



# HARLEM CORRIDOR AVENUE

FINAL CORRIDOR PLAN **DECEMBER 2011**



THE HARLEM AVENUE CORRIDOR PLAN



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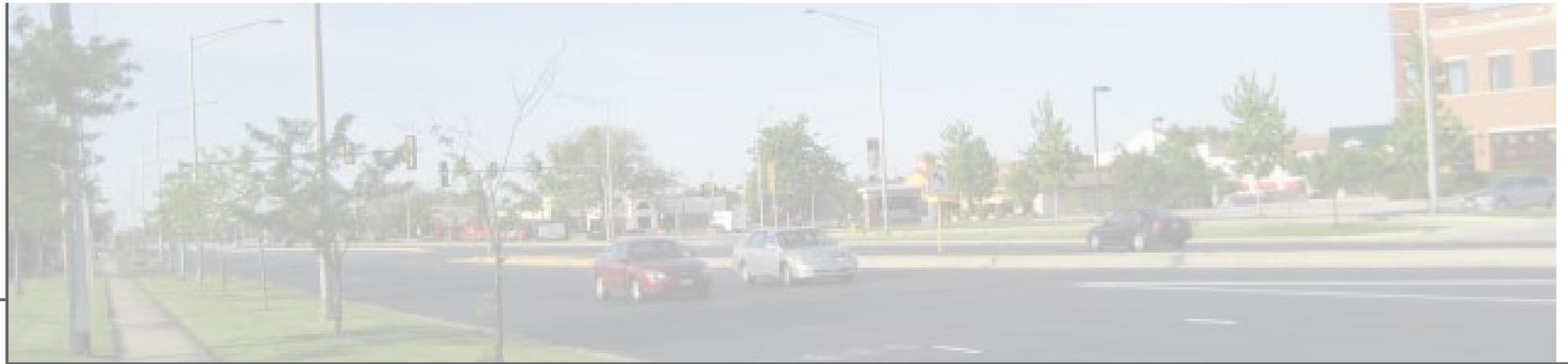
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# CHAPTER 1: INTRODUCTION

## STUDY CORRIDOR

The study area for the Harlem Avenue Corridor Plan runs from 63rd Street on the north to I-80 on the south, passing directly through the following southwest suburban communities: Bedford Park, Bridgeview, Burbank, Chicago Ridge, Oak Lawn, Orland Park, Palos Heights, Palos Hills, Tinley Park, and Worth, as well as a portion of the Forest Preserve of Cook County.

Throughout most of the study area, Harlem Avenue is a major commercial corridor. The Corridor is destined to retain this function in the future, and in addition to being a major north-south transportation corridor will continue to serve the commercial, employment, and recreational needs of the surrounding communities and region.

Harlem Avenue is also a marked State Highway managed by the Illinois Department of Transportation (IDOT), with daily traffic that averages over 40,000 vehicles per day in some portions of the Corridor. This makes it one of the busiest arterial roadways in the region. This level of roadway usage means that the Corridor is an attractive location for commercial uses, but also leads to challenges in keeping the roadway network along Harlem Avenue functioning at a high level.

Any roadway operations improvements need to be balanced with other transportation users in the Corridor and surrounding communities. There are significant needs for an improved environment for non-motorized transportation uses (e.g., pedestrians, cyclists) along the Corridor, including additional pedestrian amenities, improved sidewalk conditions and more streetscape continuity.

Harlem Avenue is served by two Pace bus routes and nearby Metra commuter rail stations at Chicago Ridge, Palos Heights, Tinley Park and Worth. However, transit service throughout the Corridor would benefit from improved connectivity and more frequent service. The Corridor has been designated by Pace for potential future investment in Arterial Rapid Transit (ART) service.

## CORRIDOR VISION & GOALS

The vision for the future of Harlem Avenue is to function as a street safe for travel by all modes of transportation and safe for all users, regardless of age and ability. This “Complete Streets” approach balances the needs of all users of the roadway and focuses on the development of a complete transportation network. For Harlem Avenue to be used as a “complete street,” improvements should be developed that embrace all users, including not only autos and trucks, but also transit service, pedestrians and bicyclists. As part of an overall transportation network, individual roadways do not have to function as all things to all people, but can provide a specific role within the network. This network approach helps to balance the needs of various users.

The overall project goal is to develop a comprehensive plan that unites the Corridor, its activities and character to make it a more highly-functioning transportation corridor and activity center for the southwest suburbs. This planning project is designed to complement, not supersede, the existing plans of the communities and transportation agencies. Specific transportation planning objectives for the Corridor include:

- Planning for the Corridor needs to balance the context of the local community with the travel characteristics of the roadway and the land uses served.
- Solutions for roadway and intersection congestion are needed to mitigate congestion and improve safety, but need to be balanced with needs for pedestrian and transit access. Efficiency for all modes of travel should be maximized to the greatest extent possible without creating negative impacts on other modes.
- Transit service should provide a convenient connection to key activity centers along the Corridor; be linked with other transit and non-motorized uses; and correspond with community plans for development.
- Pedestrian crossings should be safe and comfortable for all users, regardless of age and ability. Provisions for pedestrians to cross the street should be located at all cross streets with signalized intersections, and all cross streets with bus routes.

## PLAN PROCESS & ELEMENTS

The Harlem Avenue Corridor Plan was developed from June 2010 to November 2011 in an inclusive, community-oriented process led by the Southwest Conference of Mayors.

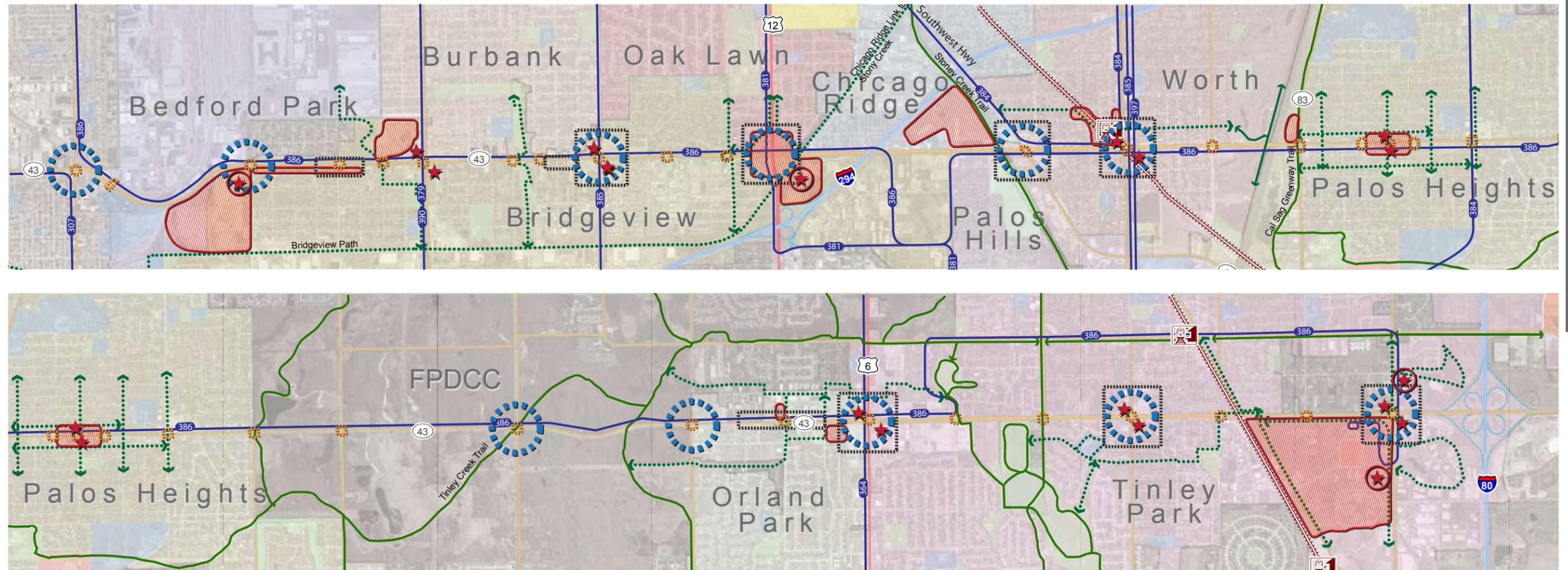
Staff and elected officials from each Corridor community participated in a Steering Committee that provided input throughout the process on the vision and goals, transportation and development research, and planning exhibits. In addition, the public was engaged via a project web site and online survey tools that were used to collect input at key points in the process.

Planning materials and documents produced for this study include the following:

- The **Corridor Assessment and Planning Report** (February 2011) synthesized current physical, transportation and market conditions along the Corridor in a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis.
- **Market Analysis and Economic Development Opportunities** (March 2011) identified current development opportunity sites and analyzed potential future demand across a number of key development sectors.
- The **Transportation Plan** (October 2011) presented a program of needed transportation improvements focused on enhancing the experience of all users as well as the potential for future development along Harlem Avenue.
- **Funding and Implementation Sources** (November 2011) detailed relevant funding sources that might be applied to improvement projects in the Corridor Plan.

The final plan is summarized on the following page. Additional detail about the process and analysis can be found in these earlier documents, all of which can be located at [www.harlemcorridor.com](http://www.harlemcorridor.com).

FIGURE 1-1: 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.

## COMMUNITY INPUT

Targeted public input and comment for the Harlem Avenue Corridor Plan was solicited via online surveys that were publicized through press articles, flyers distributed to the municipalities, community presentations, and via email to stakeholders who had registered on the project website.

The public survey on transportation issues was online from mid-November 2010 through January 2011, and there were 170 responses to the survey. Another online survey on urban design and development was online during April and May 2011, and garnered 59 responses. Although the surveys were not scientific, results from each of these surveys provided valuable input about public perceptions, and was used to inform the transportation planning process.

### WHAT DO RESPONDENTS THINK ABOUT THE ROADWAY?

When presented with a variety of improvement types, respondents prioritized improved speed along the corridor and improved connections to shopping areas as their top two priorities.

When asked to characterize the level of roadway congestion around certain intersections, the areas around I-55, I-294, and 159th Street were most commonly listed as "high," while congestion around I-80 was typically listed as "severe." Numerous respondents also commented on congestion at other specific intersections along the breadth of the Corridor, and traffic flow in the Corridor in general was most frequently rated as "poor." Attributes such as pavement condition, safety, signage, access to businesses and access to interstates were typically rated as "average."

### WHAT DO RESPONDENTS THINK ABOUT PUBLIC TRANSPORTATION?

Transit users arrived at their primary public transportation service by all modes, but most frequently drove. Very few transfer from one service to another in the course of their trips.

The most frequently used service among respondents who use transit is the Metra Rock Island Service, boarding in Tinley Park at 80th Avenue. In response to a question about whether current public transportation service on the Corridor meets rider needs, 54% of respondents said "yes." Reasons that other respondents replied "no" varied, but included comments about frequency and speed of bus service, ease of connection between services, lack of stops or route coverage, where they would board, character of stations/amenities, lack of information on how to use transit to reach destinations, and preference for driving.

### WHAT DO RESPONDENTS THINK ABOUT NON-MOTORIZED TRANSPORTATION?

The majority of survey respondents never walk or bicycle on Harlem Avenue, nor bring their bicycles on transit along the Corridor. A slight majority do not currently use recreational walking or bicycle trails.

Regarding the non-motorized infrastructure on the Corridor, many respondents commented unfavorably on the condition and continuity of sidewalks as an impediment to walking safely or efficiently.

### WHAT DO RESPONDENTS THINK ABOUT STREETScape?

Streetscape questions dealt with assessment of conditions and availability of street furnishings, and landscaping styles and preferences. When asked to characterize the condition of medians and parkway along the Corridor, the most frequent responses indicate the highest need for improvement in the area north of 95th Street, with the areas south listed as "adequate." Questions pertaining to street furnishings (trash receptacles, benches, bike racks, bus shelters, etc.) indicated that respondents considered current conditions and quantity to be "Poor" but that it was an "important" category for future investment.

