Mobility & Access

Introduction and Overview

Orland Park travelers have places to go and people to see, and for that, they rely on the Village's transportation network. Since 2000, Orland Park has added more than 3,200 new residential units and over 4 million square feet of new commercial space. That growth speaks to the desirability of Orland Park as a premiere Chicagoland community but it also means that there are more people accessing the transportation network and most of those people are traveling by car. In fact, despite train and bus service, US census data reveals that 90% of residents use a car to get to work. Due to the rapid growth of Orland Park, the transportation infrastructure has struggled to keep pace. Aggressive budgeting over the last decade has helped bring more of our road networks up to current standards and a number of large transportation infrastructure projects are currently underway.

Through surveys and outreach, citizens have been clear that transportation must be an Orland Park priority. Results from The National Citizen Survey revealed a need to focus on mitigating vehicular congestion, providing access to bus service and reducing barriers to walking. Opinions on the ease of car travel and traffic flow on major streets were rated well below the national benchmark. Residents rated ease of rail travel, ease of bicycle travel and the availability of paths and walking trails well above the national benchmark.

Over the past few decades, the Village has increased transportation mobility and access by maintaining and improving existing roadways, building new roadways that provide access for all users, increasing vehicular cross access between existing developments, maintaining and improving existing bikeways and building new bikeways. Over the next 15 to 20 years, the Village will develop a dynamic and interconnected transportation network that creates a unique community identity, continues to increase access for all modes of transportation, mitigates congestion, and promotes safety.

143rd Street, Orland Park

By the Numbers

- Orland's growth rate from **2000-2010** was **8%** higher than the statewide growth. *(Vandewalle, 2008)*
- **62.4%** of residents identify **transportation** as the desired investment for tax revenue *(Vandewalle, 2008)*
- The **2007** Economic Development survey identified **transportation** as one of the biggest obstacles for Orland Park to overcome in the next **5-10 years**. *(Vandewalle, 2008)*
- **87%** of respondents to the Citizen Survey indicated that it is essential or very important to make annual **investments** in **municipal infrastructure** like roads, sewer and water. *(NCR, 2012)*

Metra Southwest Service, Orland Park. (Wehmeier, 2013)

2030 Vision

Orland Park will have a safe and efficient transportation network that accommodates all users, mitigates congestion, and contributes to a unique community identity.

Key Concept

A key concept of this chapter is to view "transportation as a network" comprised of interconnected systems and components for all users that work together to create a whole. Viewing transportation as a network allows for issues to be assessed in a broad and comprehensive manner, thus maximizing the benefit of public investment through an overall coordinated approach.

The Mobility & Access Chapter develops a framework for the overall transportation network. The chapter will also serve as a guide for decision makers when addressing transportation issues and to educate the public on transportation issues and recommended solutions.

Mobility & Access Principles

1. Promote a dynamic and interconnected transportation network.
2. Reduce traffic congestion.
3. Support safe and accessible transportation options for all users.
4. Provide for and encourage non-motorized transportation.
5. Recommend land uses that can support public transit oriented development.
6. Leverage public and private investment in a way that strengthens the Village economy.

Context

Located 25 miles southwest of Chicago's Loop, Orland Park is accessible via several interstate highways and the Metra Southwest Service line. Thousands of daily commuters use the local and regional transportation network to access jobs in Orland Park, Chicago, and the surrounding areas. Air transportation is readily available a short 16 miles away at Midway Airport and 27 miles away at O'Hare International Airport.

Lowe's Planned Development Pedestrian Access, Orland Park. (Wehmeier, 2013)

LaGrange Road at 142nd Street, Orland Park

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Mobility & Access Components

The components that follow are summarized and intended to provide only a broad overview of the multi-faceted elements that contribute to the mobility and accessibility of Orland Park.

GO TO 2040

Orland Park's Mobility & Access Chapter closely align with CMAP's GO TO 2040 Plan recommendations for "the efficiency and effectiveness of the region's transportation system, which is crucial for economic prosperity and overall quality of life.

The Regional Vision describes a future multi-modal transportation system that is safe, accessible, easy to navigate, affordable, and coordinated with nearby land use, reduces congestion, improves regional mobility, and supports reinvestment into existing communities leading to environmentally sensitive and fiscally efficient outcomes.
(CMAP, 2010a)

Regional Plans

Transportation planning is regional by nature. It is important to recognize stakeholders that will play a key role in how Orland Park's transportation network will function. The below list of regional planning efforts have already or will, in some way, shape or impact the local transportation network in Orland Park.

Cal Sag Trail

Creates a regional recreation feature that directly connects to Village's trail system and larger systems linking Lake Michigan and the I & M Canal. Although primarily intended for recreational use, this trail also can provide an important link between communities for non-motorized transportation.
(FCST, 2013)

CenterPoint Intermodal Center—Elwood, Illinois

CenterPoint is a proposed intermodal and industrial business park and one of the largest private developments ever undertaken in the United States. Located southwest of Joliet and accessible by I-55 and I-80, this project could potentially have a huge impact on distribution and truck traffic through and around Orland Park.
(CPP, 2013)

Illiana Corridor Study

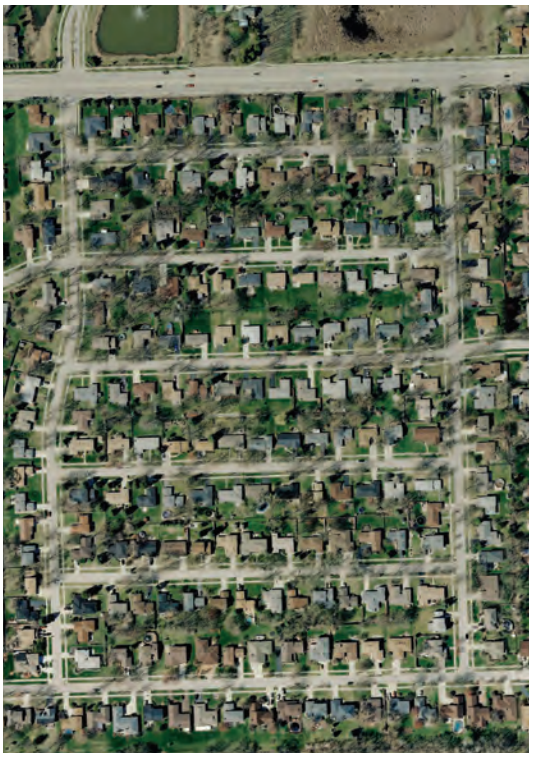
This study proposes an alternative east-west transportation corridor to the increasingly congested I-80. The new highway would link I-55 south of Joliet with I-65 in Indiana.
(IDOT and IDOT, 2013)

