

PLAN ELEMENTS

The Harlem Avenue Corridor Plan proposes a range of land use, economic development and multi-modal transportation improvement ideas to help further the vision of a vibrant corridor with a mix of thriving uses that connects and maximizes community assets and amenities, and that functions efficiently for all users: automobiles, trucks, transit, pedestrians and cyclists.

Significant project concepts include:

DEVELOPMENT OPPORTUNITY SITES

- Toyota Park Site
- Stadium District
- Bridgeview Court Shopping Center
- 95th Street Interchange Area
- Former Yellow Freight Site
- Worth Metra Station Area
- Palos Heights Gateway Site
- Downtown Palos Heights (Multiple Sites)
- Former Car Dealership Site
- Former Continental Shopping Center
- Tinley Park Mental Health Center

TRANSPORTATION IMPROVEMENTS

- 76th Street Access and Parking Improvements
- 85th Street Cross Access Enhancements
- 87th Street Intersection Improvements
- 95th Street Interchange Improvements
- Southwest Highway intersection Improvements
- 111th Street Intersection Improvements
- 112th Street Access and Parking
- 153rd -Wheeler Medianscape
- 159th Street Intersection Improvements
- 171st Street Intersection Improvements
- 183rd Street Pedestrian Improvements

Full project details are available in the November 2011 Harlem Avenue Corridor Plan report and on the project website at <http://www.harlemcorridor.com>

The project has been sponsored by the Southwest Conference of Mayors, with funding from the Regional Transportation Authority and the Illinois Department of Transportation. The project team is grateful for the active participation and thoughtful guidance from the study area communities and transportation agencies throughout the process.

Project Steering Committee and Participating Agencies



Bedford Park



Orland Park



CTA



Bridgeview



Palos Heights



IDOT



Burbank



Palos Hills



Metra



Chicago Ridge



Tinley Park



Pace



Oak Lawn



Worth



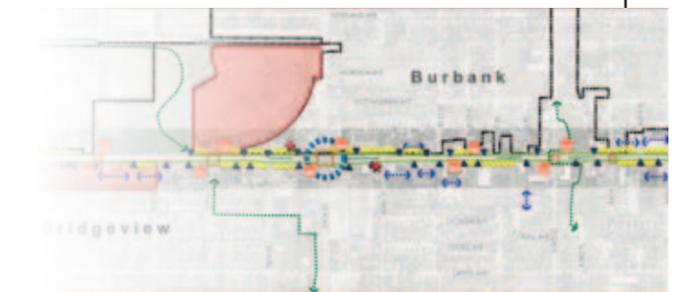
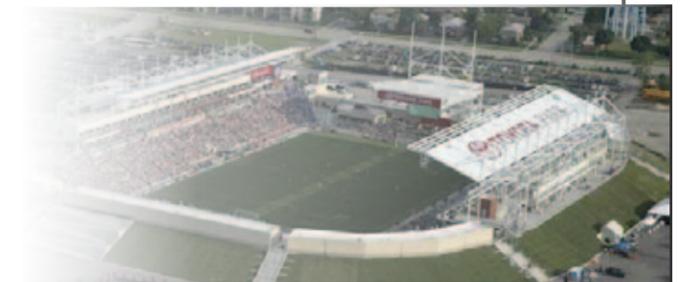
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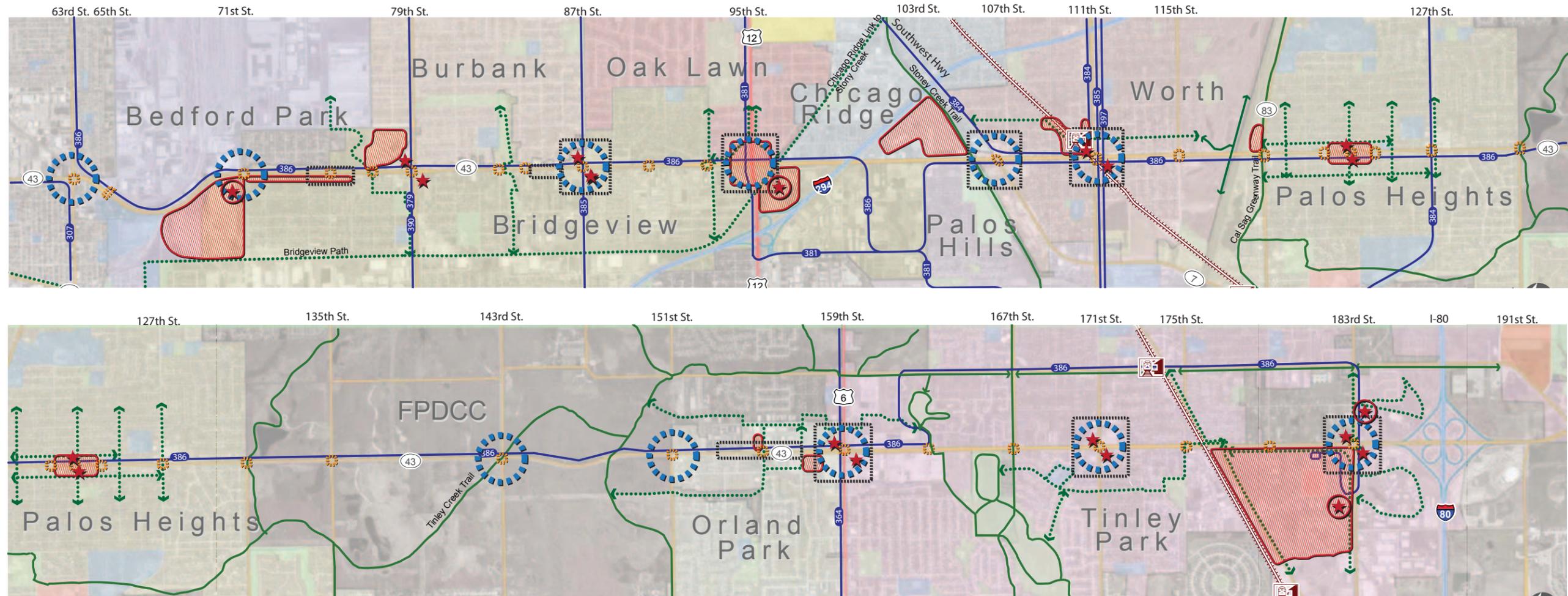
Southwest Conference of Mayors