Responses to visual preference questions seem to suggest that respondents favor more traditional manicured or grassy landscaping. Improved bus shelters were perceived favorably (78% "yes"), but more intensive bus infrastructure including bus-only lanes was not (60% "no"). A majority of respondents indicated that the recent streetscape and signage improvements in selected areas of the Corridor have had a positive impact. However, freeform comments conveyed that some respondents are frustrated with maintenance issues related to landscaping and the medians, and perceive these expenditures as unnecessary.

### WHAT DO RESPONDENTS THINK ABOUT URBAN DESIGN?

Urban design questions dealt with assessment of architectural style and layout / form of the built environment. When asked about form for new development, most respondents favored a typical suburban style of building and parking layout, although pedestrian and bicycle access was noted as important.

A high number of respondents (45%) noted that specific architectural style was not important as long as quality is good. Freeform comments included notes about not making the development environment so strict as to drive away potential new businesses. There were also comments about how poor design can have a negative impact on the surrounding areas.

### WHAT DO RESPONDENTS THINK ABOUT DEVELOPMENT?

Development questions asked for feedback on economic development priorities and on preferred development opportunities. When asked to comment on priorities, all categories (a range of economic development goals) were noted as "Important."

- The two categories most consistently reported as important were "Creating local jobs" and "Generating property or sales tax revenues."
- The two categories most commonly listed as not important were "More conveniently located municipal facilities / public services" and "More residential options convenient to transit and transportation."

## ACKNOWLEDGEMENTS

### Project Steering Committee



Bedford Park



Orland Park



Bridgeview



Palos Heights



Burbank



Palos Hills



Chicago Ridge



Tinley Park



Oak Lawn



Worth

### Participating Agencies



Southwest Conference of Mayors



Metra



CTA



Pace



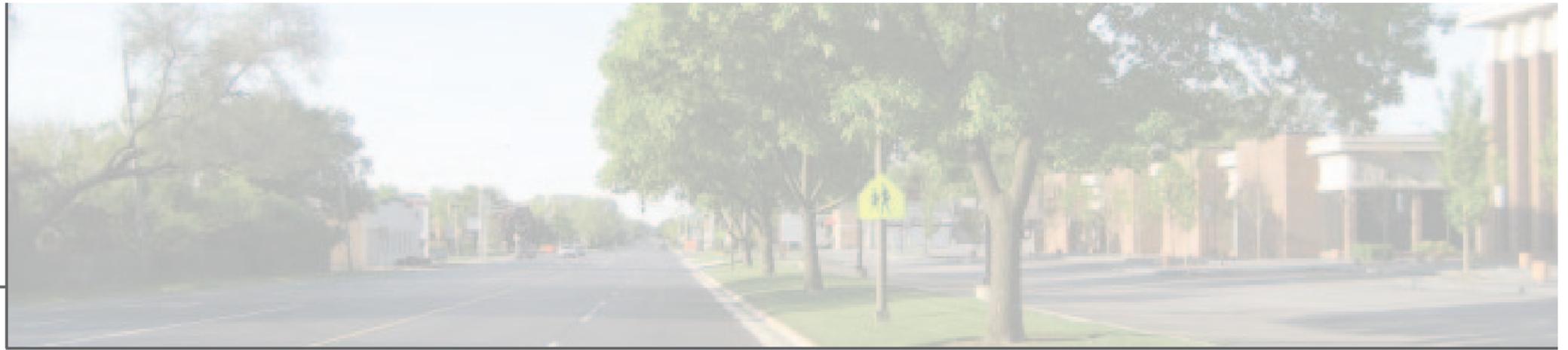
IDOT



RTA

### Consultant Team





## CHAPTER 2: CORRIDOR PLAN BY SEGMENT

In the Plan graphics presented on the following pages, the Harlem Avenue Corridor is divided into six different segments that provide detailed indications of the planned improvements.

The elements presented represent a planning-level of detail and a “best-case” set of feasible improvements to the Corridor.

- Areas marked with a **numbered yellow circle** refer to development or redevelopment opportunity sites that have been identified as having a major potential impact on the Corridor. More information about each of these sites can be found in Chapter 3 of this Final Plan report.
- Areas marked with a **numbered red circle** refer to locations where more detailed planning diagrams have been created to illustrate potential future configuration of roadway, transit and non-motorized elements. Detailed illustrations of each of these elements can be found in Chapter 4 of this Final Plan report.

A more detailed discussion of transportation improvements within each segment of the Corridor can be found in the Transportation Plan document (October 2011).

### EXPLANATION OF LEGEND ITEMS



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



**Municipal Boundary**  
Border between Corridor communities. Many proposed improvements along Harlem Avenue lie along a boundary between communities.



**Improve Truck Traffic / Access**  
Corridor area with high amounts of freight truck traffic needing to access industrial facilities. Improvements needed to accommodate truck flow during peak periods.



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



**Parkway Improvements**  
Improvements needed to sidewalk connectivity and landscaping in the public right-of-way for enhanced Corridor aesthetics and more walkable environment.



**Median Improvements**  
Addition of raised or planted medians to improve Corridor aesthetics, reduce cross-traffic turn movements, or calm traffic.



**Opportunity Sites**  
Development or redevelopment site identified during the Economic Development planning phase. Some transportation infrastructure improvements may be needed to support opportunity.



**Consolidate Access and Eliminate Excessive Curb Cuts**  
Improve traffic flow and safety for all modes by reducing complicated or confusing access patterns.



**Cross-Property Access**  
Create vehicular accessibility between sites to reduce short trips along roadway and allow for consolidated access points off of Harlem Avenue.



**Enhanced Landscape Screening**  
Improved landscape treatments needed outside of public rights-of-way. Communities may offer incentives for improvement or encourage enhancements as part of redevelopment of site(s).



**Posted Pace Stop**  
Potential posted stop location at key intersection or destination as Pace moves away from flag-stop service. Stop located on far side of intersection wherever feasible.



**Arterial Rapid Transit Stop**  
Potential location for on-street Arterial Rapid Transit (ART) station along Harlem Avenue. Stations located to maximize 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 routes. ART service would also likely access these locations.

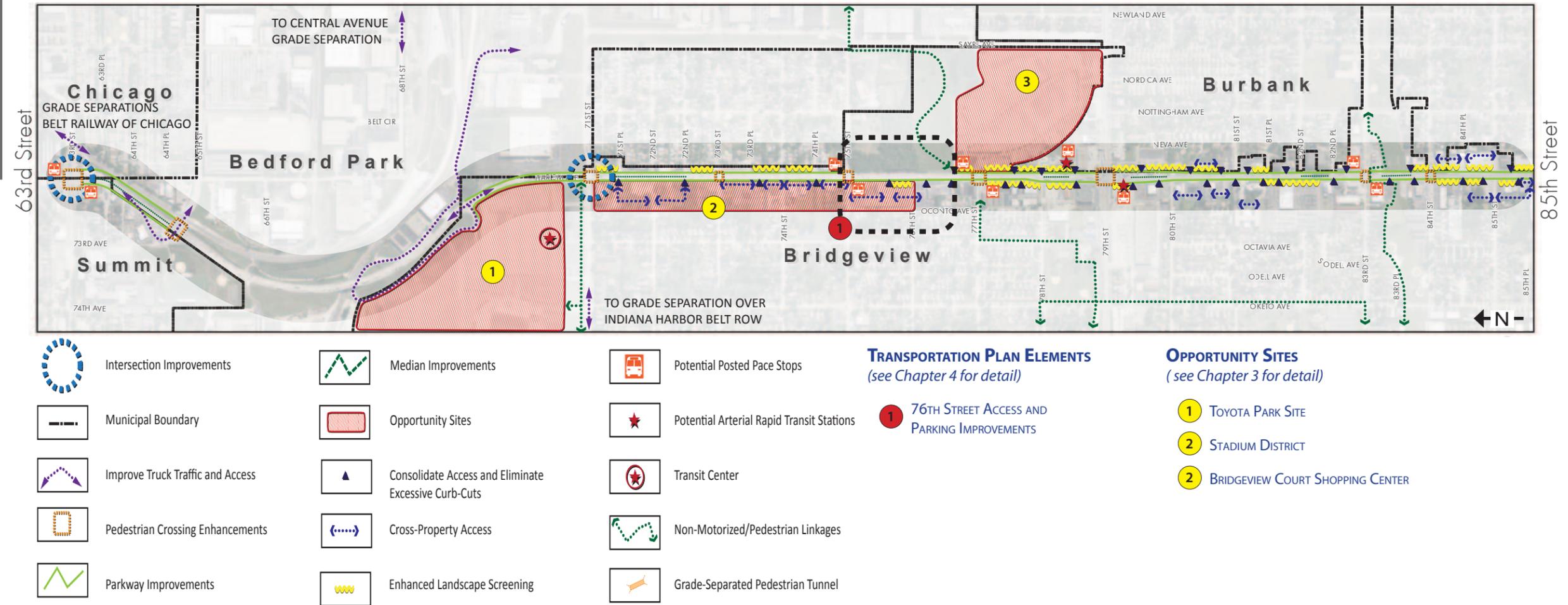


**Proposed Non-Motorized Linkages**  
Off-street multi-use trails and on-street bicycle routes connecting to and from destinations in the Harlem Avenue Corridor.



**Grade-Separated Pedestrian Tunnel**  
Passage beneath Harlem Avenue, connecting trail segments or key destinations without the need to cross street right-of-way.

**FIGURE 2-1: HARLEM AVENUE CORRIDOR, 63RD STREET TO 85TH STREET**



**EXISTING CONDITIONS**

**LAND USE AND ECONOMIC DEVELOPMENT**

Thriving industrial/manufacturing/distribution areas adjacent to the corridor, with several key anchor sites for retail and entertainment redevelopments over short and long term.

**TRANSPORTATION**

Recent updates and repairs to roadways and sidewalks, with some remaining sidewalk gaps and landscaping installations in need of maintenance; significant freight congestion at 65th Street, 71st Street and other intersections; connections via bus to the CTA Orange Line.

**ECONOMIC DEVELOPMENT AND LAND USE**

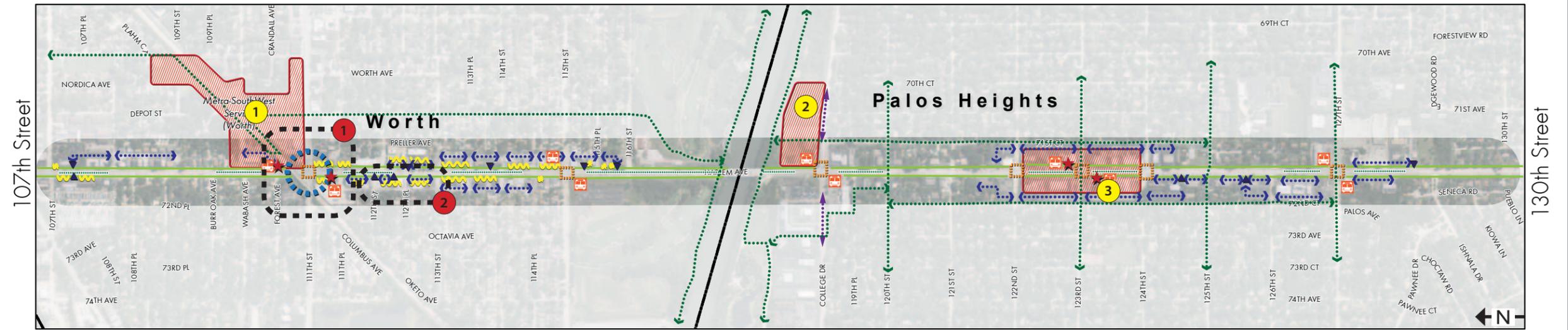
- The 115 acre Toyota Park Site has potential over long term to be an entertainment destination, with various proposals under recent and current consideration for post-recession implementation.
- Stadium District mixed-use area could spin-off related development from Toyota Park and Pace transfer center building on retail infrastructure and potential for bus transit-oriented development.
- Bridgeview Court Shopping Center site has active interest, with potential for employment-generating uses at property rear.
- Infill redevelopment opportunities may be triggered along corridor segment as anchor redevelopment projects are completed.