South Suburban Airport

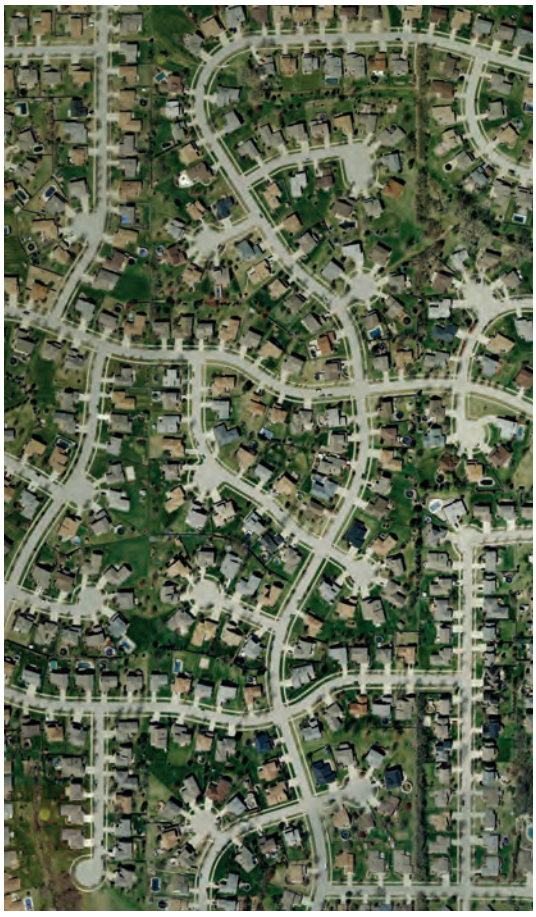
The South Suburban Airport is a proposed airport to be located in Peotone, Illinois that will serve the south Chicago suburbs and greater Chicagoland area, which is one of the country's major transportation hubs. The airport is envisioned as a supplemental, commercial service airfield that will offer travelers and businesses an expanded array of options in air and freight travel.
(IDOT, 2013b)

Southwest Conference of Mayors, 2012 Bicycle Plan

Completed in February of 2012 in conjunction with the Active Transportation Alliance, the plan promotes the bicycle as a true transportation option and focuses on the development of regionally connected bicycle corridors and facilities.
(ATA and SWCM, 2012)



Typical Single Family Neighborhood—East Side, Orland Park



Typical Single Family Neighborhood—West Side, Orland Park

Vehicular

The passenger vehicle dominates Orland Park's federal, state, county and local roadways. State roads including LaGrange Road, Harlem Avenue, 159th Street and Wolf Road form the backbone of the network and experience the highest traffic volume. The varied jurisdiction of Orland Park roads creates a unique challenge in creating a unified character for our roadways. The lack of Village control requires constant effort to coordinate with related agencies.

Orland Park's collector and local roadways define a visual character that varies with the location and age of the development. Early subdivisions were more grid like in character, with connected blocks of neighborhoods and multiple access points to collectors and arterials. Newer neighborhoods include more loops, cul-de-sacs, and fewer access points. Most of Orland Park's newer neighborhoods are found on the west side of town and exhibit a more rural character, both because of the more informal street pattern and because of the inconsistent sidewalks on the arterial and collector roads.

Orland Park experiences significant trucking activity along US Route 6 and US Route 7 which includes parts of Southwest Highway, Wolf Road, 159th Street and 143rd Street, as well as, US 45 (LaGrange Road) and State Highway 43 (Harlem Avenue). While the trucking activity is critical to the performance of Orland Park's commercial and industrial areas, this activity presents a number of challenges for the Village. The trucking decreases the life of the roadways, increases traffic congestion and decreases traffic safety through the center of the Village.

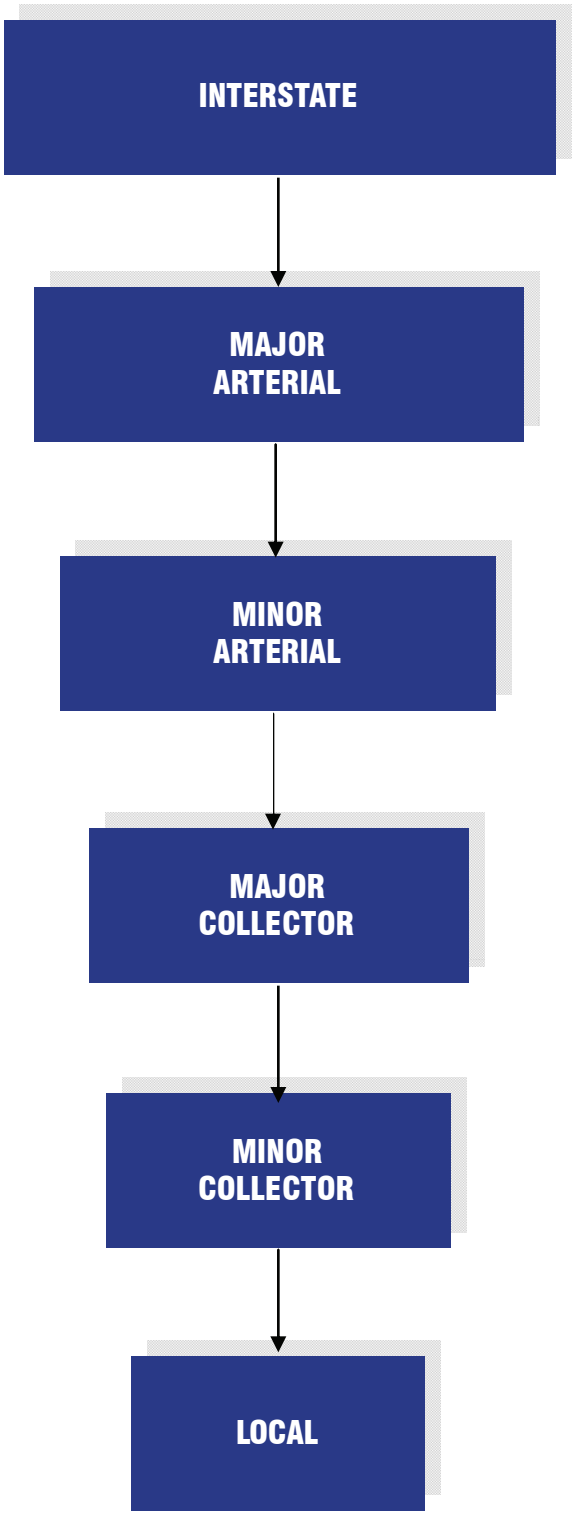
Functional Road Classifications in Orland Park

Orland Park is a thriving commercial and industrial suburban center strategically located with easy access to multiple interstates. Interstate 80 (I-80) runs east-west along the southern boundary of Orland Park and is the second longest interstate in the United States. I-80 provides a significant amount of trucking traffic to the area. Two of Orland Park's major arterials have interchanges with I-80, LaGrange Road and Harlem Avenue (in Tinley Park) both of which provide access to Orland Park's major commercial corridors. Other major interstate connections include Interstate 55 (I-55) and Interstate 294 (I-294) to the north via LaGrange Road and Harlem Avenue, Interstate 355 (I-355) to the west via 143rd Street and 159th Street, and Interstate 57 (I-57) to the east via 167th Street and 159th Street.

Orland Park arterials are critical corridors that connect to regional mobility systems and accommodate mobility within our community. Arterials also provide access to individual properties. Major arterials in Orland Park include but are not limited to LaGrange Road, Harlem Avenue, Will-Cook Road, Wolf Road, 143rd Street west of LaGrange Road, 159th Street, 167th Street and 183rd Street/Orland Parkway. Most of the arterials are under the jurisdiction of the Illinois Department of Transportation (IDOT) and corridor features are subject to IDOT approvals.

Collector roads collect and distribute traffic between local streets and the arterial system. Major public collectors in Orland Park include but are not limited to 110th, 108th, 104th, 88th, 80th, 94th, 139th, 151st, West Avenue, Ravinia Avenue and John Humphrey Drive. Most of the collectors are Village roads; however, some are under the jurisdiction of Cook County. Orland Square Drive is a privately owned collector. Local streets in Orland Park provide access to abutting properties. Local roads are typically public and under Village jurisdiction; or private roads constructed by developers and maintained by private property owners.

