Active Transportation Plan

Village of Tinley Park

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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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“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
1.1 What is an Active Transportation Plan?

In 2011, the Village of Tinley Park was granted funding from the Communities Putting Prevention to Work program (CPPW) to work with the Active Transportation Alliance (ATA) towards the development of 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 the Village of Tinley Park create public policies that would improve the health of 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 the 2000 Tinley Park Comprehensive Plan and is a formal amendment to the village’s Transportation Plan.

**Definition: Active Transportation**

Any form of human-powered transportation. For the purposes of the Plan, the primary focus is walking and cycling.
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 increases social interactions. 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 industry 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™ saw 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.  

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 infill and low-cost solutions, opportunities for collaboration with other units of government, and lastly, potential for new routes. This Plan is an update to the 2000 Tinley Park Comprehensive Plan and serves to formally amend the village’s Transportation Plan.

This Active Transportation Plan provides practical recommendations and identifies and prioritizes funding opportunities to support a strong network. The intent of this plan is to significantly influence the village’s transportation investments, fully 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 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 of the plan and should also guide the implementation of the plan:

1. Reinforce Connections Between Existing Facilities

Provide a comprehensive transportation network that uses existing active transportation resources and improves upon them. Tinley Park has a number of active transportation resources 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 gives a higher priority to bicycling, walking, and transit use. Emphasize the creation of dedicated routes and amenities to foster active 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)
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 encouragement programs for residents and visitors. These programs should be coordinated amongst village institutions so that all residents can be reached.

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 safer and easier for residents to enjoy the active transportation network.
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 three times 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 community 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 and how these improvements lead to quantifiable improvements in the quality of life in the community. Mr. Fenton also led participants on a “walkabout” around Tinley Park’s downtown to provide insight on how small improvements in walking and biking 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
transportation network. Once these destinations were identified, 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.

The Active Transportation Plan had its genesis at the Open House meeting – the destinations and network routes were made based upon the work of the members of the community who will, hopefully, continue to advocate for the implementation of the plan.

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. The following map identifies priority destinations and the currently existing active transportation and public 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 8200 west. The trail runs from 179th Street north to approximately 163rd Street. Another lengthy off-road trail zigzags 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
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 number of PACE stops within 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 A.3 on pages 66-67.

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.

<table>
<thead>
<tr>
<th>Definition: Regional Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>A street identified as a principal link within and through the community.</td>
</tr>
</tbody>
</table>
### Table 2.1 Regional Corridor Characteristics

<table>
<thead>
<tr>
<th>Orientation</th>
<th>Type</th>
<th># of Lanes</th>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>159th Street / Route 6</td>
<td>East-West</td>
<td>HVC</td>
<td>4-8</td>
</tr>
<tr>
<td>167th Street</td>
<td>East-West</td>
<td>R</td>
<td>2-5</td>
</tr>
<tr>
<td>171st Street</td>
<td>East-West</td>
<td>C &amp; R</td>
<td>2-5</td>
</tr>
<tr>
<td>175th Street</td>
<td>East-West</td>
<td>R</td>
<td>2-3</td>
</tr>
<tr>
<td>183rd Street</td>
<td>East-West</td>
<td>C &amp; R</td>
<td>2-8</td>
</tr>
<tr>
<td>191st Street</td>
<td>East-West</td>
<td>C</td>
<td>4-6</td>
</tr>
<tr>
<td>LaGrange Road / Route 45</td>
<td>North-South</td>
<td>HVC</td>
<td>4-9</td>
</tr>
<tr>
<td>80th Avenue</td>
<td>North-South</td>
<td>C &amp; R</td>
<td>4-9</td>
</tr>
<tr>
<td>Harlem Avenue</td>
<td>North-South</td>
<td>HVC</td>
<td>4-9</td>
</tr>
<tr>
<td>Oak Park Avenue</td>
<td>North-South</td>
<td>C</td>
<td>2-5</td>
</tr>
</tbody>
</table>

- C: Commercial
- HVC: High Volume Commercial
- R: Residential

#### 2.2.4 Destinations

Schools and parks are two of 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.
2.2.5 Analysis