**TRANSPORTATION**

- Ambitious large scale-plans exist for a new Pace transfer center and CREATE grade separation projects at 71st Street and 63rd Street that will improve connectivity and traffic flow.
- Roadway improvements are intended to: improve heavy truck/freight congestion, facilitate access to Toyota Park, and ease multi-modal traffic conflicts.
- Installing permanent posted stops for Pace bus service in the short term, and implementation of Arterial Rapid Transit over the longer term will improve transit options.
- Improvements for non-motorized users include safety features at major intersections, completion of sidewalk gaps, and connections to existing or planned multi-use trails, such as at 83rd Street.



**FIGURE 2-3: HARLEM AVENUE CORRIDOR, 107TH STREET TO 130TH STREET**



	Intersection Improvements		Median Improvements		Potential Posted Pace Stops
	Municipal Boundary		Opportunity Sites		Potential Arterial Rapid Transit Stations
	Improve Truck Traffic and Access		Consolidate Access and Eliminate Excessive Curb-Cuts		Transit Center
	Pedestrian Crossing Enhancements		Cross-Property Access		Non-Motorized/Pedestrian Linkages
	Parkway Improvements		Enhanced Landscape Screening		Grade-Separated Pedestrian Tunnel

**TRANSPORTATION PLAN ELEMENTS**  
(see Chapter 4 for detail)

- 1 111TH STREET INTERSECTION IMPROVEMENTS
- 2 112TH STREET ACCESS AND PARKING

**OPPORTUNITY SITES**  
(see Chapter 3 for detail)

- 1 WORTH METRA STATION
- 2 PALOS HEIGHTS GATEWAY SITE
- 3 DOWNTOWN PALOS HEIGHTS

**EXISTING CONDITIONS**

**LAND USE AND ECONOMIC DEVELOPMENT**

Characterized by retail and commercial zones backed by solid residential neighborhoods and access to numerous recreational and open space assets, with infill redevelopment opportunities of various sizes.

**TRANSPORTATION**

Rich multi-modal options, including direct access to Metra commuter rail in Worth and nearby in Palos Heights along Southwest Highway, Pace bus, Palos Heights shuttle service, and multi-use trails; numerous curb cuts and sidewalk gaps present connectivity and safety challenges.

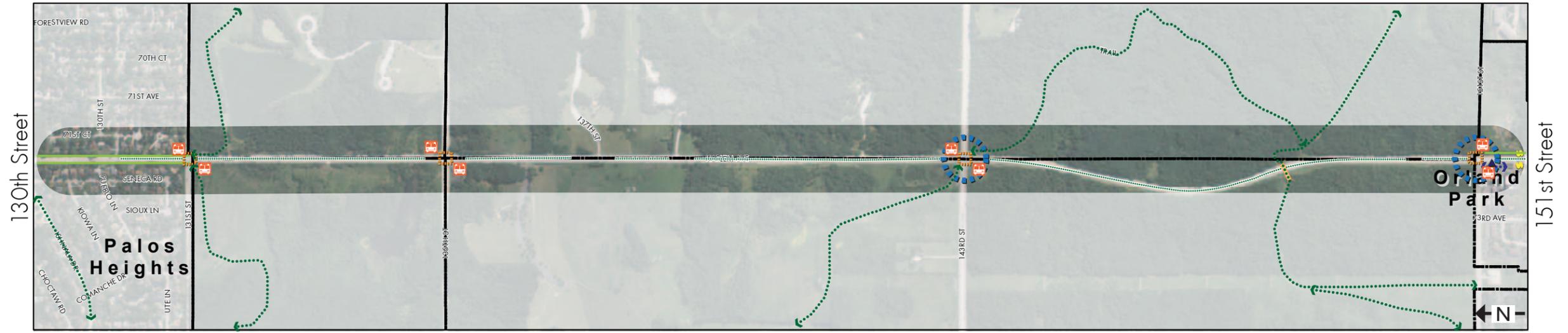
**ECONOMIC DEVELOPMENT AND LAND USE**

- Potential for rail transit-oriented development around Worth Metra Station and 111th Street as underutilized properties transition to more productive use.
- Palos Heights gateway site along College Drive has had active interest for mixed-use redevelopment capitalizing on proximity to recreational assets, Trinity College, and pedestrian-friendly downtown Palos Heights.
- Infill sites in downtown Palos Heights build upon pedestrian-friendly scale and established commercial, retail and entertainment blocks.

**TRANSPORTATION**

- Design improvements at 111th Street are suggested to improve traffic flow, increase pedestrian and bicycle safety, enhance urban design, and support TOD-style redevelopment around the Metra station.
- Cross-access improvements at 112th Street are proposed to make more efficient use of parking, improve traffic flow, and reduce contention between vehicles and non-motorized users.
- Palos Heights' concurrent efforts to establish a non-motorized plan contributes to linkages for pedestrians and bicyclists.
- Installing permanent posted stops for Pace bus service in the short term, and implementation of Arterial Rapid Transit over the longer term will improve transit options.
- Landscape screening and median beautification projects improve the urban design of the segment and encourage economic vitality.

**FIGURE 2-4: HARLEM AVENUE CORRIDOR, 130TH STREET TO 151ST STREET**



	Municipal Boundary		Enhanced Landscape Screening
	Pedestrian Crossing Enhancements		Potential Posted Pace Stops
	Parkway Improvements		Non-Motorized/Pedestrian Linkages
	Median Improvements		Grade-Separated Pedestrian Tunnel

**EXISTING CONDITIONS**

**LAND USE AND ECONOMIC DEVELOPMENT**

Forest Preserve District of Cook County open and recreational spaces.

**TRANSPORTATION**

Roadway is generally in good repair with some concerns about safety due to crash incidence and areas of sub-optimal emergency shoulder; connections to multi-use trails within Forest Preserve units, especially from Pace bus, could be improved.

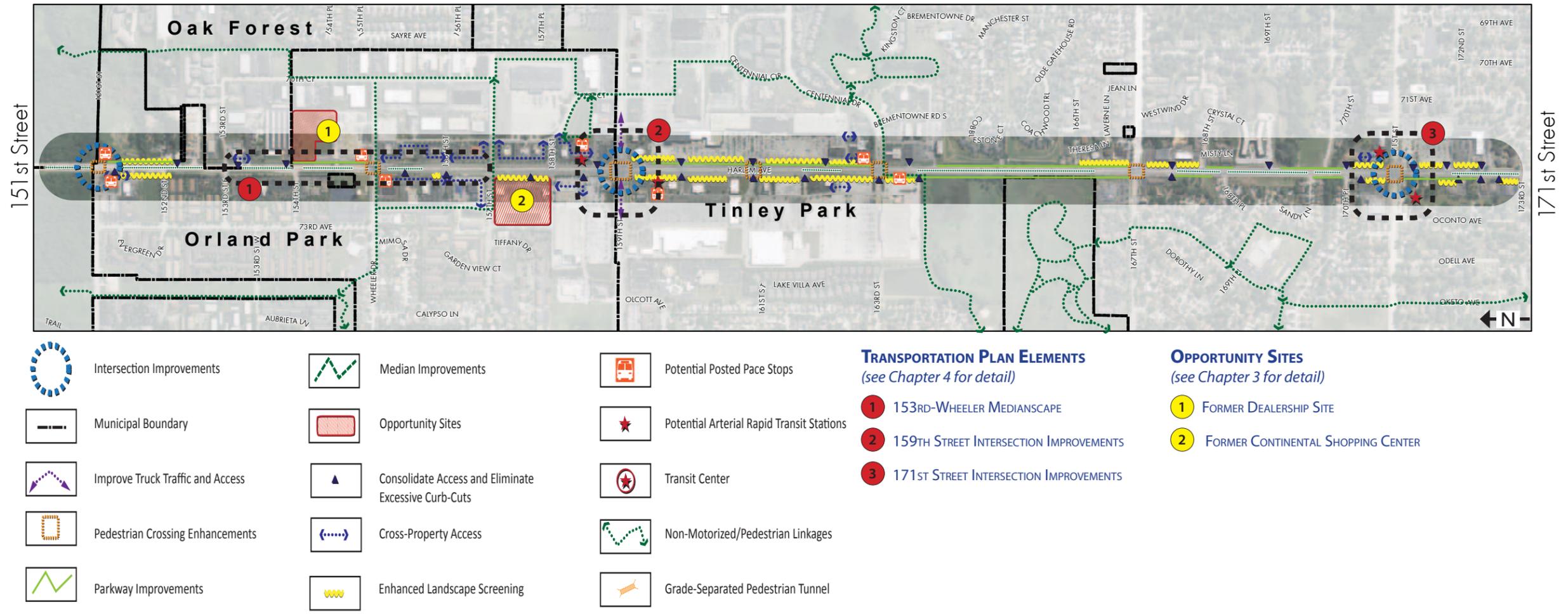
**ECONOMIC DEVELOPMENT AND LAND USE**

- No development proposals in this segment due to land ownership by the Forest Preserve District of Cook County.

**TRANSPORTATION**

- Installing permanent posted stops for Pace bus service at intersections near trail heads / access points will improve transit connections to the Forest Preserve units.
- Constructing intersection improvements at 143rd and 151st Streets to improve traffic flow and pedestrian safety (funding for these projects was recently obtained).

**FIGURE 2-5: HARLEM AVENUE CORRIDOR, 151ST STREET TO 171ST STREET**



- TRANSPORTATION PLAN ELEMENTS**  
(see Chapter 4 for detail)
- 1 153RD-WHEELER MEDIANSCAPE
  - 2 159TH STREET INTERSECTION IMPROVEMENTS
  - 3 171ST STREET INTERSECTION IMPROVEMENTS

- OPPORTUNITY SITES**  
(see Chapter 3 for detail)
- 1 FORMER DEALERSHIP SITE
  - 2 FORMER CONTINENTAL SHOPPING CENTER

**EXISTING CONDITIONS**

**LAND USE AND ECONOMIC DEVELOPMENT**

Thriving retail, commercial and mixed-use zones with some infill redevelopment sites of attractive size.

**TRANSPORTATION**

Recent updates and repairs to roadways and sidewalks to maintain infrastructure, manage access points, and implement streetscaping / landscaping; some remaining sidewalk gaps and lack of Pace bus service south of 163rd Street limit options for some non-auto users; rich infrastructure of nearby and connecting multi-purpose trails.

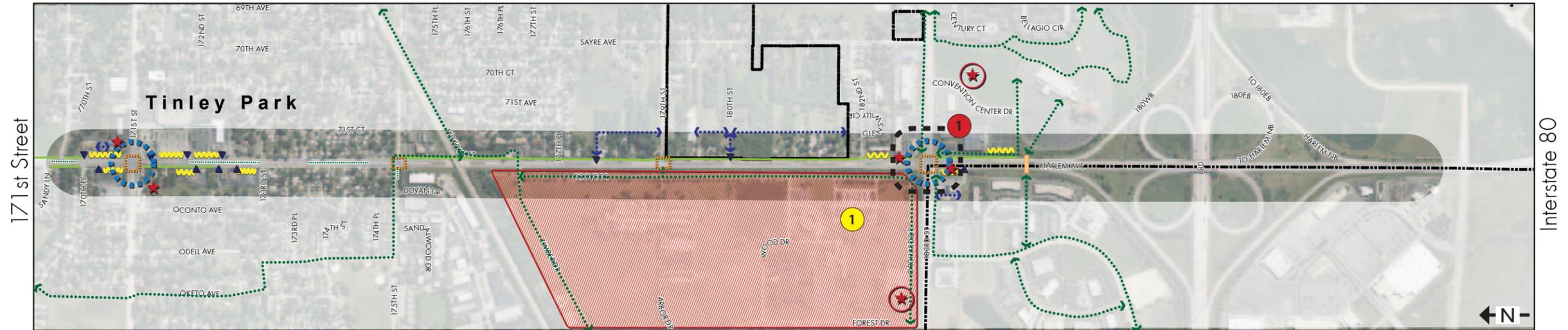
**ECONOMIC DEVELOPMENT AND LAND USE**

- Former auto dealership site at Wheeler Drive is 10-acre opportunity for mixed-use redevelopment, and is partially programmed for redevelopment as a senior-housing facility.
- Former Continental Shopping Center is shovel-ready opportunity for mixed-use redevelopment, building on vitality and attractively designed adjacent developments.

