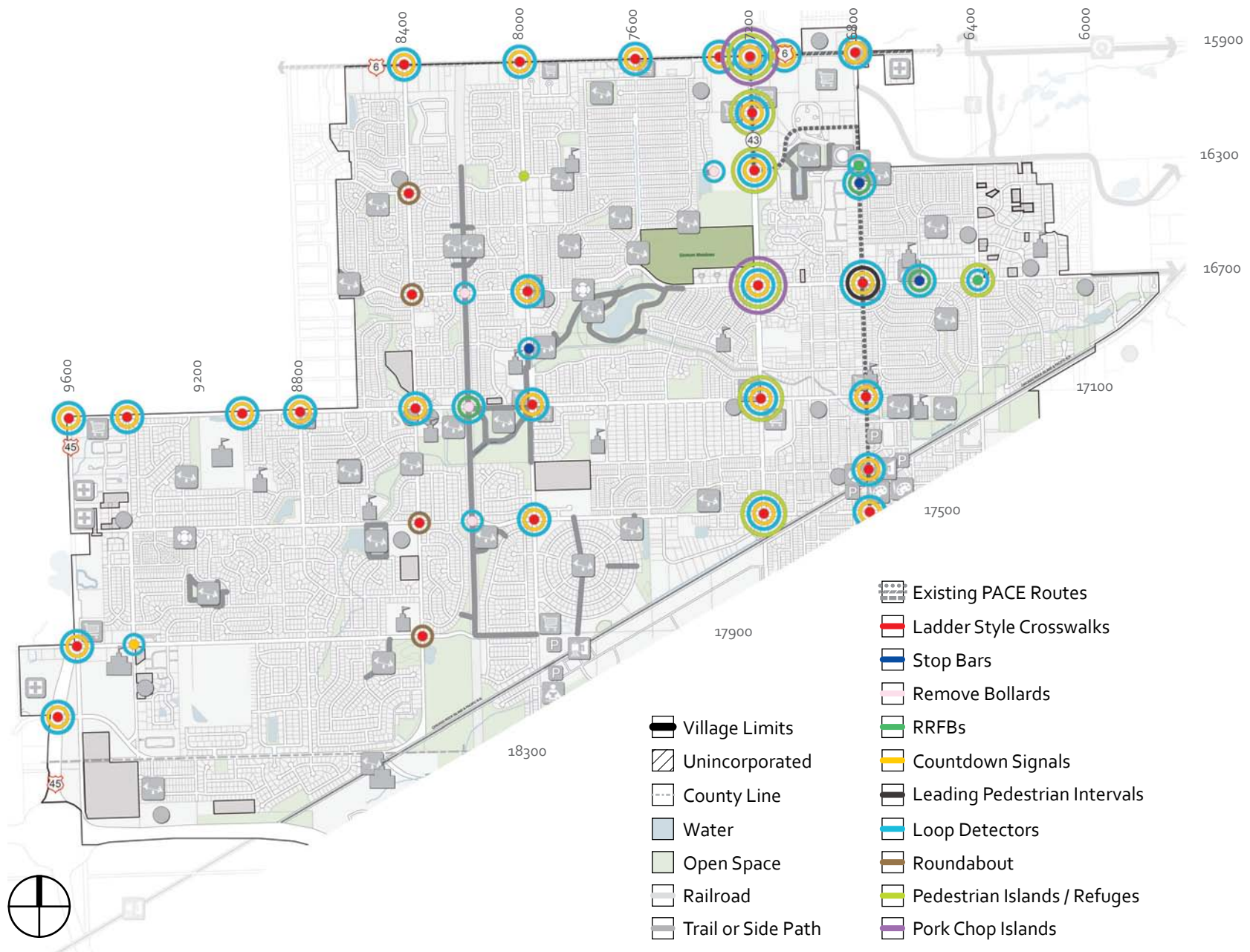
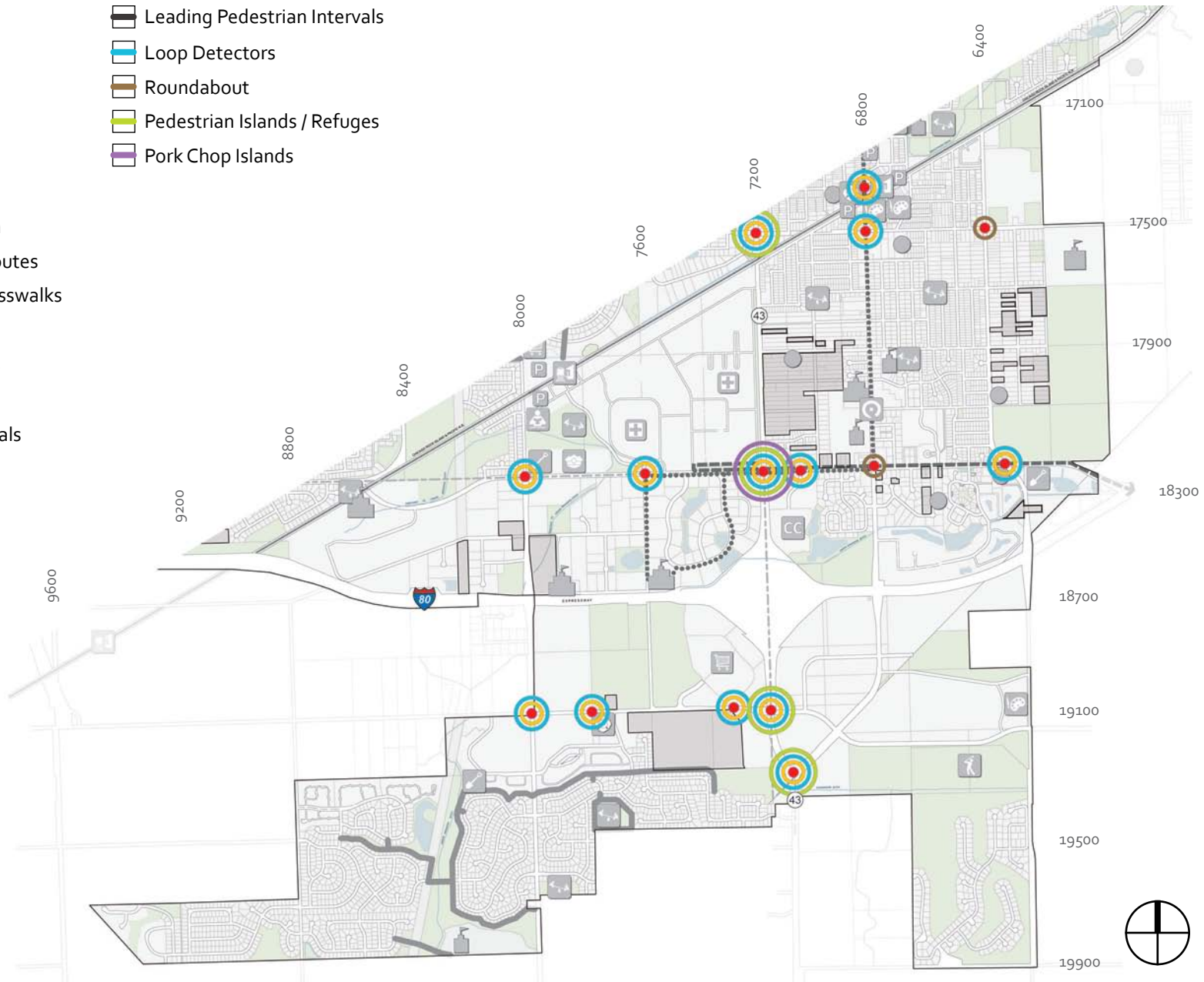