Working within the framework of the previously established goals for the 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 and better connecting them 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 68-69 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.
3. Active Transportation
Network Improvements
The pedestrian network functions best when it is well connected and complete. Completing a network can easily be accomplished through 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 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 the street as well as crossing them 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 occasional child or beginning cyclist avoiding 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.](image1)
![Figure 3.2 A sidewalk gap along Harlem Ave.](image2)
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 includes specific guidance for streetscape improvement. This plan supports those guidelines and recommends that the Village of 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
Pedestrian Network Map

3.1.6

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 bike-friendly routes. Signing the network early on 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.
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 good 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...
proper roadway etiquette, raise the visibility of cyclists, and help bicy-
cyclists 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 Depart-
ment of Transportation Recently approved the use of green bike lanes.
Colored bike lanes can be used to draw driver’s attention to the bike
lane. They 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 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 transpor-
tation. 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 entranceway, preferably as close as the closest 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. By choosing racks with a unique color or shape at high-visibility locations, the racks can add character to a community.
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.)
Protection from vehicular traffic or shorter waits to cross safely may encourage a person to encourage 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 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” per 2009 Manual for Uniform Traffic Control Devices (MUTCD), 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.
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

**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:
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 when there is not enough time.

3.3.5 Time Signals for Leading Pedestrian Intervals

Objective:
Reduce potential for pedestrian-automobile conflicts.

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

- 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 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 Curb Cuts and 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 to insure the intersection complies with Americans with Disabilities Act standards. These amenities direct people with visual impairments through an intersection at a crosswalk.
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 should be 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 the street. Planted center medians can include curb cuts to accommodate bicycle and pedestrian crossings. The following mid-block crossings 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
3.3.10 Install Pork Chop Islands

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, and sometimes to key districts. Gateways should be prioritized for network wayfinding signs and identity features, such as public art installations and banners.
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 leaves a forest preserve to enter a residential section. 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.
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 description in Active Intersection section) 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. Also, post instructions at shelters for how to secure a bike to bus bike racks.

### 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.
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 A.4 on pages 68-69 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.
3.4.6 Transit Network Improvements

Village of Tinley Park


Section 3

[Map of Tinley Park showing various transit network improvements, including Village Limits, Unincorporated, County Line, Water, Open Space, Railroad, Existing Sidewalk 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. Policy & Programming
This section lays out policy recommendations that will enhance the environment for active transportation in Tinley Park. In addition to design and planning guidance, policy strategies can improve the transportation environment in ways that infrastructure cannot, by prioritizing safety through legislation and law enforcement.

4.1.1 Enact Impact Fees for Park District

**Objective:**
Provide funds for active transportation improvements.

**Description:**
Tinley Park requires impact fees for many new developments. New non-residential developments do not pay an impact fee to the park district. The expansion of the impact fee ordinance to these developments will help ensure that all property owners are supporting this important community resource. The revised fee schedule will provide funds for active transportation improvements within and to the parks.

4.1.2 Ensure Pedestrian Accommodations in Construction Zones

**Objective:**
Protect pedestrians within construction zones.

**Description:**
Tinley Park sets the standard of quality for construction in the region. Yet, there are no standards to ensure pedestrian and bicycle accommodation through construction zones. The community can benefit from ensuring that all construction zones remain safe and accessible for all persons. See Appendix A.X for a list of current resources.

4.1.3 Extend Bicycle Parking Requirements

**Objective:**
Provide sufficient bicycle parking so as not to discourage people from riding their bike to any destination.

**Description:**
Bicycle parking is an essential amenity for any non-motorized transportation network. Residents will not use bikeways to reach businesses unless they can lock their bikes securely at their destinations. Tinley Park has model requirements for bicycle parking in the Legacy Code district. Cyclists in the community will benefit if similar requirements are extended to other business districts.