**TRANSPORTATION**

- Demonstration medianscape project at 153rd Street – Wheeler Drive extends Orland Park’s beautification program and palette throughout the Corridor, and can eventually be applied throughout the area from 151st Street to 159th Street.
- Design improvements at 159th Street are suggested to improve traffic flow, increase pedestrian and bicycle safety, and enhance urban design.
- Design improvements at 171st Street are suggested to improve traffic flow, increase pedestrian and bicycle safety, and enhance urban design.
- Concurrent non-motorized planning efforts by Orland Park and Tinley Park contribute to improved linkages across and along Harlem Avenue for pedestrians and bicyclists.
- Installing permanent posted stops for Pace bus service in the short term, and implementation of Arterial Rapid Transit over the longer term will improve transit options.
- Landscape screening and median beautification projects improve the urban design of the segment and encourage economic vitality.

**FIGURE 2-6: HARLEM AVENUE CORRIDOR, 171ST STREET TO INTERSTATE 80**



	Intersection Improvements		Median Improvements		Potential Posted Pace Stops
	Municipal Boundary		Opportunity Sites		Potential Arterial Rapid Transit Stations
	Improve Truck Traffic and Access		Consolidate Access and Eliminate Excessive Curb-Cuts		Transit Center
	Pedestrian Crossing Enhancements		Cross-Property Access		Non-Motorized/Pedestrian Linkages
	Parkway Improvements		Enhanced Landscape Screening		Grade-Separated Pedestrian Tunnel

**TRANSPORTATION PLAN ELEMENTS**  
(see Chapter 4 for detail)

**1** 183RD STREET PEDESTRIAN IMPROVEMENTS

**OPPORTUNITY SITES**  
(see Chapter 3 for detail)

**1** MENTAL HEALTH FACILITY SITE

**EXISTING CONDITIONS**

**LAND USE AND ECONOMIC DEVELOPMENT**

Thriving retail, commercial and mixed-use zones with pockets of residential blocks; significant anchor at Tinley Park Convention Center and adjacent hotel / business park.

**TRANSPORTATION**

Recent updates and repairs to roadways and sidewalks to maintain infrastructure and implement streetscaping / landscaping; some remaining sidewalk gaps, high traffic intersections and the lack of Pace bus service on Harlem limit options for some non-auto users; rich infrastructure of nearby and connecting multi-purpose trails, and close access to Metra stations at downtown Tinley Park and at 80th Avenue.

**ECONOMIC DEVELOPMENT AND LAND USE**

- The 250-acre Tinley Park Mental Health Center is largest redevelopment site on the Corridor, and is a candidate for a mixed-use redevelopment demonstrating best practices in sustainable design and multi-modal connectivity; the time horizon for redevelopment is dependent upon the State of Illinois' plan for the facilities and market conditions.

**TRANSPORTATION**

- Design improvements at 183rd Street are proposed to pedestrian safety and mobility, particularly in support of current activity at the Convention Center, retail developments, and future opportunities at the Mental Health site.
- Tinley Park's concurrent project to establish a non-motorized plan contributes to improved linkages across and along Harlem Avenue for pedestrians and bicyclists. The Village's recent passing of a "Complete Streets" policy will also support these efforts.
- Establishing a Pace transfer center along 183rd Street -whether at the Convention Center, Mental Health site, or closer to the Metra station at 80th Avenue - in the short or medium term, and implementation of Arterial Rapid Transit over the longer term will improve transit options.
- Landscape screening and median beautification projects improve the urban design of the segment and encourage economic vitality.



# CHAPTER 3: DEVELOPMENT OPPORTUNITY SITES

## CORRIDOR FRAMEWORK

Harlem Avenue is a major commercial corridor through the South-west suburbs and it is destined to retain this function in the future, serving the commercial, employment and recreational needs of the surrounding communities and region. And even as certain sites or portions could be better utilized or provide more value to the local communities, the Corridor remains a highly active and viable location for businesses, with numerous strategic advantages to build from.

A general economic development strategy for the Corridor communities, particularly as the economy struggles to recover in recent years, is to focus on retaining and strengthening existing economic activities, while improving the developability of individual sites that have the potential to become new activity centers or nodes for the future. This strategy falls in line with existing economic development activity seen by many of the Corridor communities, and also blends well with plans to better serve this Corridor with public transportation. Indeed, Pace's existing plans to upgrade service along Harlem Avenue in the future may provide additional impetus for development at key locations in the Corridor, and planning for these sites should incorporate transit service as a key factor.

As a result, this chapter focuses on the major opportunity sites along the Corridor, areas which provide the most fruitful opportunities for continuing Harlem Avenue Corridor's role as a major business corridor.

Table 3-1 provides a summary of the potential opportunities and considerations for the opportunity sites identified earlier in this report. Options and economic development strategies for each of these sites can be found on the pages that follow.

TABLE 3-1: OPPORTUNITY SITES CONCLUSIONS

Site	Community	Zoning	Approx. Size	Harlem Frontage	Community Vision	Potential Opportunities & Considerations
Toyota Park site	Bridgeview	I-2	115 ac	2,700'	Hotel, restaurant, and entertainment uses attractive to visitors of the stadium. Previous development plans included movie theater, waterpark.	Entertainment, restaurant and some retail uses could establish a campus/district feel on the site. Urban design will be key to integrating parking with other uses. Hotels may be more challenging based on location relative to expressways.
Stadium district	Bridgeview	C-3	20 ac	3,000'	Hotel, restaurant and entertainment uses attractive to visitors of the stadium as well as general commercial.	Small-site commercial properties and convenience retail, with potential long-term opportunities for entertainment or tourism uses.
Bridgeview Court shopping center	Bridgeview	C-3	35 ac	1,500'	Village has selected a development team to redevelop into a retail/entertainment center with a new 12-screen movie theater.	Site does not have great visibility from 79 <sup>th</sup> or Harlem. Buildings require investment. Site competes with Ford City Mall/Cicero Corridor to the east.
95 <sup>th</sup> Street Interchange area	Oak Lawn Bridgeview	R-1 R-3	30 ac	1,000'	Communities are open to the potential for reconfiguration of transportation infrastructure to allow for development.	Highway commercial development or other industrial/office uses that take advantage of highway access.
Former Yellow Freight site	Chicago Ridge	M-1	60 ac	1,500'	Commercial, retail or other revenue generating use that takes advantage of high-traffic location.	Retail/commercial fronting on Harlem Avenue with auto lots or industrial behind.
Worth Metra Station area	Worth	B-1	13 ac	750'	No defined plan for area.	Higher-density residential and commercial development that takes advantage of adjacent train station.
Palos Heights gateway site	Palos Heights	B PUD	12 ac	600'	Commercial and office development with possibility for some adjoining residential.	Retail/residential mixed use taking advantage of access to waterway and trail assets.
Downtown Palos Heights (multiple sites)	Palos Heights	B	17 ac	1,300'	Small retail and restaurant focused downtown area.	Revitalization of small sites, incorporation of residential behind commercial frontages.
Former car dealership site	Orland Park	BIZ	10 ac	800'	Retail along Harlem Avenue linked to residential development.	Retail/residential mixed use.
Former Continental shopping center	Orland Park	BIZ	7 ac	600'	Retail along Harlem Avenue linked to residential development.	Retail/residential mixed use.
Tinley Park Mental Health Center	Tinley Park	n/a	250 ac	4,500'	No defined plan for area.	Residential neighborhood that incorporates commercial- and employment-based uses.

## TOYOTA PARK SITE (BRIDGEVIEW)



### POTENTIAL USES & OPPORTUNITIES

- Long-term opportunities exist for complementary entertainment and tourism uses on lots fronting along Harlem and 71st, but may require numerous years before site is built out with these uses.
- Hotel demand is challenged by the major concentration adjacent to Midway Airport. New hotel investment will likely need to coincide with other amenities on site or nearby.
- In the short-term, revenue-producing opportunities that require low maintenance or infrastructure investment for the Village may include farmer's market, open-air flea market, or an RV park.

### POTENTIAL STRATEGIC ACTION ITEMS

- 1 Prepare outlots for commercial or entertainment development types, integrated with and capitalizing on improved transit access.
- 2 Improve Intersection at Harlem Avenue and 71st Street to accommodate heavy traffic from trucks heading east on 71st Street as well as special event traffic flow.

### SITE INFORMATION

**Location:** Bridgeview  
**Zoning:** Industrial (I-2)

**Approx. Size:** 115 acres  
**Frontage along Harlem:** 2,700'

	Within 1 Mile	Within 3 Miles	Within 5 Miles
<b>Population (2000)</b>	7,345	120,841	393,234
<b>Population (2010)</b>	7,262	117,796	380,214
<b>Households (2000)</b>	2,658	43,924	141,234
<b>Households (2010)</b>	2,651	42,589	135,201
<b>Median HH Income</b>	\$54,754	\$56,554	\$56,284
<b>Median Age</b>	38.1	38.6	37.8
<b>College Degree %</b>	18.1%	20.1%	24.9%
<b>Retail Gap/Surplus</b>	-\$133M	+\$136M	+\$64M

*Note: For Retail Gap/Surplus, negative figures indicate that retail supply exceeds demand from residents within area, while positive numbers indicate that local demand is unmet.  
Source: Claritas Site Reports*

### SWOT ANALYSIS

#### Strengths

- Major new sports and entertainment venue attracts thousands of visitors per year.
- Existing TIF District on site could help to finance cost of preparing site for additional development.
- Large open areas available for development as a complete campus.

#### Weaknesses

- Roadway access to site can be difficult during high-traffic periods or when rail crossing are blocked.
- Public transportation access requires transfer from rapid transit lines.
- Site treatments and parking lots not completed.

#### Opportunities

- Plans for on-site Pace transit center to be completed in 2012-2013.
- Good linkages to nearby roadway assets (I-55).
- Capture travellers and visitors to Chicago Midway Airport.

#### Threats

- Lack of complementary uses surrounding the site.
- Existing hotel concentration south of Midway Airport (three miles away) already contains many national flags.

## STADIUM DISTRICT (BRIDGEVIEW)



### POTENTIAL USES & OPPORTUNITIES

- Short-term opportunities exist for individual commercial properties, including convenience restaurants, gas stations, drug stores and small retail strip centers.
- Longer-term opportunities may exist for entertainment and tourism uses (restaurants, lodging, recreational uses) that target visitors to Toyota Park.

### POTENTIAL STRATEGIC ACTION ITEMS

- 1 Additional streetscape investments that improve the value of the adjacent development sites.
- 2 Assemble vacant properties to provide larger, more attractive commercial development sites.

### SITE INFORMATION

**Location:** Bridgeview  
**Zoning:** Commercial (C-3)

**Approx. Size:** 20 acres  
**Frontage along Harlem:** 3,000'

	Within 1 Mile	Within 3 Miles	Within 5 Miles
<b>Population (2000)</b>	8,717	127,813	380,736
<b>Population (2010)</b>	8,372	124,694	368,451
<b>Households (2000)</b>	3,140	46,359	137,768
<b>Households (2010)</b>	3,042	45,031	132,152
<b>Median HH Income</b>	\$56,170	\$56,976	\$56,091
<b>Median Age</b>	38.2	38.6	38.1
<b>College Degree %</b>	17.1%	20.4%	24.6%
<b>Retail Gap/Surplus</b>	-\$194M	+\$205M	-\$40M

*Note: For Retail Gap/Surplus, negative figures indicate that retail supply exceeds demand from residents within area, while positive numbers indicate that local demand is unmet.  
Source: Claritas Site Reports*

### SWOT ANALYSIS

#### Strengths

- High traffic counts along Harlem Avenue attractive for commercial development.
- Existing TIF District on site could help to finance cost of preparing sites for additional development.
- New sidewalk improvements provide improved pedestrian access.

#### Weaknesses

- Roadway access to sites can be impacted by traffic or trucking congestion.
- Lack of highly active anchor uses along this portion of the Corridor.
- High number of vacant buildings and sites leads to potentially unattractive area for investment.

#### Opportunities

- Better linkages to nearby stadium and its visitors.
- Improved bus service and amenities along Harlem Avenue.
- Linkages to large base on employment to the north and east in Bedford Park.