ORLAND PARK ROAD CLASSIFICATION (From large to small)



Major Arterial Road, Orland Park

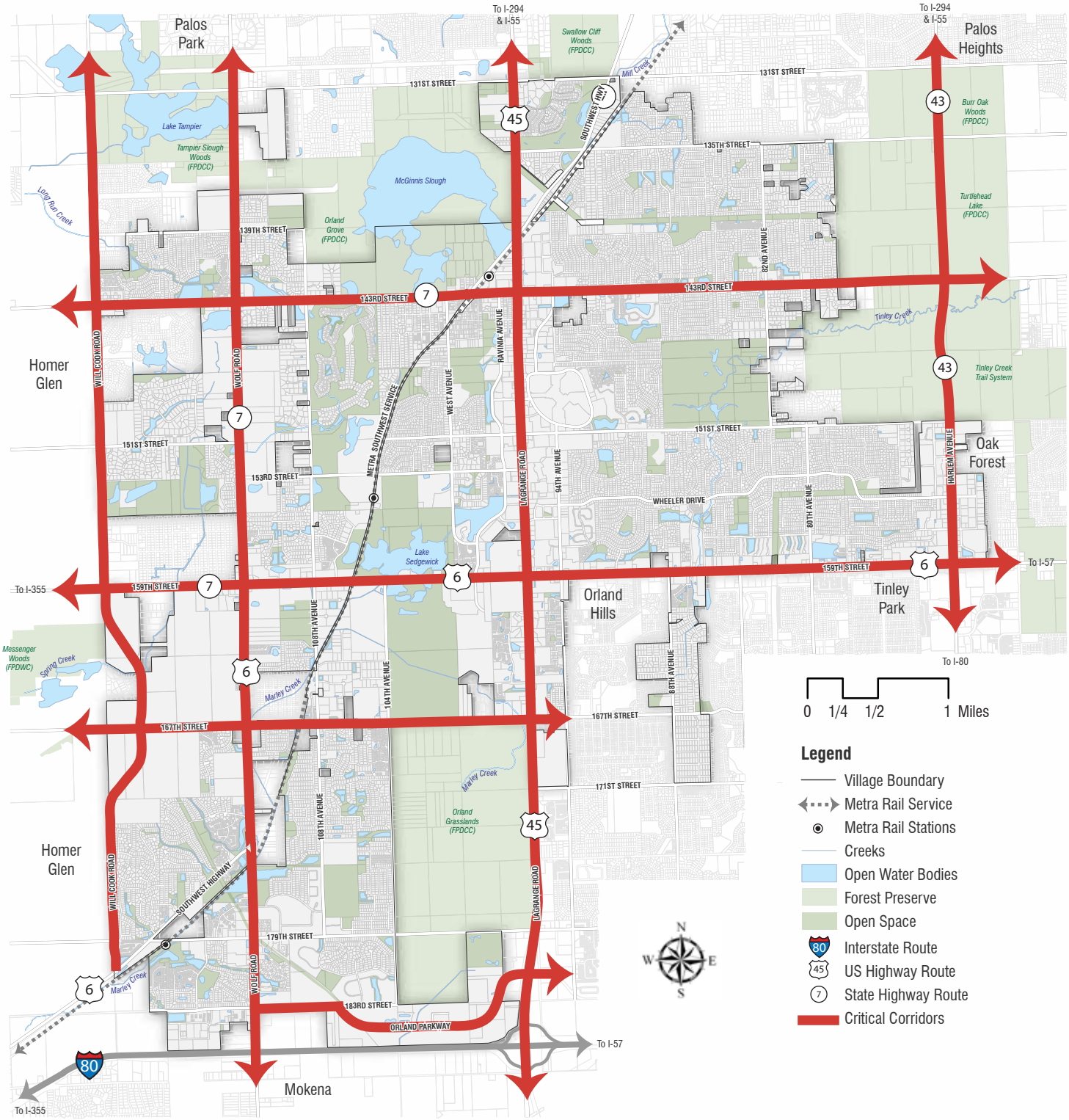
Collector Road, Orland Park

Local Road, Orland Park

ORLAND PARK CRITICAL CORRIDORS

	Jurisdiction	Description	Study
Harlem Avenue/ State Highway 43	Illinois Department of Transportation (IDOT)	4-5 Lanes. Major north-south arterial serving residential and commercial uses on the eastern edge of the Village. Annual average trips per day are approximately 31,800 in the section that traverses Orland Park. *(IDOT, 2013a).* Links Orland Park to I-55 and I-80 and the Cal-Sag Trail to the north. Also known as State Highway 43, Harlem Avenue is a strategic regional arterial.	Harlem Avenue Corridor Plan
LaGrange Road/ US Highway 45	Illinois Department of Transportation (IDOT)	4-6 Lanes (Future 6 lanes with double turn lanes). Primary north-south arterial serving civic, residential, employment, regional commercial and retail uses. Annual average trips per day range from 35,000 near the northern and southern boundaries to 42,300 at the commercial core. *(IDOT, 2013a)* Links Orland Park to I-55, I-80, the Old Plank Road Trail to the South and the Cal-Sag Trail to the north. Also known as US Highway 45, LaGrange Road is a strategic regional arterial.	LaGrange Road Corridor Plan Under Construction, Anticipated completion 2015.
Will-Cook Road	Cook County/Will County	2 Lanes. North-south rural arterial serving neighborhood commercial and residential uses along the western edge of the Village. Extends north of Orland Park to 123rd Street and south to Southwest Highway.	N/A
Wolf Road/US Route 6 & 7 (for a portion)	Cook County/Illinois Department of Transportation (IDOT)	2 Lanes; (Future, 4 Lanes). North-south rural arterial serving neighborhood commercial and residential uses. Annual average trips per day range from 15,100 near the northern intersection with 143rd Street and 20,400 near the southern intersection with Southwest Highway. *(IDOT, 2013a)* Extends north of Orland Park to 123rd Street and south beyond an I-80 overpass. Links Orland Park to the Old Plank Road Trail to the South and the Cal-Sag Trail to the north. Serves as US Route 6 between 159th Street and Southwest Highway and US Route 7 between 143rd Street and 159th Street.	Design Engineering Underway
143rd Street/ US Route 7 (for a portion)	Illinois Department of Transportation (IDOT)/ Village of Orland Park/Cook County	2-4 Lanes. Major east-west arterial serving the 143rd Street Train Station, Orland Park Downtown/Main Street Triangle, the Old Orland Historic District, commercial and residential uses. Links Orland Park to I-355 and to State Highway 50 (Cicero Avenue), a major north south arterial through the Chicago Metro Region. Serves as US Route 7 between LaGrange Road and Wolf Road.	Design Engineering Underway
159th Street/ US Route 6 & 7 (for a portion)	Illinois Department of Transportation (IDOT)	2-6 Lanes; (Future, 4-6 Lanes). Major east-west arterial serving civic, residential, employment, regional commercial and retail uses. Annual average trips per day range from 17,500 near the western boundary to 37,400 near the LaGrange intersection. *(IDOT, 2013a)* Connects Orland Park to I-57 and I-355. Serves as State Route 6 west to Wolf Road.	159th Street Corridor Plan Design Engineering Underway
167th Street	Cook County	2 Lanes. East-west rural arterial serving neighborhood commercial and residential uses. Extends west of Orland Park beyond I-355 and interchanges with I-57 to the east.	N/A
183rd Street/ Orland Parkway	Village of Orland Park	2-5 Lanes. Major arterial serving the developing I-80 District, industrial, commercial and employment uses. Links Orland Park to Tinley Park and State Highway 1 (Halsted Street), a major north south arterial through the Chicago Metro Region.	N/A