EXECUTIVE SUMMARY DECEMBER 2011



HARLEM AVENUE CORRIDOR PLAN



PLAN SUMMARY

The Harlem Avenue Corridor Plan strikes a balance between the needs of automobile (and truck) traffic and other Corridor users such as pedestrians, bicyclists, and transit passengers. The Plan illustration above highlights the locations of needed intersection improvements, pedestrian crossing enhancements, non-motorized connectivity, and transit infrastructure for this arterial Corridor over the next two decades. The transportation improvements presented in this Plan also seek to support the ongoing redevelopment of the Corridor, from major opportunity sites to individual commercial parcels.

The Plan gives Corridor communities a framework for making continual enhancements along Harlem, acknowledging that a more “complete street” along Harlem Avenue will be the result of a long-term process that upgrades facilities for all users as improvements are made by transportation agencies such as IDOT or Pace, or as site development/redevelopment occurs on parcels along the Corridor.

LEGEND



Intersection Improvement
Reconfiguration of roadway and turning lanes to upgrade intersection with failing level of service. Accompanying improvements enhance pedestrian safety/access.



Transportation Plan Elements
Conceptual design studies have been created for multiple segments of the Corridor to show how roadway improvements can be balanced with a more friendly environment for non-motorized and transit users.



Pedestrian Crossing Enhancement
Intersection with pedestrian crossing needs. Strategies include enlarged pedestrian plazas, textured crosswalks, countdown timers, median refuges, and ADA access ramps.



Opportunity Sites
Major development or redevelopment site along Harlem Avenue. The potential for redevelopment at these locations will have a significant impact on the overall character of the Corridor in the future.



Existing Regional Trail
These trails provide transportation and recreation opportunities connecting to the Corridor Communities. Connecting these trails to one another and to key destinations in the communities was a focus of this Plan.



Proposed Non-Motorized Linkages
Off-street multi-use trails and on-street bicycle routes connecting to and from destinations in the Harlem Avenue Corridor.



Existing Metra Station
Metra stations need to be accessible by all modes of transportation, and may serve as primary development nodes within their respective communities.



Existing Pace Route
Pace will be transitioning to posted-stop service for many of these routes.



Arterial Rapid Transit Stop
Potential location for on-street Arterial Rapid Transit (ART) station along Harlem Avenue. Stations provide connections to activity centers and other transit services.



Transit Center
Off-street transfer center for Pace bus service will serve as a gathering point for nearby bus or ART routes.