#### Threats

- Large base of surrounding retail and commercial development serves many of the local needs for goods and services.

## BRIDGEVIEW COURT SHOPPING CENTER (BRIDGEVIEW)



### POTENTIAL USES & OPPORTUNITIES

- Village of Bridgeview has selected a development team to create a commercial-based development at this site including a potential multi-screen cinema.
- Existing business college is located near the middle of the site and currently provides the most active site use, but may limit development opportunities for other uses.
- May consider using rear portions of the site for office/warehouse and logistics uses that connect with the adjacent intermodal yard and trucking facilities accessible via Sayre.

### POTENTIAL STRATEGIC ACTION ITEMS

- 1 Improve access and visibility from Harlem Avenue and 71st Street.
- 2 Divide site into uses that take advantage of access to Sayre (potential for logistics or service uses) as well as to Harlem and 79th (retail/commercial uses)

### SITE INFORMATION

**Location:** Bridgeview  
**Zoning:** Commercial (C-3)

**Approx. Size:** 35 acres  
**Frontage along Harlem:** 1,500'

	Within 1 Mile	Within 3 Miles	Within 5 Miles
<b>Population (2000)</b>	15,570	127,521	349,603
<b>Population (2010)</b>	14,827	124,573	339,125
<b>Households (2000)</b>	5,407	46,305	128,753
<b>Households (2010)</b>	5,187	45,127	124,007
<b>Median HH Income</b>	\$59,804	\$57,341	\$56,211
<b>Median Age</b>	39.1	38.4	38.7
<b>College Degree %</b>	17.6%	21.5%	24.6%
<b>Retail Gap/Surplus</b>	-\$233M	-\$43M	-\$174

*Note: For Retail Gap/Surplus, negative figures indicate that retail supply exceeds demand from residents within area, while positive numbers indicate that local demand is unmet.  
Source: Claritas Site Reports*

### SWOT ANALYSIS

#### Strengths

- Existing TIF District on site could help to finance cost of preparing site for additional development.
- Large open areas available for development as a complete campus.

#### Weaknesses

- Poor visibility of site from Harlem Avenue and 79th Street due to developed out-parcels and limited access points.
- Poor conditions of parking lots and other site treatments.
- Long-term lease held by Northwestern Business College may impede ability to redevelop site around this use.

#### Opportunities

- East end of site is well connected to the transportation- and employment concentration located east of this area.
- Development concepts could link with other development scenarios along Harlem Avenue north to Toyota Park.
- Improved bus service and amenities along Harlem Avenue.
- Surrounding shopping centers are aged, site may offer an opportunity for new retailers looking to invest in the area.

#### Threats

- Lack of complementary uses surrounding the site.
- Presence of large concentration of retail development along Cicero Avenue east of this area.

## 95TH STREET INTERCHANGE AREA (OAK LAWN/BRIDGEVIEW)



### POTENTIAL USES & OPPORTUNITIES

- Long-term opportunities exist to reconfigure transportation access to significantly improve the developability of the area for commercial, industrial or office property.
- Short-term opportunities may exist to open up smaller development sites adjacent to existing roadway and service drives.
- Reconfiguration of roadway access to existing industrial sites south of railway may be an expensive option that would need to also better respond to transportation and trucking needs in the area.

### POTENTIAL STRATEGIC ACTION ITEMS

- 1 Reconfiguration of Harlem Avenue interchange with 95th Street may open up opportunities for additional commercial development fronting on both streets.
- 2 Site assembly and reconfiguration of transportation access south of 95th Interchange along I-294 may improve development prospects for aged industrial properties.

### SITE INFORMATION

**Location:** Oak Lawn/Bridgeview **Approx. Size:** 30 acres  
**Zoning:** Residential (R-1/R-3) **Frontage along Harlem:** 1,000'

	Within 1 Mile	Within 3 Miles	Within 5 Miles
<b>Population (2000)</b>	13,525	138,487	292,765
<b>Population (2010)</b>	13,667	132,963	284,170
<b>Households (2000)</b>	5,309	51,984	109,931
<b>Households (2010)</b>	5,307	49,987	106,547
<b>Median HH Income</b>	\$49,638	\$58,532	\$59,402
<b>Median Age</b>	37.5	39.2	39.6
<b>College Degree %</b>	21.8%	26.1%	27.7%
<b>Retail Gap/Surplus</b>	-\$91M	+\$26M	+\$209M

*Note: For Retail Gap/Surplus, negative figures indicate that retail supply exceeds demand from residents within area, while positive numbers indicate that local demand is unmet.  
 Source: Claritas Site Reports*

### SWOT ANALYSIS

#### Strengths

- Very high traffic area at the intersection of three major roadways: I-294, 95th Street and Harlem Avenue.
- Public control of sites and access points.

#### Weaknesses

- Presence of Indiana Harbor Belt R.R. line presents numerous cross-overs and grade shifts.
- Industrial properties west of Harlem exhibit outdated construction types, building sizes and access features.

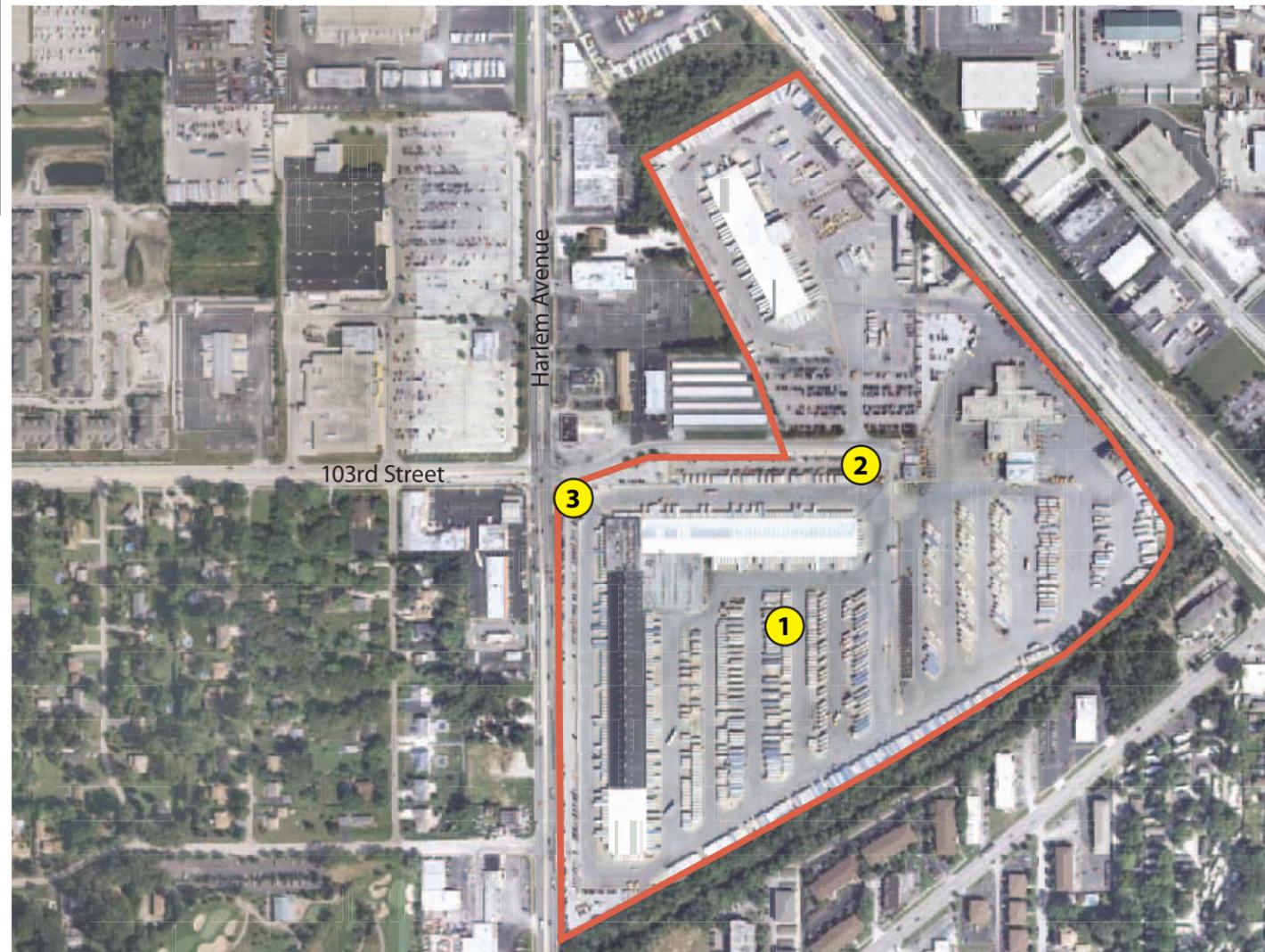
#### Opportunities

- Improved bus service and amenities along Harlem Avenue, including potential for bus transfer center integrated at this intersection point for existing Pace service.
- Attract uses that link to I-294 Tollway.

#### Threats

- Potentially high costs associated with reconfiguring transportation access.

## FORMER YELLOW FREIGHT SITE (CHICAGO RIDGE)



### POTENTIAL USES & OPPORTUNITIES

- Retail shopping center uses may be feasible along Harlem Avenue due to excellent traffic counts and presence of nearby shopping centers.
- Large open space may lend itself to development of an outdoor commercial use such as a large auto mall.
- Site has recently been sold, and a TIF district will be established to help further potential mixed-use concepts being suggested by multiple developers.

### POTENTIAL STRATEGIC ACTION ITEMS

- 1 Investigate and remediate potential environmental concerns.  
Develop end-use oriented remediation plan (site reuse will depend on further characterization of the site to factor in cost, complexity and timeframe of remediation relative to potential return on investment).
- 2 Establish TIF district that provides funding capacity for site redevelopment, and include planning for improved streetscape and pedestrian amenities along Harlem Avenue.

### SITE INFORMATION

**Location:** Chicago Ridge      **Approx. Size:** 60 acres  
**Zoning:** Manufacturing (M-1)      **Frontage along Harlem:** 1,500'

	Within 1 Mile	Within 3 Miles	Within 5 Miles
<b>Population (2000)</b>	15,285	124,132	273,905
<b>Population (2010)</b>	14,336	119,740	264,630
<b>Households (2000)</b>	6,199	47,272	103,696
<b>Households (2010)</b>	5,790	45,722	100,284
<b>Median HH Income</b>	\$53,237	\$60,006	\$60,523
<b>Median Age</b>	38.5	40.1	40.0
<b>College Degree %</b>	23.3%	29.1%	29.4%
<b>Retail Gap/Surplus</b>	-\$86M	+\$206M	+\$89M

*Note: For Retail Gap/Surplus, negative figures indicate that retail supply exceeds demand from residents within area, while positive numbers indicate that local demand is unmet.  
 Source: Claritas Site Reports*

### SWOT ANALYSIS

#### Strengths

- Large site with frontage area along high-traffic portion of Harlem Avenue.
- Excellent visibility from I-294.
- Direct route to enter I-294 travelling west along 103rd Street then north along Roberts Road.

#### Weaknesses

- Poor access from I-294.
- Potential environmental contamination from historic uses.

#### Opportunities

- Adjacent Wal-Mart (west side of Harlem Avenue) generates traffic and potential shoppers.
- Improved bus service and amenities along Harlem Avenue.
- Opportunity to provide better linkages to adjacent tollway.
- Potential access to brownfield planning and assessment grants for remediation and redevelopment planning.

#### Threats

- Presence of large nearby retail and commercial concentration in and around Chicago Ridge Mall.

## WORTH METRA STATION AREA (WORTH)



### POTENTIAL USES & OPPORTUNITIES

- Transit-oriented development, as has been successful throughout Chicago region, may offer opportunities to attract new residents and businesses interested in locating near a transit station.
- Residential and retail mixed-use is most common form of development, often at higher densities than surrounding area.
- Success may require significant planning and site assembly activities by the Village of Worth.

### POTENTIAL STRATEGIC ACTION ITEMS

- 1 Develop combined parking facility/lot south of train station to free up additional land for development opportunities (*Note: will need to consider guidelines for redevelopment of commuter parking facilities as incorporated into the RTA's recently released "Access & Parking Strategies for Transit-Oriented Development"*).
- 2 Improve signage and access to Metra station, reinforcing its status as a major node in the community.