ORLAND PARK CRITICAL CORRIDORS



143rd Street Train Station, Orland Park. (Wehmeier, 2013)

Rail

The Metra's Southwest Service commuter rail line runs diagonally through Orland Park, is owned by Norfolk Southern, and is used for freight and Metra commuter trains. In 2011, total monthly ridership of the Southwest Service line ranged from 198,957 to 222,513. Over the last decade ridership on this line has increased by over 50%. *(RTAMS, 2013)* Orland Park Metra rail commuters average a travel time of less than one hour to Chicago's Union Station. From Orland Park, the line continues further southwest to Manhattan, Illinois. Three train stations serve the line in Orland Park, located at 143rd Street, 153rd Street, and 179th Street, and all were updated between 2002 and 2012. Each station provides vehicular parking and bike racks. Some trains permit limited bike transport.

Metra Southwest trains sometimes experience delays caused by moderate freight train interference in areas just south of Chicago. Metra's Rock Island line, located east of Orland Park, serves Midlothian, Oak Forest, Tinley Park and Mokena. Some Orland Park residents prefer the Rock Island line as an alternative to the Southwest Service line for faster, more frequent and more reliable service. However, growth in communities along the Southwest Service line will necessitate better rail service with reduced freight interference.

Orland Park is strategically located amidst six intermodal yards. Intermodal yards combine one or more mode of transportation, like the transfer of shipping containers from trains to truck. These intermodal yards provide critical support to the movement of freight via trucking and rail through Orland Park. Two intermodal yards are located just north of Orland Park centered around the interchanges of I-55 and I-294. Three intermodal yards are located to the east centered around the interstates interchanges of I-57, I-294 and I-80. The sixth intermodal yard is located in Joliet, southwest of Orland Park.

Vehicular Mass Transit

In Orland Park, bus service is provided by "Pace", the suburban bus service for a six county area. Four bus routes currently serve Orland Park:

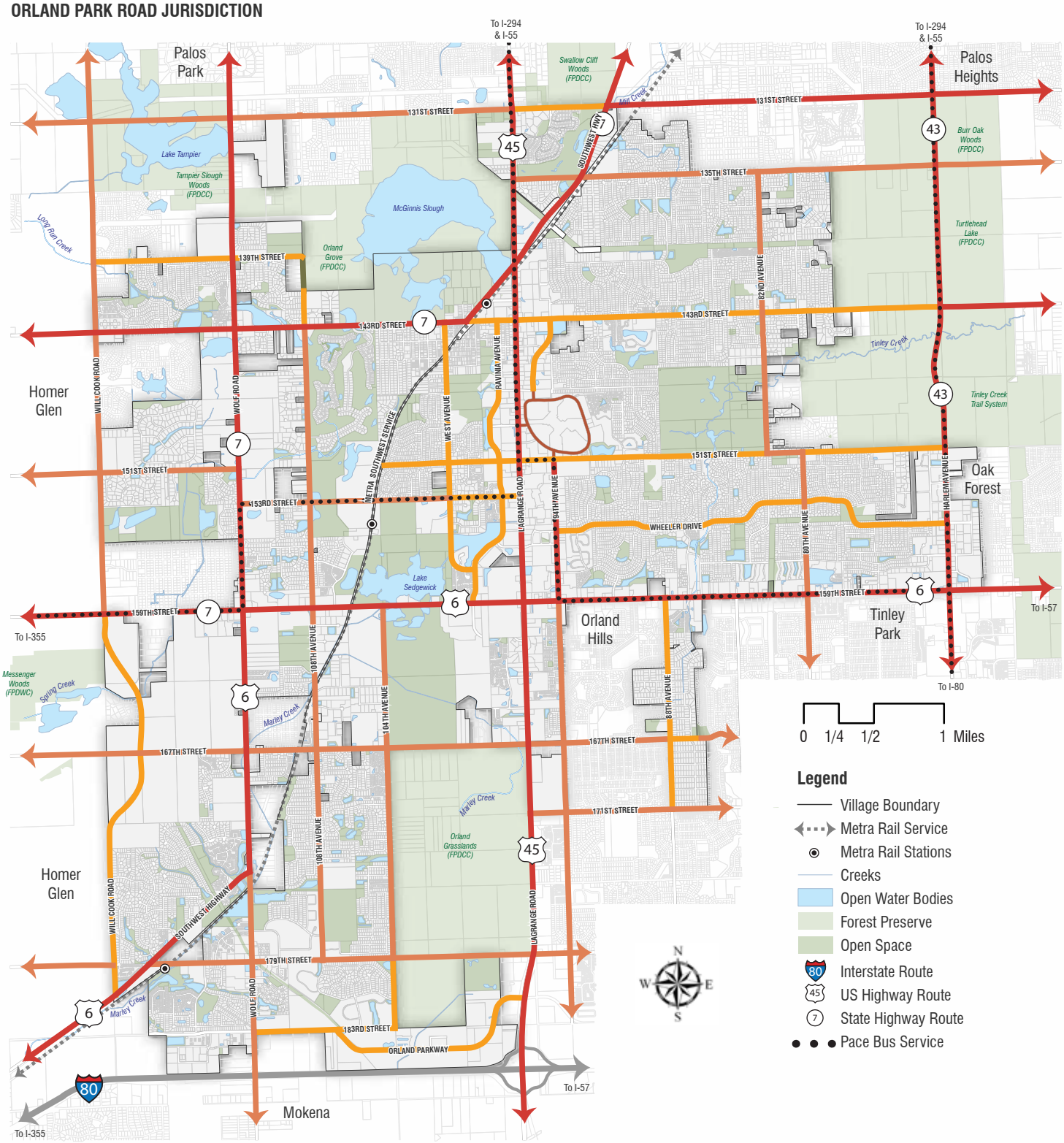
- Route # 364, a major east-west line connecting Orland Square Mall to 159th Street and then eastward to the Hammond Transit Center
- Route # 379, connects Midway Airport to Moraine Valley Community College to Orland Square Mall
- Route # 386, a major north-south route that connects Midway Airport to Tinley Park via Harlem Avenue
- Route # 832, connects Orland Square Mall to Joliet via 153rd Street and 159th Street

Pace, Vision 2020

Pace's long range planning document "Vision 2020" proposes enhanced bus service to the Orland Park Area, including community based hub service which focuses on improvements to the "Last Mile" experience, when commuters leave the transit stop and arrive at their desired destination.

Harlem Avenue is one of only six corridors in the region targeted for the implementation of Bus Rapid Transit within the next ten years. Bus Rapid Transit includes a combination of technological and physical features designed to increase bus travel times through an area.

ORLAND PARK ROAD JURISDICTION



Bike racks at 143rd Street Train Station, Orland Park

Neighborhood Sidewalk, Orland Park

Pace provides other transit services to Orland Park including Dial-A-Ride para-transit services. Dial-A-Ride services, operated by the Public Works Department, are funded by passenger fares and a Pace grant through the Regional Transportation Authority. The Orland Township also provides a curb to curb service for seniors who live within the boundaries of Orland Township.