Figure 3.28 Example of pork chop islands

- ▶ Hubs: Places along bike- or pedestrian-friendly routes that could be transit connection points. Ideally, a hub offers nearby access to businesses, schools, and hospitals. Hubs should be prioritized intersections for the placement of network amenities, such as transit shelters, bike parking, benches, and human-scale lighting.
- ▶ Priority Intersections: Intersections where a street or its surrounding land use changes character, such as where a street's abutting use change from forest preserve to residential. Transitions are opportunities to begin traffic calming measures, start or end on-street bike facilities, and change the posted speed or lane configuration. Transitions can also help determine the scope of redevelopment projects or corridor studies.



-  Village Limits
-  Unincorporated
-  County Line
-  Water
-  Open Space
-  Railroad
-  Trail or Side Path
-  Existing PACE Routes
-  Ladder Style Crosswalks
-  Stop Bars
-  Remove Bollards
-  RRFBs
-  Countdown Signals
-  Leading Pedestrian Intervals
-  Loop Detectors
-  Roundabout
-  Pedestrian Islands / Refuges
-  Pork Chop Islands



3.4 Public Transit Improvements

Connections to transit are one of the primary functions of Tinley Park's active transportation network. Transit service helps residents choose active transportation for many of their longer daily trips. People are generally willing to walk or bike up to 10 minutes to a dependable and direct transit access point, roughly a one-half mile walk or a two mile bike ride. Locating and planning for hubs (see 3.3.11 on page 37) in the local network can help coordinate the local system with regional transit service.

3.4.1 Increase Awareness of PACE Routes 356, 364, 386, and 773

Objective:

Create awareness for routes and increase access to buses by using more bicycle and pedestrian friendly design at bus stops and shelters.

Description:

Improve stop visibility, post route maps and timetables at bus stops, participate in PACE route planning to increase frequency of service, and educating residents on the potential trips that can be made using the available service.

3.4.2 Install Bus Shelters at Bus Stops

Objective:

Make bus stops more hospitable to encourage more riders.

Description:

Install bus shelters and/or paved waiting areas at bus stops to increase rider comfort and protect riders from potential harsh weather. Also, post instructions at shelters for how to secure a bike to bus bike racks.



Figure 3.29 PACE bus with front bike rack⁹



Figure 3.30 PACE bus shelter



Figure 3.31 Metra stations are popular destinations for bicyclists



Figure 3.32 Multiuse trail with signage near 80th Ave Metra Station

3.4.3 Complete Sidewalk Gaps Adjacent to Bus Shelters

Objective:

Increase access to bus shelters.

Description:

Complete sidewalk gaps adjacent to bus stops. See Section 3.1.1 and the Sidewalk Gap Map in Appendix 4.4 on pages 50-51 for more information regarding sidewalk gaps.

3.4.4 Establish Connection between PACE and 80th Avenue Metra Station

Objective:

Connect and schedule services to more efficiently serve public transit riders.

Description:

Construct a transit hub at - or at minimum - extend a PACE route to the 80th Avenue Metra Station.