### SITE INFORMATION

**Location:** Worth  
**Zoning:** Business (B-1)

**Approx. Size:** 13 acres  
**Frontage along Harlem:** 750'

	Within 1 Mile	Within 3 Miles	Within 5 Miles
<b>Population (2000)</b>	13,451	102,047	269,265
<b>Population (2010)</b>	12,270	99,763	260,779
<b>Households (2000)</b>	5,466	40,179	102,466
<b>Households (2010)</b>	5,013	39,382	99,481
<b>Median HH Income</b>	\$50,951	\$60,549	\$61,294
<b>Median Age</b>	39.1	41.2	40.3
<b>College Degree %</b>	23.3%	32.7%	30.2%
<b>Retail Gap/Surplus</b>	+\$62M	+\$126M	+\$163M

*Note: For Retail Gap/Surplus, negative figures indicate that retail supply exceeds demand from residents within area, while positive numbers indicate that local demand is unmet.  
Source: Claritas Site Reports*

### SWOT ANALYSIS

#### Strengths

- Access to Metra station along the SouthWest Service line, which has upgraded its service offerings in recent years.
- Municipally-controlled properties including surface parking lots allow for easier site assembly and redevelopment planning.

#### Weaknesses

- Site features grade changes and numerous small parcels.
- Potentially difficult access from Harlem Avenue.
- Appearance of railroad viaduct needs improvement.

#### Opportunities

- Recent developments (proposed and built) in nearby communities of Orland Park and Chicago Ridge provide template for new development type (transit-oriented development).
- Connection to nearby recreational assets along Calumet Sag Canal.
- Improved bus service and amenities along Harlem Avenue.
- Opportunity to create new "village center" type development around adjacent municipal facilities.

#### Threats

- TOD and higher density development are relatively new models in Worth and surrounding communities.

## PALOS HEIGHTS GATEWAY SITE (PALOS HEIGHTS)



### POTENTIAL USES & OPPORTUNITIES

- Site has excellent amenities for residential development opportunities with access to recreational facilities and nearby downtown.
- Corner of Harlem Avenue and Route 83 may also provide opportunities for retail development.
- Existing development proposals for site demonstrate interest as a valuable development site.

### POTENTIAL STRATEGIC ACTION ITEMS

- 1 Develop municipal plan for site that describes allowable uses and preferred development types.

### SITE INFORMATION

**Location:** Palos Heights  
**Zoning:** Business/PUD

**Approx. Size:** 6 acres  
**Frontage along Harlem:** 600'

	Within 1 Mile	Within 3 Miles	Within 5 Miles
<b>Population (2000)</b>	9,251	81,144	260,008
<b>Population (2010)</b>	8,700	79,783	254,088
<b>Households (2000)</b>	3,280	31,926	99,221
<b>Households (2010)</b>	3,089	31,487	97,480
<b>Median HH Income</b>	\$72,014	\$63,761	\$62,859
<b>Median Age</b>	43.4	41.7	40.6
<b>College Degree %</b>	38.6%	34.7%	32.1%
<b>Retail Gap/Surplus</b>	+\$48M	-\$59M	-\$21M

*Note: For Retail Gap/Surplus, negative figures indicate that retail supply exceeds demand from residents within area, while positive numbers indicate that local demand is unmet.  
Source: Claritas Site Reports*

### SWOT ANALYSIS

#### Strengths

- Site abuts the Cal-Sag Canal and planned recreational trail network.
- Existing TIF District on site could help to finance cost of preparing site for additional development.
- Site is assembled, vacant and prepared for development, including an in-place development agreement for commercial and residential units.
- Frontage along high-traffic portion of Harlem Avenue.

#### Weaknesses

- Access into site may require additional traffic controls or signals.

#### Opportunities

- Development of Calumet Sag Trail and connections to nearby recreational facilities.
- Improved bus service and amenities along Harlem Avenue.
- Connections to Lake Katherine natural area.

#### Threats

- Previous development proposals for senior housing have been rejected by community, signifying need to define acceptable uses for this site.

## DOWNTOWN PALOS HEIGHTS (PALOS HEIGHTS)



### POTENTIAL USES & OPPORTUNITIES

- Existing planning documents call for revitalization of this stretch of Harlem as a traditional retail district. May be beneficial to focus on improvements to central area of the district to concentrate creation of a walkable, active environment.
- Higher-density residential uses may also be enticed to locate along or adjacent to this area over the longer term.

### POTENTIAL STRATEGIC ACTION ITEMS

- 1 Continue to consolidate municipal parking (surface lot or garage) in order to reduce need for surface parking distributed throughout the district.
- 2 Reconfigure streetscape and access to create a more pedestrian-friendly retail district.

### SITE INFORMATION

**Location:** Palos Heights  
**Zoning:** Business (B)

**Approx. Size:** 17 acres  
**Frontage along Harlem:** 1,300'

	Within 1 Mile	Within 3 Miles	Within 5 Miles
<b>Population (2000)</b>	8,410	73,460	252,099
<b>Population (2010)</b>	8,314	72,684	247,110
<b>Households (2000)</b>	2,901	27,714	96,334
<b>Households (2010)</b>	2,867	28,490	95,077
<b>Median HH Income</b>	\$86,518	\$65,445	\$63,470
<b>Median Age</b>	46.0	42.4	40.6
<b>College Degree %</b>	50.1%	35.3%	33.0%
<b>Retail Gap/Surplus</b>	+\$40M	+\$39M	-\$210M

*Note: For Retail Gap/Surplus, negative figures indicate that retail supply exceeds demand from residents within area, while positive numbers indicate that local demand is unmet.  
Source: Claritas Site Reports*

### SWOT ANALYSIS

#### Strengths

- Number of existing local businesses with history in the City.
- Existing recognition of zone as "downtown" Palos Heights.
- Existing facade improvement program.
- High traffic counts along Harlem Avenue.
- New investment in shared parking for district.

#### Weaknesses

- Many properties exhibit signs of aging.
- Transportation and parking access make for difficult pedestrian experience.
- Numerous small, shallow parcels may present challenges for site assembly for "master planning."

#### Opportunities

- Unique shopping and restaurant district within the Harlem Avenue Corridor.
- Improved bus service and amenities along Harlem Avenue.
- New development anchoring the area including First Midwest Bank building.

#### Threats

- Larger communities to the south attempting to capitalize on limited market for "downtown" redevelopment.

## FORMER CAR DEALERSHIP SITE (ORLAND PARK)



### POTENTIAL USES & OPPORTUNITIES

- Residential and retail mixed-use offers potential on site, with commercial fronting on Harlem Avenue and linked residential behind. The Village recently approved multi-story senior housing development on eastern portion of the site.

### POTENTIAL STRATEGIC ACTION ITEMS

- Create site plan for the area that emphasizes preferred site design standards from the Village and potential complementary uses for senior housing units.

### SITE INFORMATION

**Location:** Orland Park  
**Zoning:** Business (BIZ)

**Approx. Size:** 10 acres  
**Frontage along Harlem:** 800'

	Within 1 Mile	Within 3 Miles	Within 5 Miles
<b>Population (2000)</b>	10,616	91,882	188,788
<b>Population (2010)</b>	10,773	93,689	196,383
<b>Households (2000)</b>	4,091	33,468	68,001
<b>Households (2010)</b>	4,187	34,429	71,225
<b>Median HH Income</b>	\$69,127	\$74,936	\$72,434
<b>Median Age</b>	43.9	39.6	39.7
<b>College Degree %</b>	36.3%	37.8%	36.8%
<b>Retail Gap/Surplus</b>	+\$46M	-\$271M	-\$144M

*Note: For Retail Gap/Surplus, negative figures indicate that retail supply exceeds demand from residents within area, while positive numbers indicate that local demand is unmet.  
Source: Claritas Site Reports*

### SWOT ANALYSIS

#### Strengths

- High traffic counts along Harlem Avenue.
- Site is currently clear and available for redevelopment.
- Planning for the site offers a clear expectation regarding use and design.

#### Weaknesses

- Not located at major intersection.
- Adjacent uses to the east are largely industrial or service-related.

#### Opportunities

- Bremen Township (located on east side of Harlem Avenue) offers property tax incentives for distressed projects (Meijer project benefited from these).
- Improved bus service and amenities along Harlem Avenue.
- Orland Crossings development provides example of preferred retail/residential mixed use concept from the Village.

#### Threats

- High concentration of existing retail uses may limit types of retailers interested in locating at this site.

## FORMER CONTINENTAL SHOPPING CENTER (ORLAND PARK)



### POTENTIAL USES & OPPORTUNITIES

- Residential and retail mixed-use offers potential on site, with commercial fronting on Harlem Avenue and possible linked residential behind.

### POTENTIAL STRATEGIC ACTION ITEMS

- Create site plan for the area that emphasizes preferred site design standards from the Village.

### SITE INFORMATION

**Location:** Orland Park  
**Zoning:** Business (BIZ)

**Approx. Size:** 7 acres  
**Frontage along Harlem:** 600'

	Within 1 Mile	Within 3 Miles	Within 5 Miles
<b>Population (2000)</b>	11,839	93,079	189,240
<b>Population (2010)</b>	11,982	94,961	198,134
<b>Households (2000)</b>	4,596	33,679	67,985
<b>Households (2010)</b>	4,688	34,639	71,624
<b>Median HH Income</b>	\$69,114	\$74,860	\$72,640
<b>Median Age</b>	43.0	39.3	39.5
<b>College Degree %</b>	35.6%	37.3%	36.8%
<b>Retail Gap/Surplus</b>	+\$29M	-\$269M	-\$121M

*Note: For Retail Gap/Surplus, negative figures indicate that retail supply exceeds demand from residents within area, while positive numbers indicate that local demand is unmet.  
Source: Claritas Site Reports*

### SWOT ANALYSIS

#### Strengths

- High traffic counts along Harlem Avenue.
- Site is currently clear and available for redevelopment (Note: outdated aerial image shows former development on site).
- Planning for the site offers a clear expectation regarding use and design.

#### Weaknesses

- Not located at major intersection.