Pace also administers a van pool program, where small groups of people pay a fee for van transport to and from work. Van pools are an option in areas that do not have the density to support fixed bus route service, which is the case in some of Orland Park's outlying areas. Other van pool options include Metra Feeders that connect stations with places of employment, and specific employer shuttles to and from bus stops. Pace even provides a web based service that offers commuters the ability to form carpools or vanpools, joining people with similar travel patterns.

Bicycle

Although cars dominate the roadways in Orland Park, the Village has been encouraging increased bike use through new off street paths and designated on street bike routes. Orland Park currently has 25 miles of existing dedicated off-street paths, plus 16 miles of on street paths, and 9 miles of connecting sidewalk paths. Another 20 miles of paths are proposed in the Village, for a grand total of approximately 70 miles of bike path existing and proposed. The recently completed LaGrange Road pedestrian bridge provides a safe crossing for the Village's primary bike path.

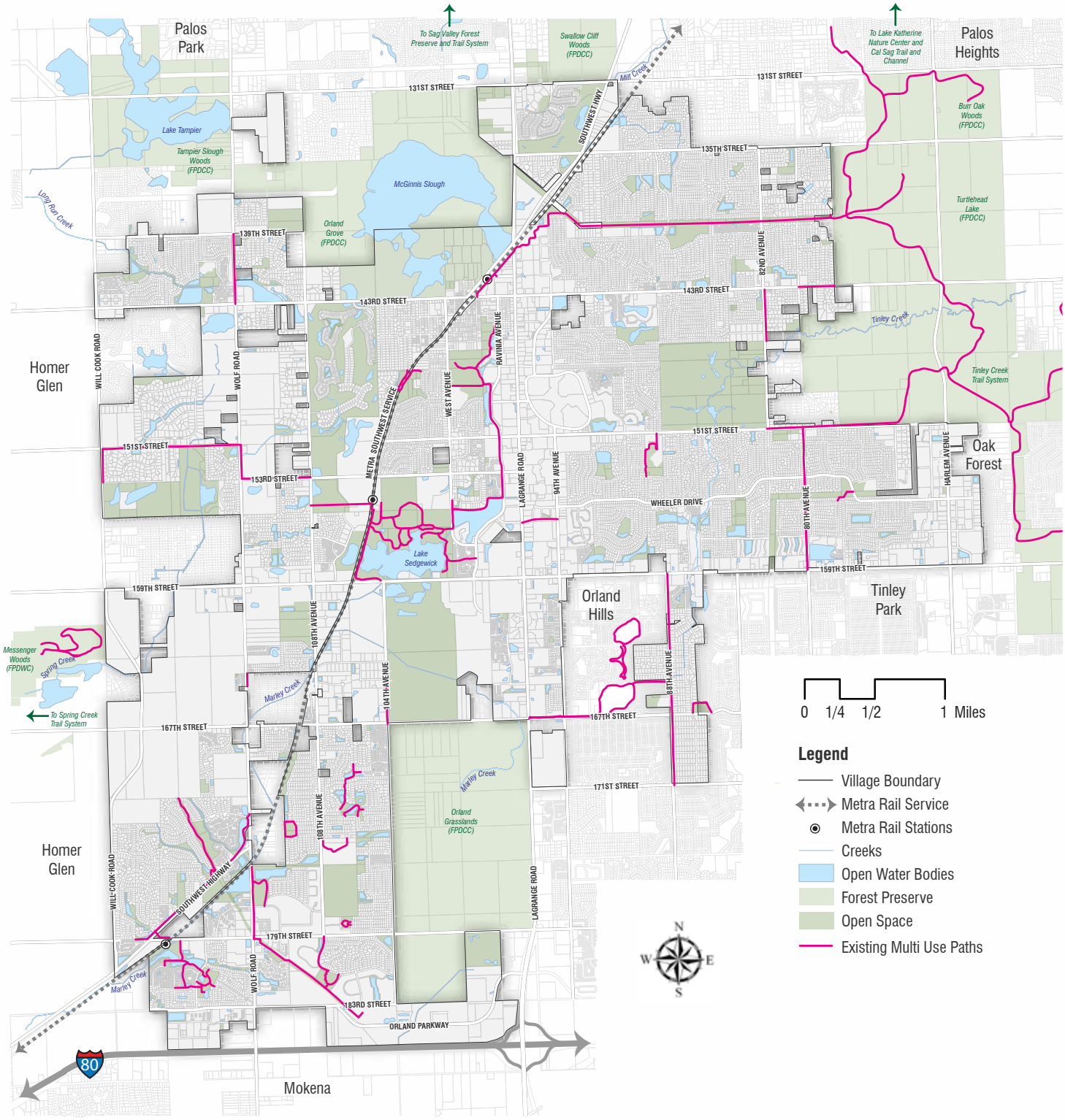
There are also many miles of trails available regionally that could link directly to the Orland bikeway system. The Village is active in regional bike planning efforts. The existing bikeway system has a direct connection to the Tinley Creek Forest Preserve trail system and Palos Heights/Lake Katherine trail system. Ultimately, those trail systems will connect to the proposed 26-mile Calumet Sag Trail that will connect the Illinois & Michigan Trail on the west to the Burnham and Lake Michigan trails on the east. Although the primary user of Orland Park's system is recreational; there are an increasing number of users utilizing the trails for transportation purposes.

Pedestrian

Most local and neighborhood roads include sidewalks on both sides of the street providing localized pedestrian friendly opportunities. Off-street bike paths in Orland Park are generally multi-purpose in use and accommodate pedestrians as well as wheelchairs, strollers, skaters, bicyclists and other non-vehicular users.

The arterial roads on the west side of Orland Park like Wolf Road and 108th Avenue were constructed to a rural cross section and generally do not have sidewalks. As new development has progressed over the last decades, sidewalks have been installed, but the system remains fragmented. The Village has used the sidewalk gap program to fill in critical areas as financial resources permit. Currently, sidewalks are required on both sides of the street in all new development, and commercial developments typically include pedestrian connections, both in the right of way and internally on the site.

ORLAND PARK EXISTING MULTI USE PATHS



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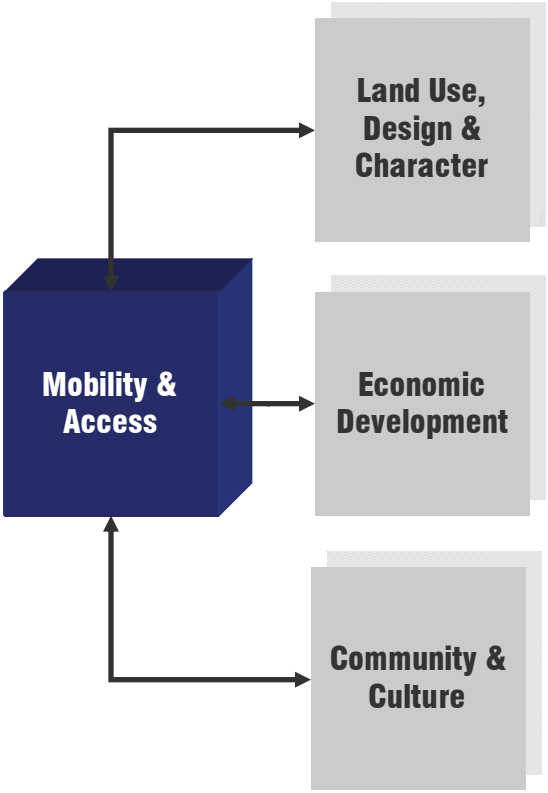


Recommendations

The following pages outline ways to address the needs and issues of the Orland Park transportation network. The Village of Orland Park will develop and support a safe and efficient transportation network for all users utilizing "Complete Street" principles, where feasible. The network will mitigate congestion, promote safety, provide for and encourage non-motorized transportation, improve public transportation and integrate with land uses. The Village will leverage public and private funding for transportation in a manner that strengthens the local economy. The Mobility & Access Chapter is closely related to the Land Use, Design & Character, Economic Development and Community & Culture Chapters.