3.4.5 Improve Access to Metra Stations

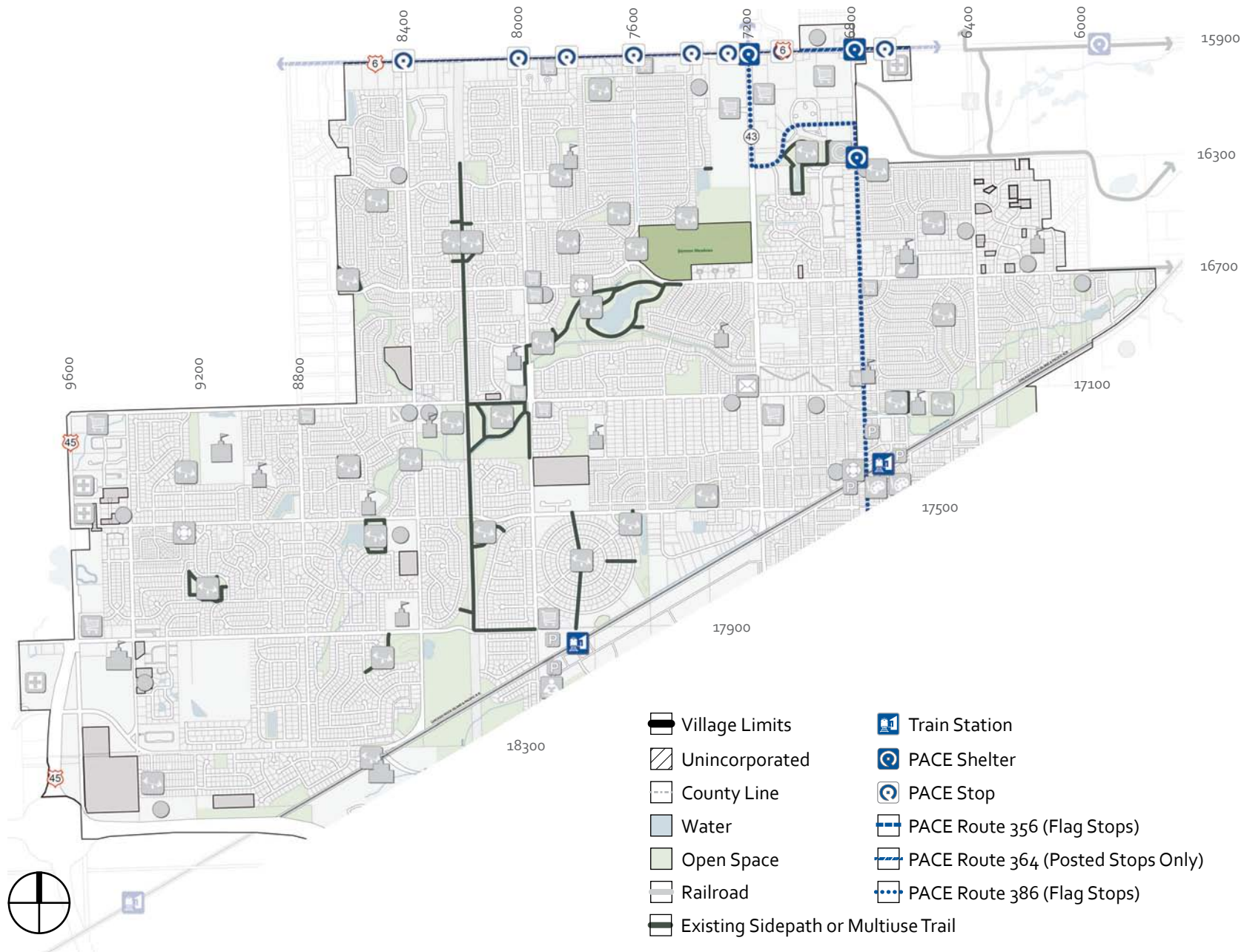
Metra Rock Island Line

Objective:

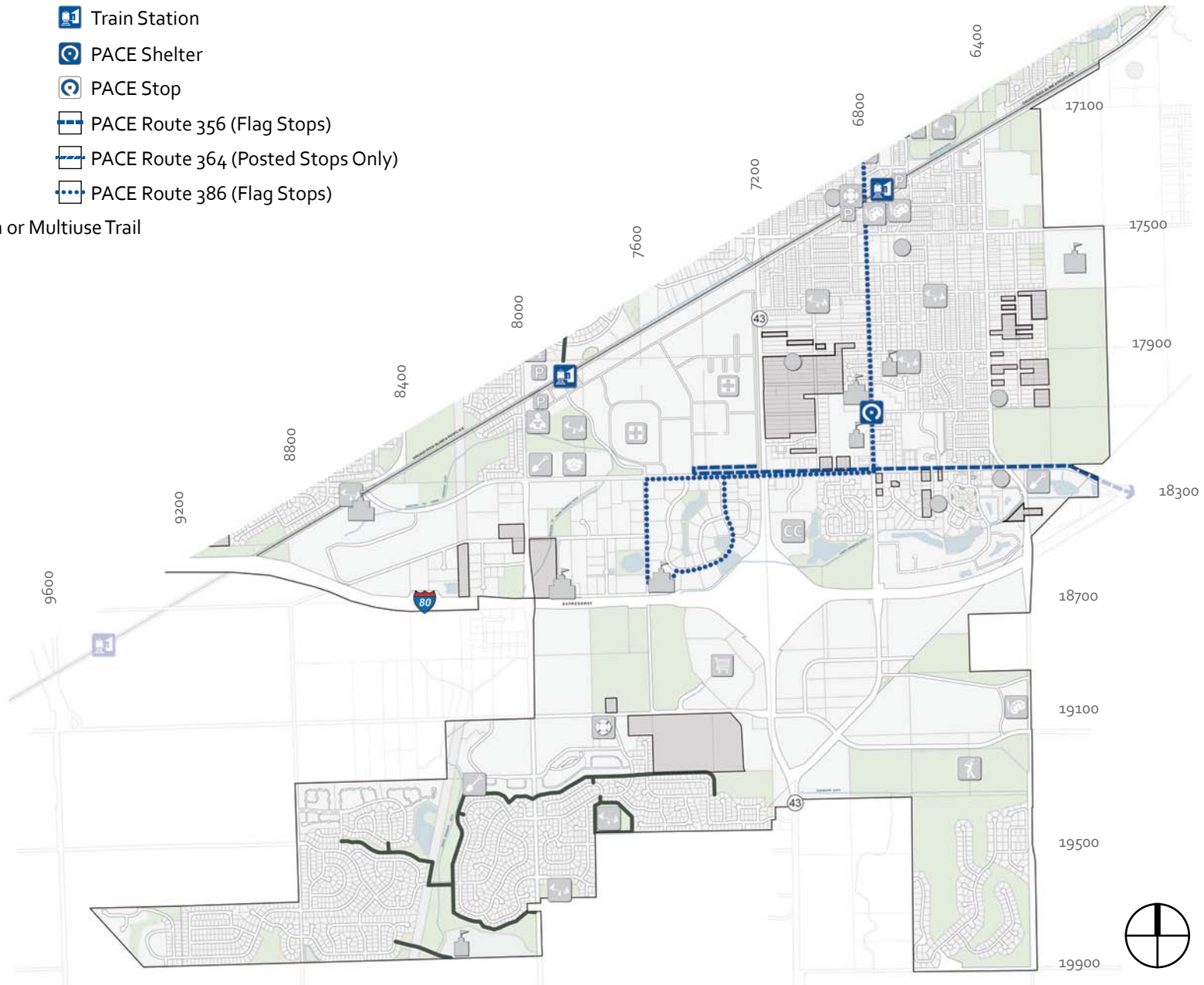
Improve access to the 80th Avenue and Tinley Park Metra Stations.