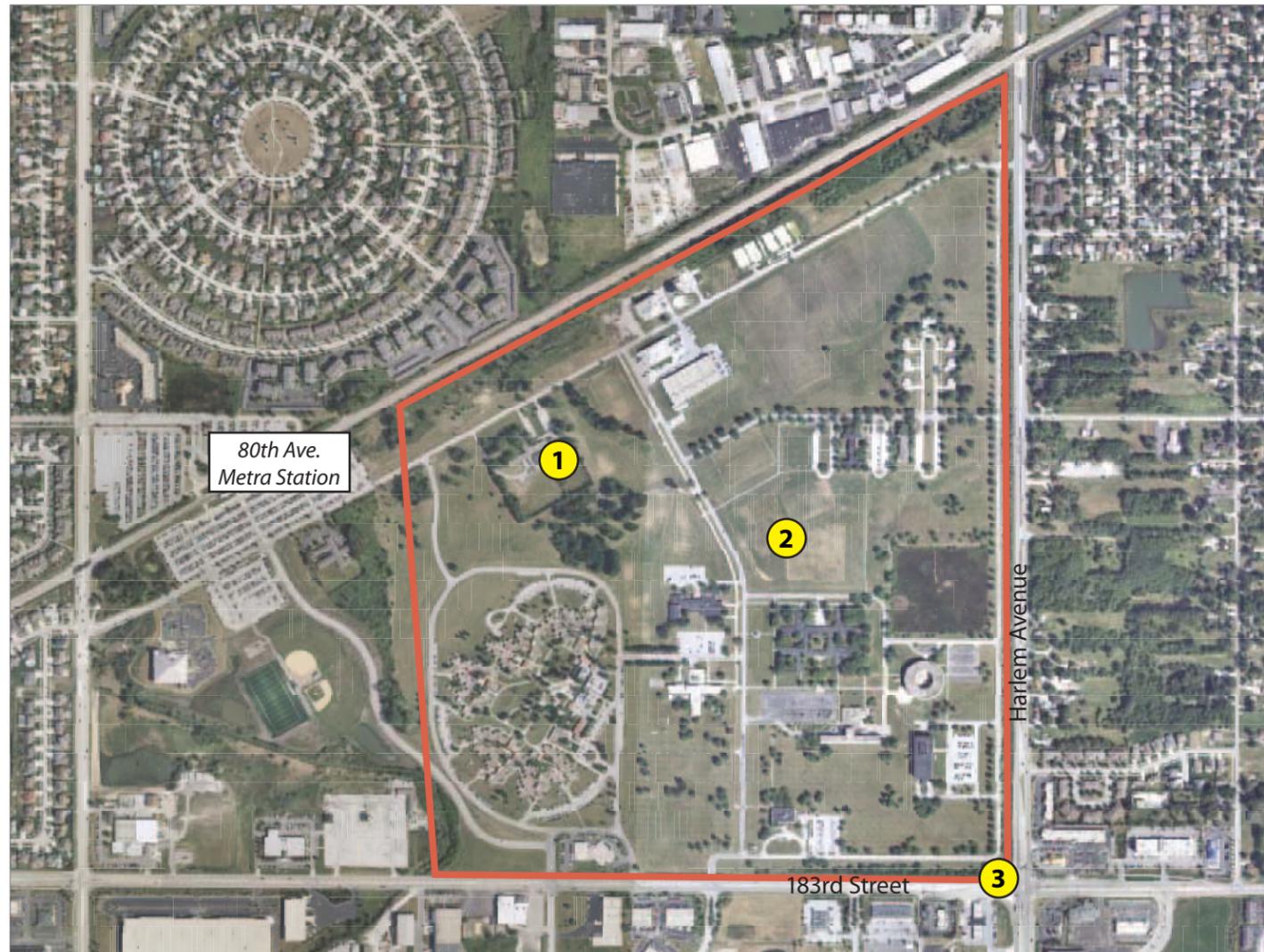
#### Opportunities

- Nearby Coopers Hawk Winery and new Meijer across Harlem Avenue provide examples of reinvestment and upscale redevelopment.
- Improved bus service and amenities along Harlem Avenue.
- Orland Crossings development provides example of preferred retail/residential mixed use concept from the Village.

#### Threats

- High concentration of existing retail uses may limit types of retailers interested in locating at this site.

## TINLEY PARK MENTAL HEALTH CENTER (TINLEY PARK)



### POTENTIAL USES & OPPORTUNITIES

- Long-term opportunities exist for a major master-planned residential and commercial development on this site.
- Access from I-80 and nearby convention center development may allow for large commercial and retail uses along the edges of the site at Harlem Avenue and 183rd Street.
- Potential location for Pace transfer center, serving multiple local, express and future ART routes.

### POTENTIAL STRATEGIC ACTION ITEMS

- 1 Investigate potential environmental concerns and prepare end-use oriented remediation plan. Pursue investigation and remediation grants and loans through IEPA and USEPA.
- 2 Work with State of Illinois to understand future disposition of property.
- 3 Improve pedestrian access to businesses, Metra station and convention center adjacent to site.

### SITE INFORMATION

**Location:** Tinley Park  
**Zoning:** n/a

**Approx. Size:** 250 acres  
**Frontage along Harlem:** 4,500'

	Within 1 Mile	Within 3 Miles	Within 5 Miles
<b>Population (2000)</b>	11,063	66,094	170,691
<b>Population (2010)</b>	11,595	76,233	194,196
<b>Households (2000)</b>	4,362	23,347	59,813
<b>Households (2010)</b>	4,569	26,792	67,901
<b>Median HH Income</b>	\$64,957	\$78,882	\$76,479
<b>Median Age</b>	40.4	37.4	37.7
<b>College Degree %</b>	31.9%	37.8%	38.1%
<b>Retail Gap/Surplus</b>	+\$79M	+\$205M	+\$11M

*Note: For Retail Gap/Surplus, negative figures indicate that retail supply exceeds demand from residents within area, while positive numbers indicate that local demand is unmet.  
Source: Claritas Site Reports*

### SWOT ANALYSIS

#### Strengths

- Very large open area available for development as a campus
- Access to Tinley Park (80th Ave.) Metra station on western edge of site.

#### Weaknesses

- Numerous existing buildings unlikely to be reusable.
- Potential environmental remediation needed due to institutional uses.

#### Opportunities

- High-growth area of the Chicago region.
- Improved bus service and amenities along Harlem Avenue.
- Access to I-80.

#### Threats

- Lower Will County property tax rates in effect just to the south.
- Site controlled by State, which has not moved forward on plans to close its operations.
- Ongoing economic downturn has hurt the ability to accomplish large master-planned communities.



## CHAPTER 4: DETAILED TRANSPORTATION PLAN ELEMENTS

A range of transportation infrastructure improvements have been identified for the Harlem Avenue Corridor. This chapter “zooms in” on key portions of the corridor to provide a more detailed illustration of these improvements, additional information about the projects at these locations, and implementation considerations for municipalities to consider.

The plan elements provided on the following pages represent a sampling of the many improvements suggested for the Corridor, and are thus not a comprehensive set of illustrations. At the same time, many of the design considerations and strategies contained in this section are transferable to other sections of the Corridor that are facing similar challenges related to transportation access, congestion and safety for all users.

**Table 4-1. Detailed Plan Elements Along Harlem Avenue**

Location	Communities	Improvements		
		Roadway	Transit	Non-Motorized
76 <sup>th</sup> Street Access and Parking	Bridgeview	X		X
86 <sup>th</sup> Street Access and Parking	Bridgeview	X		X
87 <sup>th</sup> Street Intersection Improvements	Bridgeview	X	X	X
95 <sup>th</sup> Street Interchange Improvements	Oak Lawn Bridgeview	X		X
Southwest Highway Intersection Improvements	Palos Hills Chicago Ridge Worth	X		X
111 <sup>th</sup> Street Intersection Improvements	Worth	X	X	X
112 <sup>th</sup> Street Access and Parking	Worth	X		X
153 <sup>rd</sup> Street – Wheeler Drive Medianscape	Orland Park	X		
159 <sup>th</sup> Street Intersection Improvements	Orland Park Tinley Park	X	X	X
171 <sup>st</sup> Street Intersection Improvements	Tinley Park	X		X
183 <sup>rd</sup> Street Pedestrian Improvements	Tinley Park			X

## 76TH STREET ACCESS AND PARKING IMPROVEMENTS (BRIDGEVIEW)



### PROJECT DESCRIPTION

**Location:** Bridgeview

#### Project Description:

- Access consolidation (reduced curb cuts) as redevelopment occurs.
- Reconfigured parking with landscaped buffers.
- Addition of posted Pace stop.

#### Project Purpose & Need:

- Reduce numerous curb-cuts and access points impacting traffic flow and pedestrian safety.
- Upgrade streetscape and parking lot appearance to incorporate greening and sustainable design techniques.
- Improve pedestrian environment and transit accessibility.

### IMPLEMENTATION CONSIDERATIONS

**Goal:** Short-term implementation (0-6 years)

#### Next Step(s):

- Phase 1 Engineering Design

**Cost Estimate:** \$1.5M

#### Potential Funding Sources:

- Village of Bridgeview capital funds
- Property owner contributions
- TIF funding
- Illinois Transportation Enhancements Program (ITEP)
- Business improvement district/special assessment district

#### Implementing Agencies:

- Village of Bridgeview
- Illinois DOT

## 86TH STREET ACCESS AND PARKING IMPROVEMENTS (BRIDGEVIEW)



### PROJECT DESCRIPTION

**Location:** Bridgeview

**Project Description:**

- Access consolidation (reduced curb cuts) as development occurs.
- Reconfigured parking with landscaped buffers.

**Project Purpose & Need:**

- Reduce numerous curb-cuts and access points impacting traffic flow and pedestrian safety.
- Upgrade streetscape and parking lot appearance to incorporate greening and sustainable design techniques.

### IMPLEMENTATION CONSIDERATIONS

**Goal:** Short-term implementation (0-6 years)

**Next Step(s):**

- Phase 1 Engineering Design

**Cost Estimate:** \$1.3M

**Potential Funding Sources:**

- Village of Bridgeview capital funds
- Property owner contributions
- TIF funding
- Illinois Transportation Enhancements Program (ITEP)
- Business improvement district/special assessment district

**Implementing Agencies:**

- Village of Bridgeview
- Illinois DOT

## 87TH STREET INTERSECTION IMPROVEMENTS (BRIDGEVIEW)



### PROJECT DESCRIPTION

**Location:** Bridgeview

#### Project Description:

- Geometric improvements to the intersection to improve capacity and traffic flow: additional left turn lane in all four directions.
- Pedestrian infrastructure (textured crosswalks, plazas, refuges, countdown timers) to improve safety at crossings.
- Removed curb cuts close to intersection to improve intersection flow and safety.

#### Project Purpose & Need:

- Improve traffic flow and access between 87th Street and Harlem Avenue. Intersection carries high overall traffic volumes and truck volumes, and is a high accident location.
- Provide safer transit, pedestrian and bicycle navigation.

### IMPLEMENTATION CONSIDERATIONS

**Goal:** Medium-term implementation

#### Next Step(s):

- Phase 1 Engineering Design
- Funding Coordination

**Cost Estimate:** \$1.9M

#### Potential Funding Sources:

- IDOT program funds
- TIF funding
- Developer contributions

#### Implementing Agencies:

- Illinois DOT
- Village of Bridgeview

## 95TH STREET INTERCHANGE REDESIGN (OAK LAWN/BRIDGEVIEW)



### PROJECT DESCRIPTION

**Location:** Oak Lawn/Bridgeview

**Project Description:**

- Conversion of existing “clover leaf” interchange with a more efficient single-point urban diamond (SPUD).
- Enhanced pedestrian accessibility along Harlem Avenue across 95th Street and to adjacent redevelopment areas.
- Potential transit center and park-and-ride lot for Pace service.

**Project Purpose & Need:**

- Open up additional land for stormwater management and economic development at this high-traffic interchange.
- Improve traffic flow and transit access between 95th Street, Harlem Avenue and I-294 corridors.
- Provide safer pedestrian and bicycle navigation.

### IMPLEMENTATION CONSIDERATIONS

**Goal:** Long-term implementation (12+ years)

**Next Step(s):**

- Phase 1 Engineering Design
- Funding Coordination
- Redevelopment site planning

**Cost Estimate:** \$36.5M

**Potential Funding Sources:**

- IDOT program funds
- TIF funding
- U.S. DOT / TIGER Grant Funding (application has been submitted)
- Illinois Green Infrastructure Grant (IGIG)
- Mass Transit District
- Developer contributions

**Implementing Agencies:**

- Illinois DOT
- Village of Oak Lawn
- Village of Bridgeview
- Development Agency

# SOUTHWEST HIGHWAY INTERSECTION IMPROVEMENTS (PALOS HILLS/CHICAGO RIDGE/WORTH)



## PROJECT DESCRIPTION

**Location:** Palos Hills/Chicago Ridge/Worth

### Project Description:

- Geometric improvements to the intersection to improve capacity and traffic flow: addition of right-turn lane on southbound Harlem Avenue, and extra left-turn lanes on southbound Harlem Avenue and both directions of Southwest Highway, subject to redevelopment needs).
- Pedestrian infrastructure to improve safety at crossings: textured crosswalks, improved sidewalk plazas, refuge islands at NE and SE corners, countdown timers.
- Removed curb cuts close to intersection to improve intersection flow and safety.
- Mountable medians converted to curbed medians.

### Project Purpose & Need:

- Improve traffic flow and access.
- Reduce accidents resulting from the non-perpendicular angle of the intersection which creates more varied turning movements.
- Provide improved transit, pedestrian and bicycle navigation.