Needs and Issues

1. Not all roads in Orland Park accommodate all users.
2. The lack of pedestrian friendly connected sidewalks and paths, particularly along major corridors, inhibits movement within and between neighborhoods and to major destinations. For example, the lack of pedestrian sidewalks along Wolf Road isolates residents within adjacent neighborhoods.
3. Not all roadways in Orland Park integrate with adjacent land uses.
4. Not all roadways in Orland Park help define community character.
5. Not all roadways in Orland Park consistently reflect functional road classification.
6. Varied road jurisdiction of Orland Park's critical corridors creates a unique challenge to create consistent roadway character. Many collector roads are barriers to pedestrian and bicycle crossings resulting in isolated neighborhoods.
7. The Village lacks a comprehensive identifiable transportation wayfinding system.
8. Traffic congestion along critical corridors such as LaGrange Road and Harlem Avenue makes it difficult for residents and commuters to move within and through the Village.
9. Transportation improvements do not always consider broader social, economic, environmental, aesthetic and historic impacts.
10. The Village has limited public bus service.
11. Metra service on the Southwest line is not as frequent as nearby Metra lines and is sometimes delayed by freight interference.
12. Some vehicular speed limits in the Village seem inappropriate for the context.

Rock Bottom and Mimi's Walkway Connection, Orland Park

GOAL 1.0 ACCOMMODATE

The Orland Park transportation network will accommodate all users, including but not limited to, vehicles, trucks, pedestrians, bicycles and transit.

Objective 1.1

A connected and well planned road network will provide efficient and safe travel for vehicles.

Action Items

- → Facilitate cross access connections between private properties.
- → Prioritize roadway connections and a finer street grid system to create multiple route options.
- → Design roadways to appropriate contextual speed limits.
- → Develop design guidelines which address the aesthetics and functionality of all types of roads and intersections.
- → Establish guidelines that incorporate best practices for parking lot and parking structures.
- → Promote the development of vertical parking as an alternative to surface parking.
- → Conduct periodic parking studies to evaluate parking needs compared to local code requirements .

Complete Street. (SGA, 2010b)

What are"Complete Streets"?

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. A complete street may include: sidewalks, bike lanes, special bus lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

(SGA, 2010a)

School Bus, Orland Park.

Objective 1.2

Mass transit in Orland Park will provide a true alternative to driving to meet the needs of residents, visitors and employees.

Action Items

- → Study and identify the transit needs of Orland Park travelers, especially those with limited transportation alternatives.
- → Prioritize filling in gaps in the existing transit system, like the connections between train and bus service.
- → Work with intergovernmental agencies to create a unified, safe, efficient and cost effective transit system.
- → Focus on transit access to key destinations including colleges and schools, employment centers, library, medical facilities and major shopping areas.
- → Study new approaches to the trolley ride program.

- Capitalize on regionally and locally established operations and programs.
  - Metra
    - Advocate and support the expansion of Metra service on Southwest line.
    - Promote solutions to the "last mile" issue, or the route between home and the train station.
    - Support regional efforts to expand commuter rail systems.
  - Pace
    - Advocate and support the expansion of existing bus service and provide feeder buses to Metra line.
    - Improve accessibility to bus stops, provide benches, bus shelters and other comfort enhancements.
    - Educate residents regarding the existing Pace Dial-A-Ride program
    - Seek ways to make the Pace Dial-A-Ride program more affordable
    - Support expansion of Bus Rapid Transit (BRT) that serves Orland Park.

Orland Crossing Landscaped Parking Lot, Orland Park

Objective 1.3

Pedestrians will enjoy safe access to all publicly accessible spaces as well as key destinations like transit stations, shopping areas and employment centers.