4.1.4 Adopt Snow Clearance Ordinance

**Objective:**
Ensure safe pedestrian travel, regardless of weather conditions.

**Description:**
The accumulation of snow and ice on sidewalks creates a major barrier to pedestrians, especially seniors and children. Tinley Park has an existing requirement for property owners to remove snow/ice from adjacent sidewalks. To ensure the safety of the active transportation network, Tinley Park can reduce the timeframe for removal to eight hours after a snowfall ends.

**Definition: Impact Fee**
A fee charged to developers as reimbursement for the cost of providing additional facilities or services needed as a result of new development.
4.1.5 Enforce Distracted Driver Ordinance

Objective:
Minimize the amount of easily preventable vehicle on pedestrian accidents.

Description:
Traffic safety is a major barrier to active transportation, especially for children and seniors. Nationwide trends show that distracted driving is a major contributor to roadway tragedies, and many communities are targeting this behavior with tough penalties and targeted enforcement. Tinley Park should consider adopting and publicizing a distracted driver ordinance restricting the use of mobile phones while driving on local roadways. See Appendix A.X for sample ordinance language.

4.1.6 Leverage Parking to Promote Active Transportation

Objective:
Optimize vehicle parking design to benefit active transportation.

Description:
Parking can be a resource to active transportation users by providing a buffer between moving vehicles and pedestrians. Roadways with parking also tend to have slower and more consistent moving traffic than other roadways. This results in fewer and less-serious crashes with other roadway users. Tinley Park can leverage its parking requirement to foster a safe environment. Specifically, the community can require:

- That any angled parking be back-in to reduce crashes as cars enter/exit the spaces
- Prohibit stopping, standing or parking in a bicycle lane
Safe Routes to School is a federally funded program that helps communities identify social and physical barriers to walking and bicycling to school. The program provides funding for education, encouragement, enforcement, and engineering projects aimed at making the trip to school safe, fun, and convenient for students in elementary and middle school. Safe Routes to School requires no local matching funds from communities.

The Village of Tinley Park has already engaged with local school districts on Safe Routes to School initiatives. In 2010, the village hosted the Safe Routes to School National Course and provided a Safe Routes to School parents’ training at Millennium School. Several Tinley Park schools participated in International Walk to School Day in 2011.

The village can help encourage more walking and biking trips to school by partnering with the school districts on Safe Routes to School initiatives and applying for future Safe Routes to School grants. Strategies that may be implemented by the Village of Tinley Park and its school districts include:

### 4.2.1 Educational Materials

- Provide bicycle and pedestrian education to students enrolled in K-8 schools.
- Provide information to parents about the benefits to walking and biking to school.
- Provide information to motorists about safe driving in school zones.
4.2.2 Encouragement

› Create a mileage tracking program to encourage students to walk and bike to school.
› Provide incentives to students who regularly walk and bike to school or who demonstrate safe behavior when walking or biking.
› Create preferred walking route maps and distribute them to parents.

4.2.3 Enforcement

› Purchase speed feedback trailers or signs.
› Enforce laws that impact student safety, such as the “must stop for pedestrians” law, school zone speeding, and cell phone use in school zones.

4.2.4 Engineering

› Install directional signage along school walking/biking routes.
› Fill in sidewalk gaps along school walking/biking routes.
› Stripe crosswalks along school routes.
Education is a powerful tool for promoting healthy and safe behaviors. Users of an active transportation network need to be aware of how to protect themselves and others. As more people walk and bike for transportation and health, education should come in a variety of forms to reach all network users. Youth, teens, and adults alike benefit from education programs focusing on pedestrian and bicycle safety and the rules of the road. The following recommendations are meant to reach all community members and include messages tailored to each specific audience:

### 4.3.1 Weekly or Monthly Walk & Bike Newspaper Column

Identify writer/writers to contribute a weekly or monthly “Walk and Bike Tinley Park” column to Tinley Park Junction and Patch newspapers. Topics can include walking and biking rules of the road, tricks and tips, and educate drivers about sharing the road with non-motorized users. Additionally, topics can include promoting local cycling and walking events and issues for discussion or action.