Description

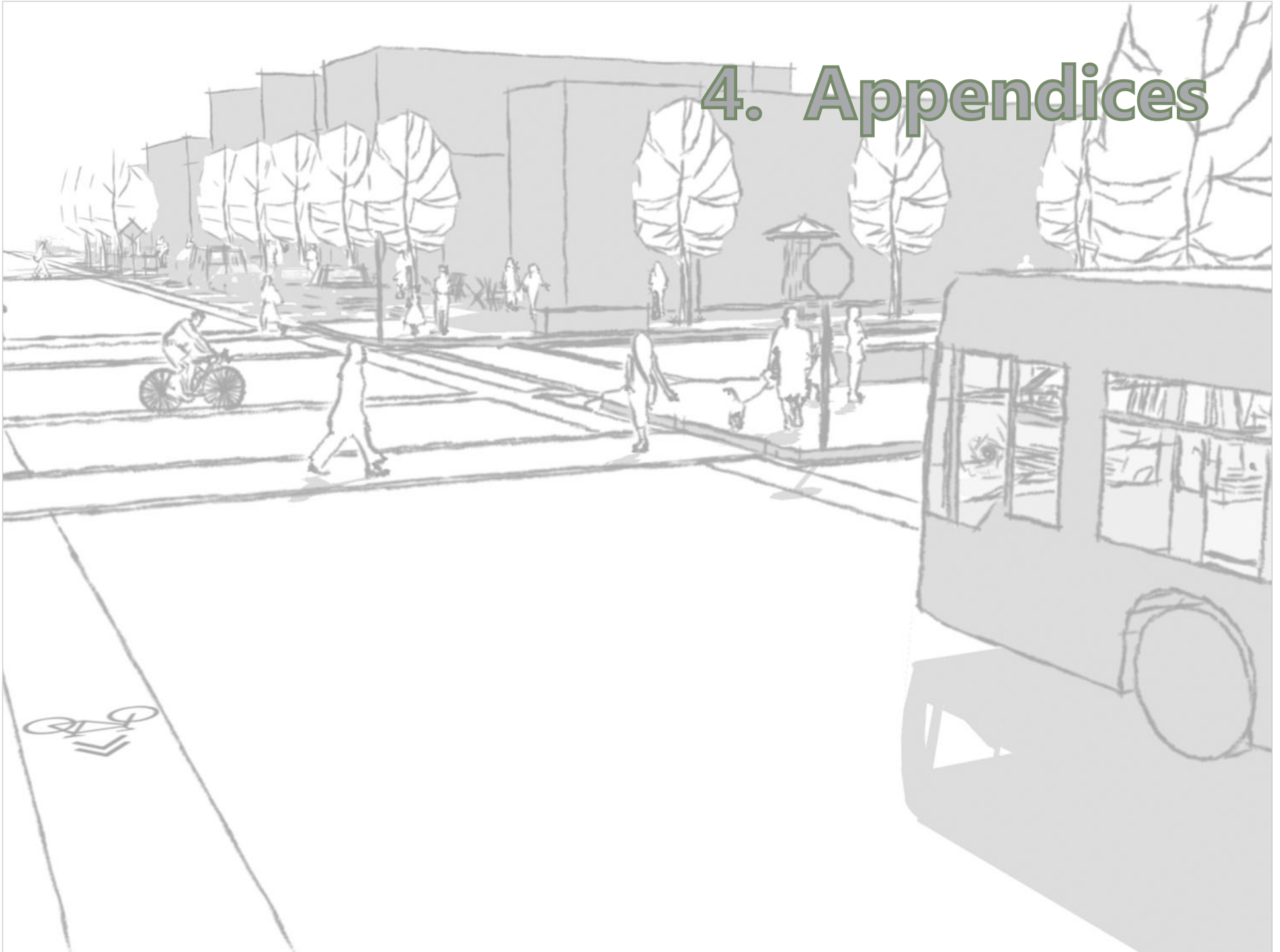
Use wayfinding signs to guide cyclists from destinations, such as the Tinley Park Convention Center or the Midwest Amphitheater, to the 80th Avenue Metra Station and the Oak Park Avenue Metra Station.



-  Village Limits
-  Unincorporated
-  County Line
-  Water
-  Open Space
-  Railroad
-  Existing Sidepath or Multiuse Trail
-  Train Station
-  PACE Shelter
-  PACE Stop
-  PACE Route 356 (Flag Stops)
-  PACE Route 364 (Posted Stops Only)
-  PACE Route 386 (Flag Stops)