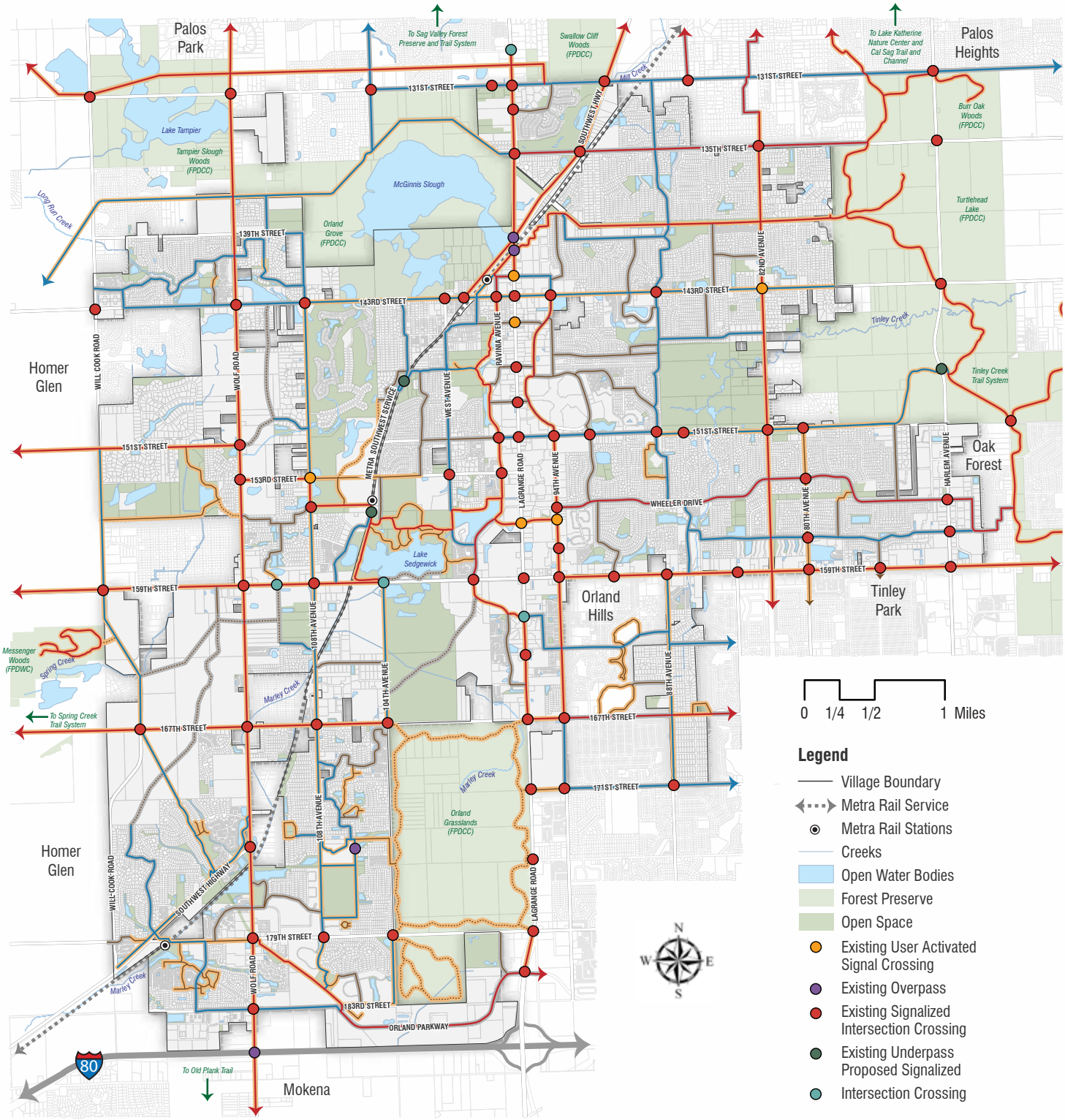
Action Items

- Utilize 'Complete Streets' principles to provide access for all users on John Humphrey Drive, Ravinia Avenue, Wolf Road, 94th Avenue, 108th Avenue, 104th Avenue, 153rd Street, 167th Street and other streets as needed.
- Provide new and enhance existing pedestrian access as new development occurs, as roads develop or are improved, and as retrofits to existing infrastructure.
- Install crosswalks in all new developments and as a part of all infrastructure projects.
- Complete a sidewalk gap analysis of the sidewalk and path system.
- Prioritize completion of a connected sidewalk network, focus on critical areas such as Neighborhood Centers, Downtown Orland Park, school walk routes, arterial and collector roads.
- Pursue funding sources such as Federal State, County and private grants and the Village Capital Improvement Program
- On major established arterials, where it is difficult to implement sidewalks, develop secondary pedestrian friendly networks that are located on parallel streets and drives or along shopping center facades.
- Increase the pedestrian infrastructure, including but not limited to benches, shade trees, parkways, appropriate signage and hardscape.
- Provide for the pedestrian needs of all population segments and varying capabilities. Examples include the use of "children at play" signage to alert drivers of areas where children walk most and utilizing materials that will not cause difficulty in mobility for the elderly and disabled populations.

LaGrange Road Streetscape, Orland Park

Pace Bus on 143rd Street, Orland Park

ORLAND PARK RECOMMENDED BIKEWAY SYSTEM (In Process)



Route Level and Facility Type

- Major Route
- Minor Route
- Local Route
- Conceptual Route
- Off-Street/Segregated Facilities
- On-Street/Integrated Facilities

Objective 1.4

Orland Park residents will be able to reach any destination within the Village via a connected bikeway system.

Action Items

- → Complete and implement the Orland Park's Recommended Bikeways Plan, which emphasizes biking as a transportation alternative, and will address at a minimum:
  - → Aesthetics and functionality of all types of bikeways appropriate for Orland Park
  - → Connections to regional trail systems
  - → Expanded recreational bikeway opportunities
  - → Identification and recommendations for key bicycle crossings
- → Pursue grant opportunities and leverage the capital improvements program to implement Bikeway Plan.
- → Cooperate with local organizations and businesses to conduct bicycle promotion events such as Bike to Work.
- → Research the viability of a bicycle rental program.
- → Review bicycle access and required infrastructure, like paths and bike racks, as part of every development project.
- → Support efforts by PACE and Metra to accommodate bicycles for multi-modal transportation opportunities.
- → Support agencies that promote bicycling as an alternative mode of transportation.
- → Partner with local businesses, such as sporting good stores and bike shops, to create and implement bicycle recycling, walking and bicycling to school incentive programs.

GOAL 2.0 INTEGRATE

The transportation network will integrate with the community in a manner that supports adjacent land uses, helps define community character, and protects natural features.

Objective 2.1

Transportation planning will be built upon a collaborative and multi-disciplinary approach.

Action Items

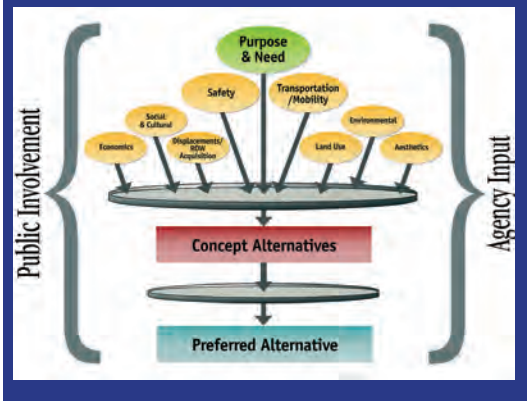
- → Engage the community and residents in the transportation planning process.
- → Collaborate with and provide direction to transportation agencies like IDOT and Cook County, neighboring jurisdictions and private organizations.
- → Consider public-private partnerships for key transportation projects.
- → Incorporate best management practices identified by "Context Sensitive Solutions" that encourage an interdepartmental and interdisciplinary approach.
- → Cooperate locally and regionally to coordinate infrastructure investment with surrounding municipalities, townships, Cook County, Will County, the State of Illinois and the federal government.

Context Sensitive Solution

Guided by four main principles:

- → *Strive towards a shared stakeholder vision to provide a basis for decision making.*
- → *Demonstrate a comprehensive understanding of concepts.*
- → *Foster communication and collaboration to reach consensus.*
- → *Exercise flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.*

(IDOT, 2005)



Orland Bikeway in ComEd Easement, Orland Park

Yunker Schoolhouse, Orland Park

153rd Metra/Centennial Park Pedestrian Tunnel, Orland Park

Orland Square Mall Signage, Orland Park

Objective 2.2

Transportation planning will include a regional perspective.

Action Items

- → Support the Illiana Expressway to improve regional east west connections.
- → Support the development of a new I-80 interchange at Wolf Road to create a secondary north south artery.
- → Improve regional access between the western suburbs and southwest suburbs by strengthening arterial connections.
- → Support regional efforts to improve transit opportunities such as Bus Arterial Rapid Transit.
- → Continue to participate in regional corridor planning efforts.

Objective 2.3

The transportation network will include contextual zones that relate to adjacent land uses, enhance the quality of life, and define community character throughout the Village.

Action Items

- → Develop flexible design principles for each zone that focus on community character and sense of place.
- → Utilize major road entranceways as gateways to the Village to contribute to the development of sense of place.
- → Creatively utilize hardscape and softscape features to improve the visual aesthetic of the transportation network.
- → Incorporate viewshed analyses in the development and enhancement of transportation corridors.
- → Mitigate the impact of transportation thoroughfares and the generation of air and noise pollution.
- → Preserve, highlight and integrate critical community features like historic areas, open spaces, and natural amenities.
- → Utilize naturalized storm water treatment and incorporate best management practices (BMP's) near roadways to handle street storm water run off, i.e. utilize porous pavement as an alternative to asphalt.

Objective 2.4

A comprehensive wayfinding program will provide clear direction and guidance to all modes of travel in Orland Park.

Action Items

- → Develop and implement a wayfinding program that provides clear direction and highlights community destinations for vehicles, bicycles, pedestrians and transit users.
- → Develop and install new gateway features consistent with the overall wayfinding program. Upgrade or replace existing gateways, as needed, to be consistent with overall wayfinding program.
- → Design the wayfinding system to provide branding and create identity for Orland Park.

GOAL 3.0 MITIGATE CONGESTION

Minimize traffic congestion and maximize access and mobility within and through the Village.