### 4.3.2 Safe Cycling Class for Kids at Farmers Market

For little cost (approximately $100 week), the village can hire a safe cycling instructor to offer cycling instruction and helmet fitting to children at Tinley Park’s Farmers Market. While adults shop, kids can learn and practice safe cycling skills such as scanning over their shoulder while riding, hand signals, emergency stop, rock dodge, and how to cross streets safely. The program can be supplemented with a “license” awarded to children who complete a certain number of sessions. Educating children on safe cycling has shown to also raise their parents’ bicycling IQ.
4.3.3 Issue “Tinley Park Drives with Care” Village Vehicle Stickers

Changing the window sticker’s design puts a safe driving message in sight of the driver at all times, and communicates Tinley Park’s commitment to a safe, high quality lifestyle to passersby while the car is parked. The Secretary of State’s Bicycle Rules of the Road publication could be included with village vehicle stickers.

4.3.4 Integrate Traffic Cycling Training for Participants in the MetLife Duathlon

The MS150, a national series of rides that raise funding for MS research, offers popular pre-ride traffic cycling and group cycling skills classes for participants. Offering safe cycling training within the context of a fun, exciting event boosts participation in those classes as well as reduces crashes and injury during the event.

4.3.5 Implement a “Thanks for Shoveling” Campaign

Create a door card campaign that allows residents to thank their neighbors for shoveling their walks by hanging thank you message on their neighbors’ door. The card could be used as a coupon at a local merchant for a hot cup of cocoa or coffee, perhaps. A “Thanks for shoveling” card will raise awareness about shoveling one’s walk, provide peer pressure to shovel, and enhance community pride.
4.3.6 Set Up Crosswalk “Stings”

Partnering with Tinley Park police, issue “tickets” (educational fliers) to drivers who fail to stop for a chicken—or rather, an officer in a chicken suit—trying to get to the other side. The Legacy area, anchored by Oak Park Avenue, is the ideal context.

The popular MetLife Duathlon could be leveraged in the run-up to the event to cross promote the Duathlon and Must Stop. Instead of a chicken crossing the road, it could be Snoopy.

4.3.7 Film Village Employees Learning Basic Bicycling Safety

The video can be distributed through public access and the village’s website. Showing village employees learning safe cycling raises the profile of cycling and traffic safety, and also will give officials insight into the needs of cyclists in Tinley Park.

4.3.8 Program Basic Bike Maintenance Classes

Programming classes through local bicycle shops or the Tinley Park Park District on basic bike maintenance — such as changing a flat tire, adjusting gear shifting and brakes — can eliminate almost all of the mechanical issues that discourage a person from cycling. In Tinley Park, a partnership between local bicycle shops for instruction and the Park District for venue would create a popular Park District program and provide a lot of value to the community by getting people to ride more often.
4.4 Encouragement

4.4.1 Win Awards

Improving Tinley Park’s active transportation network will make the village an even better place to live, work, shop, and play. National recognition of these efforts can generate commerce and increase property values. The Bicycle Friendly Community Program led by League of American Bicyclists provides incentives, hands-on assistance, and award recognition for communities that actively support cycling. To apply for recognition, a step-by-step guide is available through the League of American Bicyclists website. Walk Friendly Communities is a similar program the Pedestrian and Bicycle Information Center uses to honor pedestrian-friendly communities.

4.4.2 Publish a Tinley Park Bicycle Map

A bicycle map would promote existing on-street bicycle routes and identify bicycle-friendly routes to important and popular destinations like parks, schools, the library, and business districts. A bicycle map also is a signature feature of bicycle-friendly communities.

Street routes should be ranked by Bicycle Level of Service, a measurement of bicyclist’s relative comfort level in traffic, so that cyclists can choose suitable routes. Parks, ball fields and trails should be prominently labeled along with local schools and other community amenities. Adding bicycle route information to an existing map when it is updated can save money.