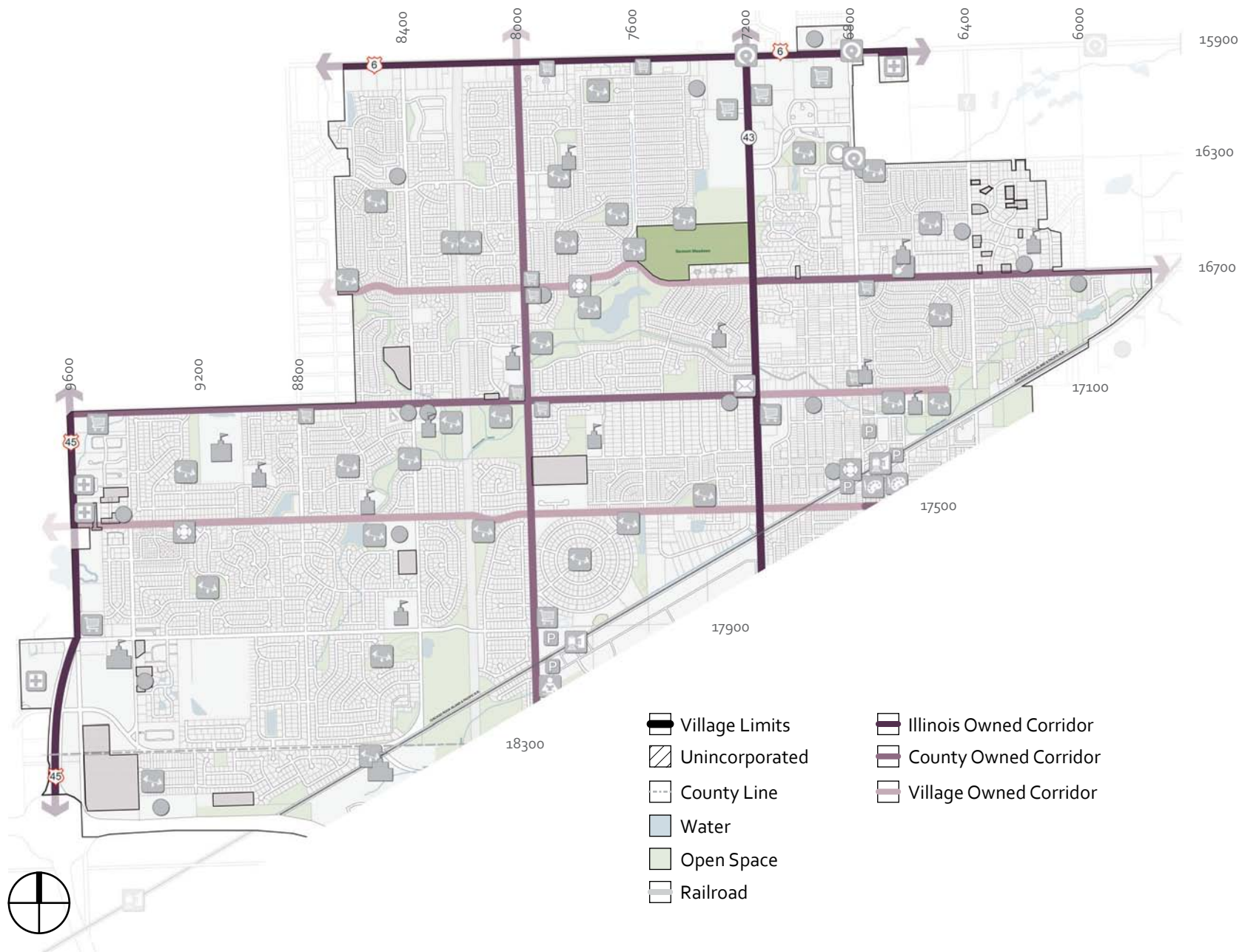
4. Appendices



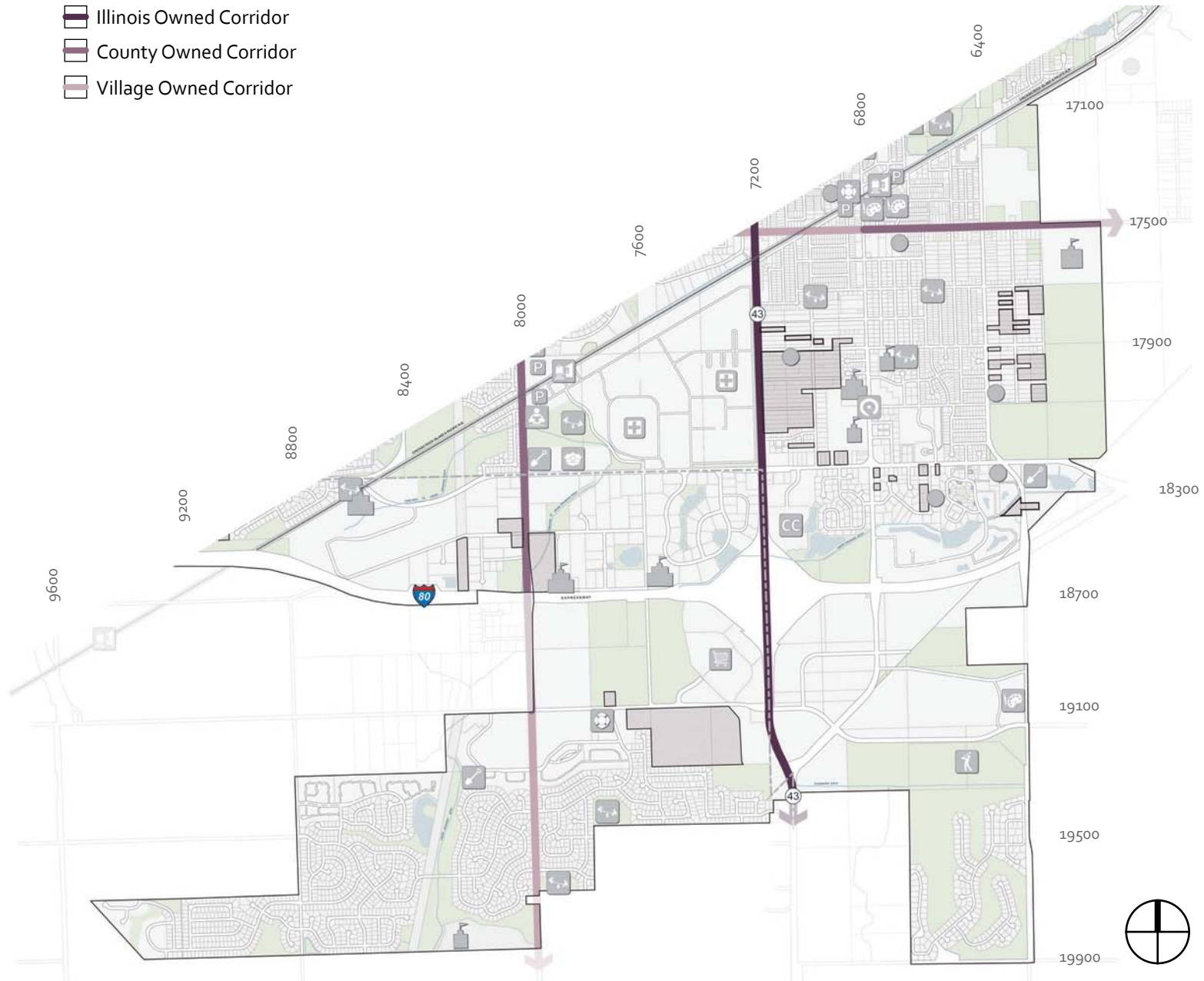
1. Cook County Department of Public Health. *Grants Awarded in Suburban Cook County to Promote Healthier Living*. Oak Park, IL: CCDPH, June 7, 2010. Print.
2. Center for Disease Control. *Obesity: Halting the Epidemic by Making Health Easier*. Atlanta, GA: CDC, 2011. Print.
3. Cook County Department of Public Health. *The State of Obesity in Suburban Cook County*. Oak Park, IL: CCDPH, 10 March, 2010. Print.
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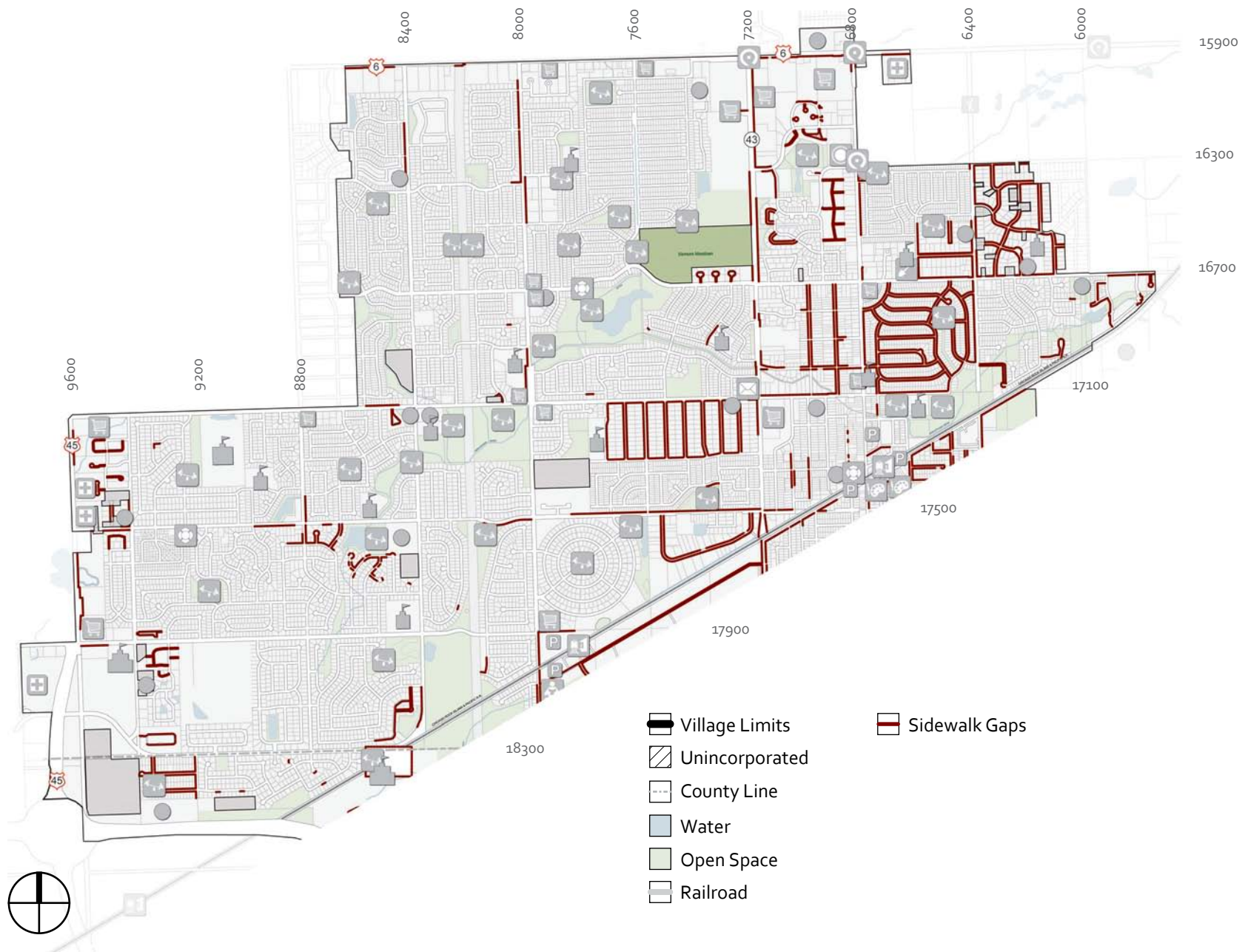
Except for the photographs listed below, all other photographs were provided by either Active Transportation Alliance or the Village of Tinley Park Planning Department:

6. "First Midwest Bank - First Midwest Bank Amphitheatre." *First Midwest*. Web. <<http://www.firstmidwest.com/FMBA/>>.
7. Site Design Group, Ltd. for GINKGO Planning & Design, Inc. and the Village of Tinley Park. "Midlothian Creek Concept Plan." *2009 Legacy Plan: Downtown Tinley Park*. Tinley Park, IL: 2009. Print.
8. "MMC at Bike Press Camp in Deer Valley, Utah." *Merrill Marketing/Communications*. Web. <<http://www.merrillmarcom.com>>
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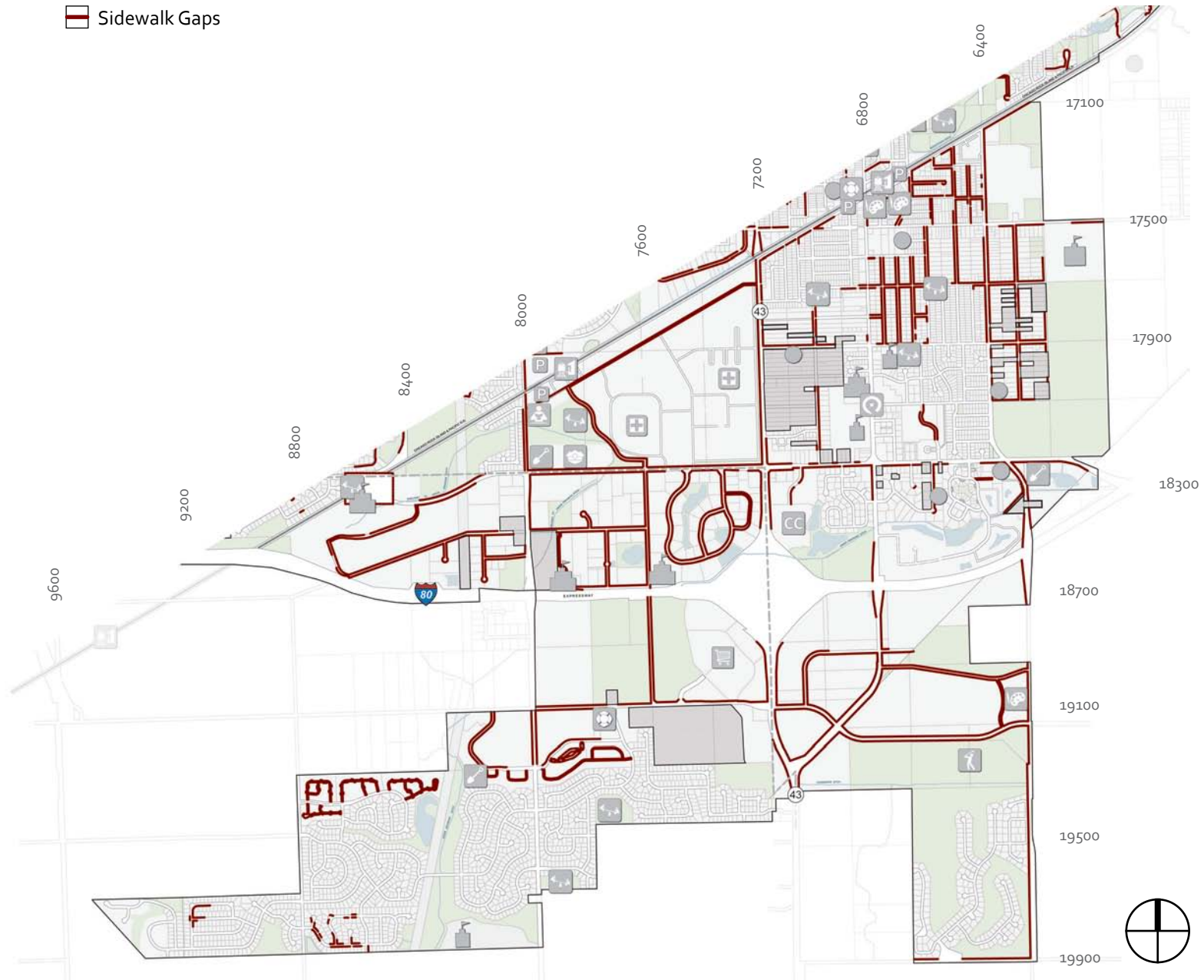