Objective 3.1

Areas of significant congestion will be targeted for priority improvements.

Action Items

- → Analyze comprehensive and reliable traffic data to assess and identify areas of serious congestion.
- → Continue to participate in the improvement of major arterials such as LaGrange Road, 159th Street, and Harlem Avenue for optimal capacity mobility and accessibility for all transportation types.
- → Provide transportation infrastructure concurrent with the needs and impacts of new development.
- → Design new roads with an emphasis of pedestrian-scaled blocks and interconnected streets.
- → Optimize road capacity by encouraging cross-access between developments.
- → Identify local trucking routes and create an efficient service and delivery system that can minimize road damage, noise, pollution, traffic congestion and impact to residential land uses.

Objective 3.2

Orland Park will identify and prioritize specific areas for roadway improvements and expansions in the Village.

Action Items

- → Develop a Strategic Transportation Plan that identifies the location of future roadway extensions and connections.
- → Consider upgrades to freight delivery routes. For example, study how Orland Park trucking and freight activity might be affected when the Illiana Expressway is constructed and I-80 congestion is relieved.
- → Identify and prioritize locations for roundabout installations, boulevards and bridge improvements.
- → Support new technologies that may improve the efficiency and effectiveness of the transportation network.
- → Utilize a variety of funding sources like grants, government programs, and developer contributions for infrastructure improvements.

Objective 3.3

Orland Park travelers will be able to reduce automobile trips through trip consolidations, ridesharing, and alternative transportation modes.

Action Items

- → Develop a Trip Reduction Plan for the entire Village.
- → Promote Pace vanpools and work with Pace to provide affordable para-transit options.
- → Encourage increased use of non-vehicular modes of travel including but not limited to train, bus rapid transit, biking and walking.

LaGrange Road, Orland Park

LaGrange Road Congestion, Orland Park

Evergreen View Traffic Circle, Orland Park

Park Corners Crosswalk, Orland Park

Downtown Crosswalk, Orland Park

GOAL 4.0 SAFETY

Maximize safety and accessibility for all users within the transportation network.

Objective 4.1

The Orland Park transportation network will provide safe access within and around the Village.

Action Items

- → Develop and implement a Traffic Safety Plan that addresses at a minimum volume issues, speeding, crossings, lighting, and safe routes to schools.
- → Develop design guidelines for traffic calming to improve safety for all users.
- → Capitalize on advances in technology that are directly related to increase traffic safety, such as intelligent signal design.
- → Work with local and regional stakeholders to provide comprehensive and collaborative traffic safety measures that maximize economic investment.
- → Develop an effective emergency response system that can minimize road damage, noise, pollution, and traffic congestion.
- → Encourage local schools to formulate travel plans that address all modes of transportation.
- → Establish a source of funding for ongoing traffic safety efforts in the capital improvement plan.
- → Implement low cost traffic safety strategies like crosswalks and signage.

Objective 4.2

Orland Park will provide equal accessibility for all users by utilizing principles of Universal Design, the Illinois Accessibility Code and the ADA Standards for Accessible Design.

Action Items

- → Incorporate accessible routes and infrastructure for new development.
- → Upgrade existing infrastructure to be more accessible, especially to public places and amenities like transit stations and civic facilities.
- → Retrofit existing public sidewalks to reduce excessive slopes and incorporate dropped curbs.
- → Where it is not feasible to retrofit an inaccessible route, provide an alternate route that is accessible.
- → Reduce accessible barriers to existing road, bike and public walkways.

LaGrange Road Streetscape, Orland Park

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Keystone Projects

The following sample projects have incorporated recommendations and principles identified in the Mobility & Access chapter. They are included for reference, to provide local context to the Comprehensive Plan .

LaGrange Road Widening

143rd Street and LaGrange Road Intersection "Before Condition"

Project Description

In 2003, the Illinois Department of Transportation (IDOT) began planning for the expansion of LaGrange Road from four lanes to six lanes from 131st Street to 179th Street. The widening of this major arterial is one of the most substantial and significant transportation projects ever constructed within Village limits. As the central north-south arterial, LaGrange Road, serves as a primary roadway providing access to Orland Park's commercial core.

While mitigating congestion is a major objective of this roadway expansion project, it is critical for the Village to incorporate principles that reflect the Orland Park vision. Ultimately, the project will transform LaGrange Road into a corridor that increases accommodation for users, stimulates economic development, improves public safety and creates Village identity. The Village has leveraged funds to construct two intersection improvement projects in advance of the expansion, 159th Street and 143rd Street, that already provides significant aesthetic enhancements and sets the standard for the overall widening project.

143rd Street and LaGrange Road Intersection "After Condition"

Goals in Action

- → Utilize major road entranceways as gateways to the Village to contribute to a sense of place.
- → Creatively utilize hardscape and softscape features to improve the visual aesthetic of the transportation network
- → Optimize road capacity by encouraging cross-access between developments.
- → Provide new and enhance existing pedestrian access as new development occurs, roads develop, are improved, and as retrofits to existing infrastructure.
- → Install crosswalks in all new developments and as a part of all infrastructure projects.
- → Collaborate with and provide direction to transportation agencies like IDOT and Cook County, neighboring jurisdictions and private organizations

Ravinia Avenue Extension Area, Orland Park

Ravinia Avenue

Project Description

Located just west of LaGrange Road, Ravinia Avenue originally served mostly the Village campus area, but over the decades has been extended just south of 159th Street. Ravinia Avenue mostly functions as a collector for Orland Park's Civic Center, residential land uses and some commercial uses. It also is heavily used as an alternate to LaGrange Road. The width of the Ravinia Avenue right of way was designed to accommodate a boulevard, incorporate sidewalks, landscape medians, and bike paths that would enhance the aesthetic nature of the drive and accommodate all Orland Park users. Ravinia Avenue is envisioned to terminate at Crescent Park to the north and LaGrange Road to the South. In 2012, Orland Park accepted a grant to move forward with Phase I design and construction of a roundabout at 147th and Ravinia Avenue.

Goals in Action

- → Utilize a variety of funding sources like grants, government programs, and developer contributions for infrastructure improvements.
- → Identify and prioritize locations for roundabout installations, boulevards and bridge improvements.
- → Utilize 'Complete Streets' principles to provide access for all users on John Humphrey Drive, Ravinia Avenue, Wolf Road, 94th Avenue, 108th Avenue, 104th Avenue, 153rd Street, 167th Street and other streets as needed.
- → Provide for the pedestrian needs of all population segments and varying capabilities

Ravinia Avenue, Orland Park

153rd Street Off-street Path Extension

Project Description

In May 2011, the Village began planning for a bike path extension from 108th Avenue and 153rd Street to Wolf Road and 151st Street. This missing section of the Village's bike path system connects the subdivisions on the west side of town to Centennial Park and the center of town and was completed in 2013. Future bike system improvements will connect this area to the southwest part of Orland Park.

Goals in Action

- → Encourage increased use of non-vehicular modes of travel including but not limited to train, bus rapid transit, biking and walking.
- → Complete and implement the Orland Park Recommended Bikeways Plan
- → Incorporate best management practices identified by "Context Sensitive Solutions" that encourage an interdepartmental and interdisciplinary approach.
- → Preserve, highlight and integrate critical community features like historic areas, open spaces, and natural amenities

Construction of 153rd Street Off-street Path, Orland Park

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