4.4.3 Include Bicycling & Walking Materials in the New Residents Guide

Information can include a village bike map, directions and promotion of local trail use, and bicycling and walking rules of the road.
4.4.4 Free Metra Rides between Oak Park Ave and 80th Ave for Library Card Holders

Until improvements for cyclists and pedestrians are made, which in some cases will take years, the routes between Tinley Park’s historic downtown and its public library make most residents uncomfortable to walk or bike. Working with Metra to allow residents with library cards to ride between the two stations for free solves the car-free connection problem in the short-term. Also, it encourages library patronage as well as transit use.

4.4.5 Promote Tinley Park’s PACE Bus Connection to Midway Airport

PACE’s Route 386 bus will, for $1.75, transport Tinley Park residents to and from Midway Airport. Tinley Park can promote the route as a benefit to residents and businesses through various channels. They can also actively encourage its patronage by establishing a Park & Ride for the service, using excess parking south of 183rd St near DeVry Institute.

4.4.6 Provide Portable Bike Parking at the Farmers Market and other Outdoor Events

Portable bike parking is inexpensive and provides flexible and convenient parking services to guests and participants. They are integral to any efforts to encourage residents to bicycle to suitable events, and can themselves help promote attendance. When using portable bike parking, the village should strive to locate bicycle parking closer and more conveniently to the event than most drivers could expect to park. In some communities, a local youth or civic group provides “valet” service, providing peace of mind to the cyclist, particularly if one did not bring a lock.
4.4.7 Valet Park Bikes at Tinley Festivals and First Midwest Amphitheater Events

Using portable bike parking racks or simply cordonning off a “bike corral,” the village can partner with a local civic group—scouts are ideal—to provide valet parking at select village events and concerts. Valet bike parking adds another promotional component to events, removes some car trips, and makes the trip to and from the event part of the enjoyable experience instead of a cost and/or frustration to be borne.

The valet parking area should be as close to the event’s pedestrian entrance as possible — closer than drivers would be allowed to park to add a benefit to arriving by bike. The service must be well-promoted throughout the marketing of the event.
To promote the safety of all people using the active transportation network, Tinley Park should prioritize enforcement of traffic laws that deter reckless behavior by road users.

### 4.5.1 Training for Police

Police in Illinois are required to participate in annual professional development opportunities. The Tinley Park Police Department should ensure that all officers engaged in traffic safety enforcement receive introductory training on bicycle and pedestrian safety, followed by semi-annual refresher sessions. Information can be provided in live sessions, online, or by video.

Officers should receive practical training focused on:
- Rules of the road for bicyclists and pedestrians
- Illegal motorist behaviors that endanger bicyclists and pedestrians
- Most dangerous types of bicycling behaviors
- Most common causes of bicycle and pedestrian crashes
- Importance of reporting bicycle and pedestrian crashes
- Importance of investigating serious bicycle and pedestrian crash sites
- Best ways to prevent bicycle theft
- Best practices for policing by bicycle
- Transportation, health, and environmental benefits of bicycling

In addition, special consideration should be given to new and existing laws that impact bicycle and pedestrian safety, particularly in school zones. These laws include:

- Must stop for pedestrians in crosswalks
- Handheld device ban in school zones
- School zone fines

![Figure 4.17 Police Bike Patrol in Forest Park, IL](image1)

![Figure 4.18 Example School Zone signage](image2)
4.5.2 Targeted Enforcement Efforts

No police department can aggressively enforce all laws in all locations at all times. Tinley Park can use existing crash data to identify the most dangerous locations and target enforcement at those sites. Stings focused on reckless behavior by motorists have proven particularly successful in other communities. Tinley Park should review these enforcement efforts on an annual basis to ensure appropriate allocation of police resources.
5. Implementation & Evaluation
The success of the Active Transportation Plan is to be measured by the following:

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<th>Measurements for Success</th>
<th>Existing</th>
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6. Appendices
Appendix

A.1 Works Cited


Except for the photographs listed below, all other photographs were provided by either Active Transportation Alliance or the Village of Tinley Park Planning Department:


Regional Corridors Map

Village Limits
Unincorporated
County Line
Water
Open Space
Railroad
Illinois Owned Corridor
County Owned Corridor
Village Owned Corridor
Sidewalk Gap Map

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

Sidewalk Gaps

Village of Tinley Park