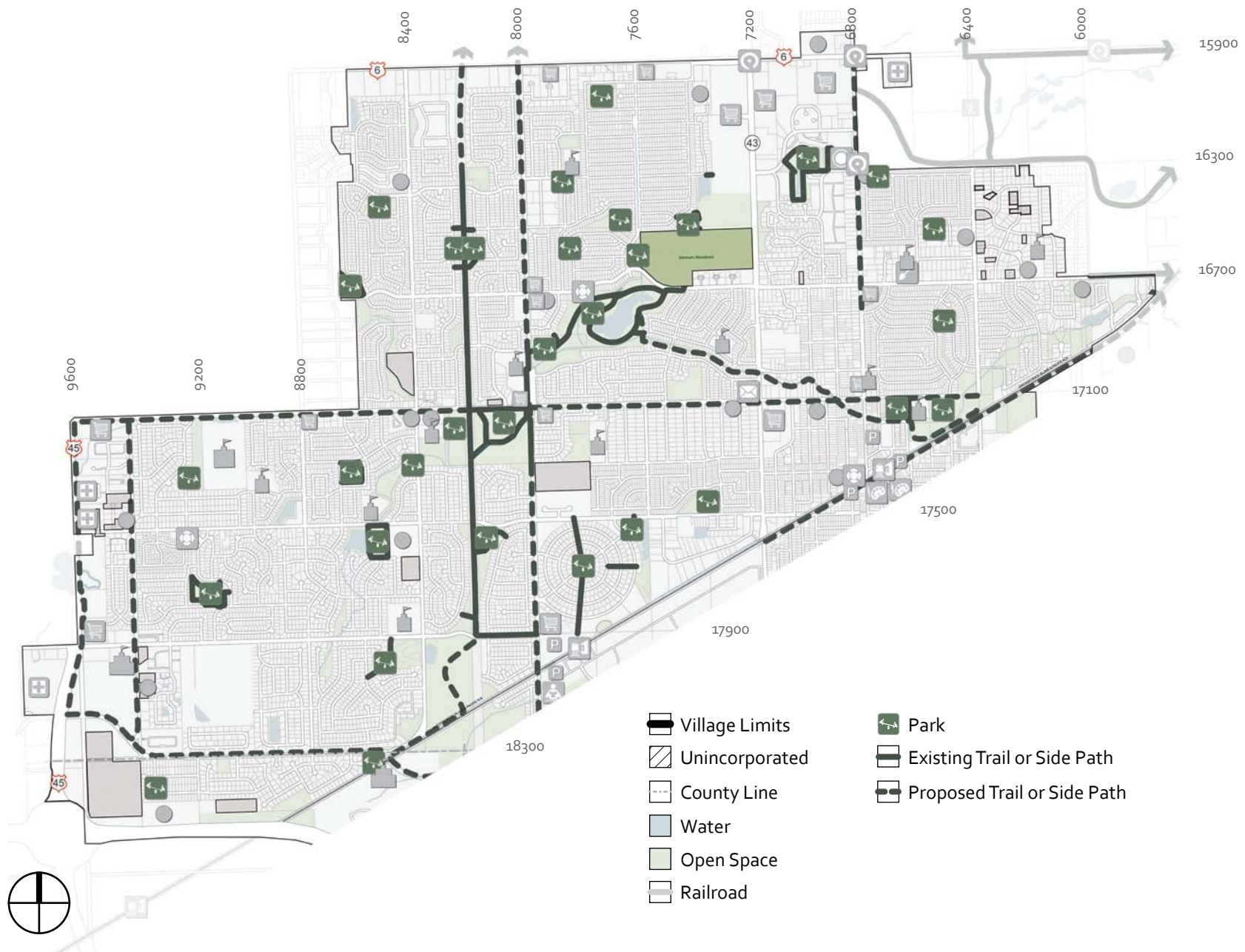
-  Village Limits
-  Unincorporated
-  County Line
-  Water
-  Open Space
-  Railroad
-  Illinois Owned Corridor
-  County Owned Corridor
-  Village Owned Corridor



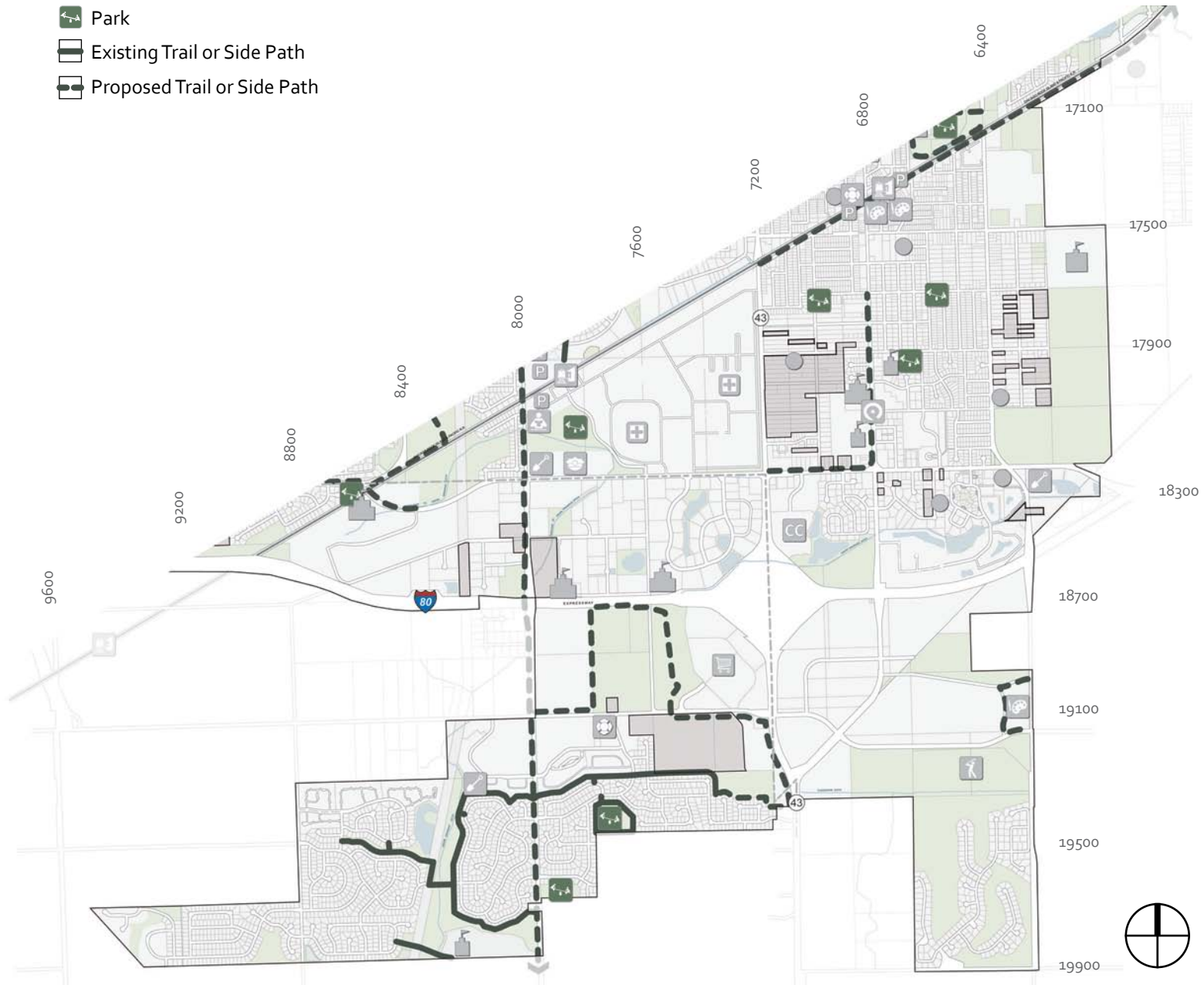


-  Village Limits
-  Unincorporated
-  County Line
-  Water
-  Open Space
-  Railroad
-  Sidewalk Gaps





-  Village Limits
-  Unincorporated
-  County Line
-  Water
-  Open Space
-  Railroad
-  Park
-  Existing Trail or Side Path
-  Proposed Trail or Side Path



PAMPHLET
FRONT OF PAMPHLET

ORDINANCE NO. 2012-O-022
AN ORDINANCE APPROVING AN AMENDMENT TO THE
COMPREHENSIVE PLAN FOR THE VILLAGE OF TINLEY PARK,
COOK AND WILL COUNTIES, ILLINOIS

Published in pamphlet form this 5th day of June, 2012, by Order of the Corporate Authorities of the Village of Tinley Park,
Cook and Will Counties, Illinois.

By: 
Village Clerk

287385_1

ORDINANCE NO. 2012-0-022

AN ORDINANCE APPROVING AN AMENDMENT TO THE
COMPREHENSIVE PLAN FOR THE VILLAGE OF TINLEY PARK,
COOK AND WILL COUNTIES, ILLINOIS

BE IT ORDAINED by the President and Board of Trustees of the Village of Tinley Park, Cook and Will Counties,

Illinois, as follows:

SECTION 1:

- A. That the Village Board has previously referred an amendment to the Tinley Park Comprehensive Plan to the Plan Commission of the Village (the "Plan Commission") for its consideration and recommendation, which amendment consisted of the "Active Transportation Plan" of the Village.
- B. That on April 19, 2012, the Plan Commission held a public hearing in regard to the proposed amendment to the Comprehensive Plan for the Village, with said hearing being held pursuant to the publication of proper notice in compliance with 65 ILCS 5/11-12-7.
- C. That on April 19, 2012, the Plan Commission recommended to the Village Board the adoption of the Active Transportation Plan as an amendment to the Comprehensive Plan for the Village.
- D. The Village Board hereby approves and adopts the findings and recommendations of the Plan Commission as to the amendment of the Village's Comprehensive Plan by adoption of the Active Transportation Plan and incorporates such findings and recommendations herein by reference as if they were fully set forth herein.

SECTION 2: That the Comprehensive Plan for the Village be and is hereby amended by adding the Active Transportation Plan thereto, which Active Transportation Plan is attached hereto as Exhibit "A" and made part hereof.

SECTION 3: That the Village Clerk is directed to record with the Recorder of Deeds of Cook and Will Counties, Illinois, the Notice attached hereto as Exhibit "B," in accordance with the requirements of 65 ILCS 5/11-12-7.

SECTION 4: The Village Clerk is further directed to publish this Ordinance in pamphlet form.

SECTION 5: That this Ordinance shall be in full force and effect from and after its adoption, approval, publication in pamphlet form and filing of Notice with the Recorder of Deeds.

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ADOPTED this 5th day of June, 2012, pursuant to a roll call vote as follows:

AYES: Seaman, Hannon, Maher, Staunton, Leon, Grady

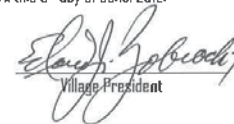
NAYS: None

ABSENT: None

APPROVED by the President of the Village of Tinley Park this 5th day of June, 2012.

ATTEST:


Village Clerk


Village President

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PAMPHLET
BACK OF PAMPHLET

ORDINANCE NO. 2012-D-022
AN ORDINANCE APPROVING AN AMENDMENT TO THE
COMPREHENSIVE PLAN FOR THE VILLAGE OF TINLEY PARK,
COOK AND WILL COUNTIES, ILLINOIS

Published in pamphlet form by Order of the Corporate Authorities of the Village of Tinley Park, Cook and Will Counties,
Illinois.

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