## IMPLEMENTATION CONSIDERATIONS

**Goal:** Medium-term implementation (6-12 years)

### Next Step(s):

- Phase 1 Engineering Design
- Funding coordination

**Cost Estimate:** \$660,000

### Potential Funding Sources:

- IDOT program funds
- Municipal capital funds
- TIF funding
- Mass Transit District
- Developer contributions

### Implementing Agencies:

- Illinois DOT
- Village of Worth
- City of Palos Hills
- Village of Chicago Ridge

## 111TH STREET INTERSECTION IMPROVEMENTS (WORTH)



### PROJECT DESCRIPTION

**Location:** Worth

#### Project Description:

- Geometric improvements to the intersection to allow for right-turn only lane northbound on Harlem Avenue.
- Pedestrian enhancements to improve access across Harlem Avenue.
- Improved signage, wayfinding and beautification elements around Worth Metra Station (including repainting the viaduct over Harlem).

#### Project Purpose & Need:

- Improve traffic flow and access between 111th Street and Harlem Avenue and the Metra SouthWest Service Worth Station.
- Implement traffic calming and safety design techniques to improve TOD potential in downtown Worth.
- Provide opportunities for safer transit, pedestrian and bicycle navigation.

### IMPLEMENTATION CONSIDERATIONS

**Goal:** Medium-term implementation (6-12 years)

#### Next Step(s):

- Phase 1 Engineering Design
- Funding coordination
- TOD concept and implementation planning
- Coordination on viaduct maintenance with the controlling railroad

**Cost Estimate:** \$660,000

#### Potential Funding Sources:

- IDOT program funds
- Municipal capital funds
- TIF funding
- Congestion Mitigation and Air Quality Grant (CMAQ)
- RTA/CMAP planning programs (for detailed station-area planning, as described in Chapter 3)
- Illinois Transportation Enhancement Program (ITEP)

#### Implementing Agencies:

- Illinois DOT
- Village of Worth

## 112TH STREET ACCESS AND PARKING (WORTH)



### PROJECT DESCRIPTION

**Location:** Worth

#### Project Description:

- Access consolidation and parking lot landscaping.
- Improved side-street circulation and parkway image.
- Median improvements for traffic calming and to reduce cross-traffic turning movements.

#### Project Purpose & Need:

- Reduce numerous curb-cuts and access points impacting traffic flow and pedestrian safety.
- Upgrade streetscape and parking lot appearance to incorporate greening and sustainable design techniques.

### IMPLEMENTATION CONSIDERATIONS

**Goal:** Short-term implementation (0-6 years)

#### Next Step(s):

- Phase 1 Engineering Design

**Cost Estimate:** \$850,000

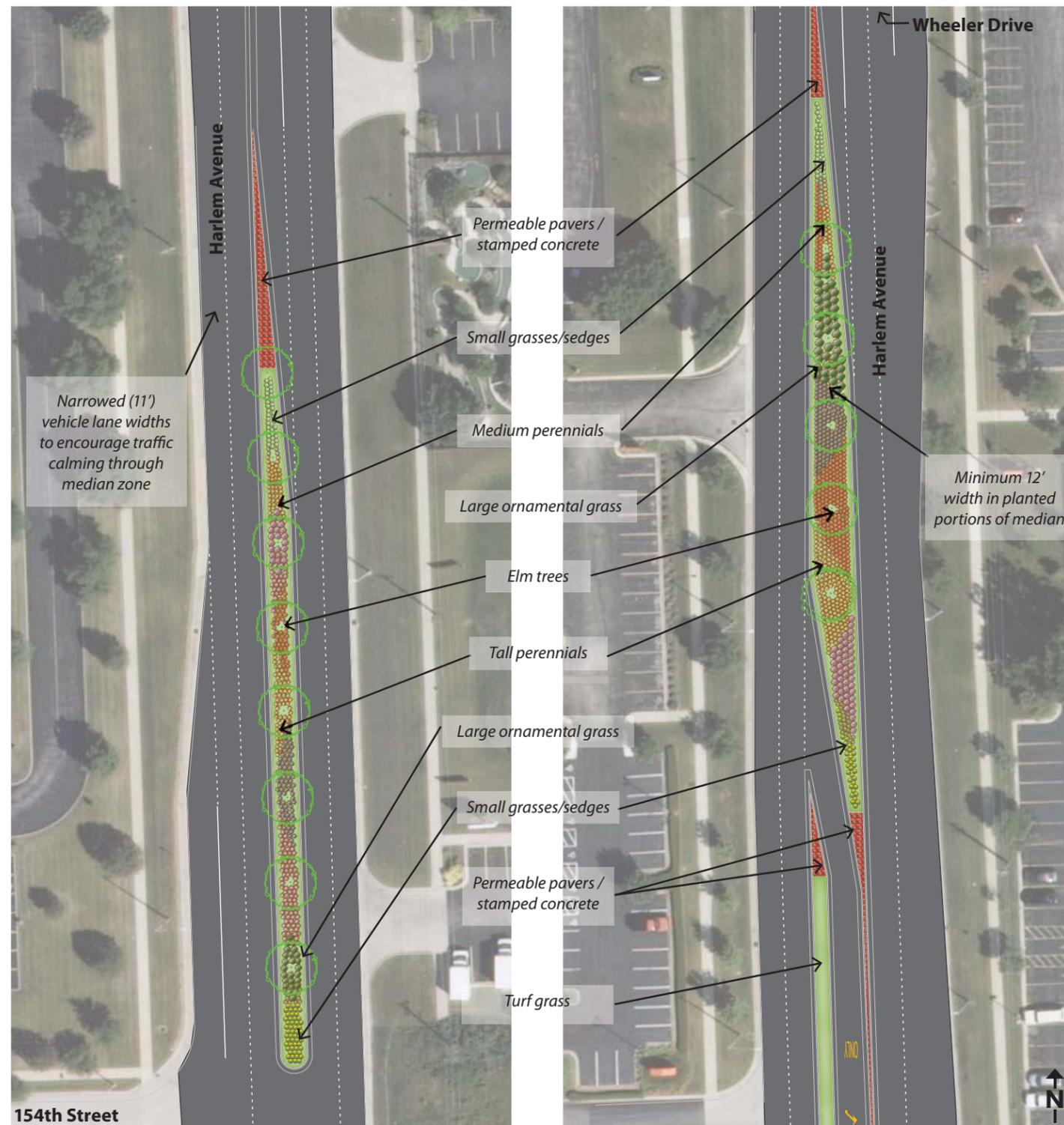
#### Potential Funding Sources:

- IDOT program funds
- Municipal capital funds
- TIF funding
- Congestion Mitigation and Air Quality Grant (CMAQ)
- RTA/CMAP planning programs (for detailed station-area planning related to nearby Worth Metra Station)
- Illinois Transportation Enhancement Program (ITEP)

#### Implementing Agencies:

- Illinois DOT
- Village of Worth

## 153RD STREET AND WHEELER DRIVE MEDIANSCAPE (ORLAND PARK)



### PROJECT DESCRIPTION

**Location:** Orland Park

#### Project Description:

- Commercial district medianscape and streetscape, converting curbed concrete medians to curbed landscaped medians.
- Segment from Wheeler Drive to 153rd Street shown, but concepts may be applied to entire Orland Park portion of Corridor from 251st Street to 159th Street.
- Examine future need for multiple left-turning lanes at 156th, 157th, and 158th Streets to determine whether additional space for median treatments may be available.

#### Project Purpose & Need:

- Upgrade medianscape and streetscape appearance to incorporate greening and sustainable design techniques in support of economic redevelopment.
- Employ traffic calming techniques to improve safety and encourage business patronage.

### IMPLEMENTATION CONSIDERATIONS

**Goal:** Short-term implementation (0-6 years)

#### Next Step(s):

- Phase 1 Engineering Design

**Cost Estimate:** \$250,000

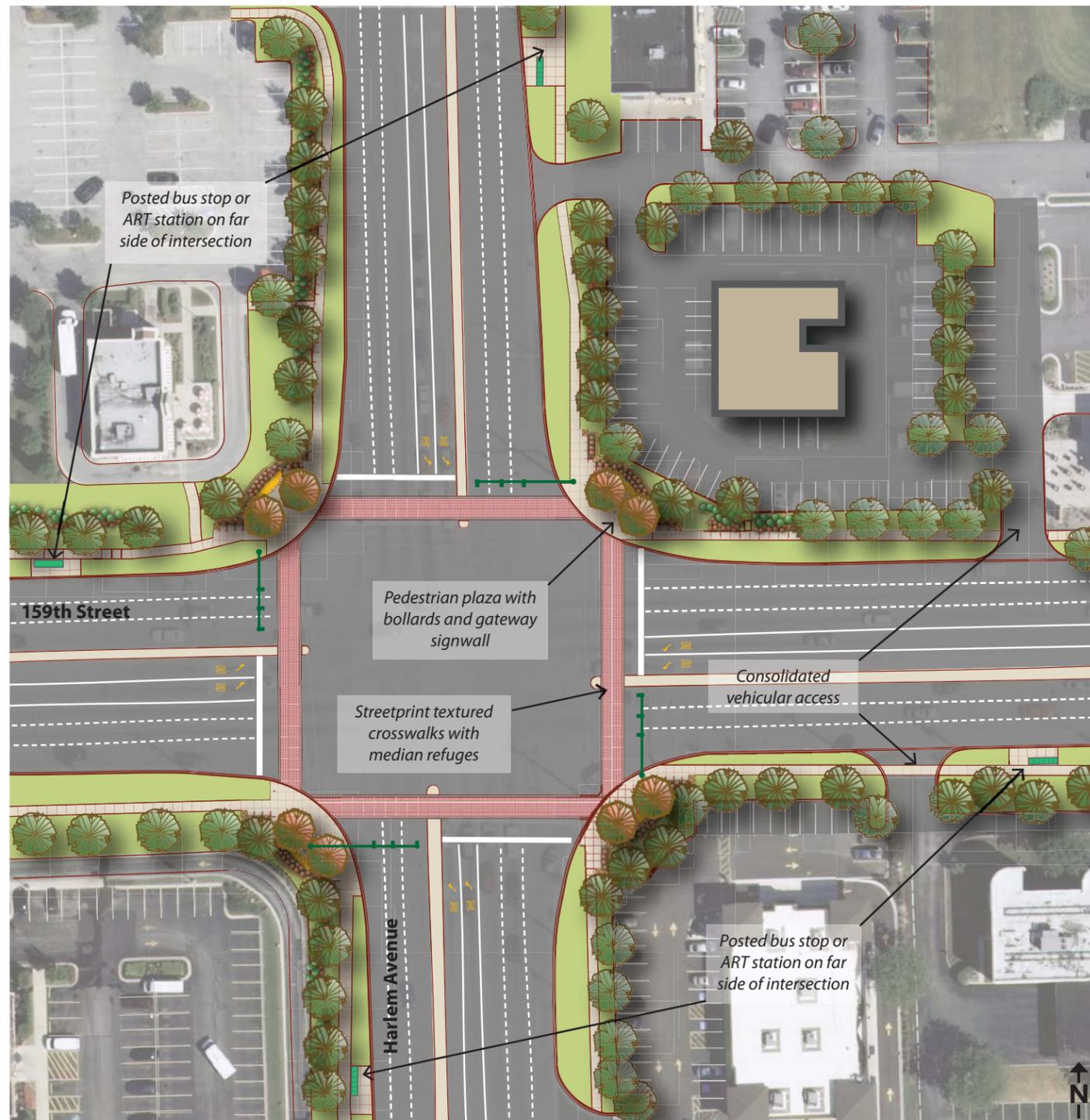
#### Potential Funding Sources:

- IDOT program funds
- Municipal capital funds
- TIF funding
- Business improvement district/special service area
- Illinois Transportation Enhancements Program (ITEP)

#### Implementing Agencies:

- Illinois DOT
- Village of Orland Park

## 159TH STREET GATEWAY IMPROVEMENTS (ORLAND PARK/TINLEY PARK)



### PROJECT DESCRIPTION

**Location:** Orland Park/Tinley Park

#### Project Description:

- Pedestrian enhancements including textured crosswalks, pedestrian plazas, median refuges, countdown timers with audible tones, and “no turn on red” signage.
- Transit stops with shelters and pedestrian infrastructure on far side of intersections.
- Gateway treatment demarcating Orland Park and Tinley Park, with complementary implementation of existing design guidelines.

#### Project Purpose & Need:

- Improve traffic flow and access between 159th Street and Harlem Avenue in Orland Park and Tinley Park retail and commercial districts. Intersection carries very high traffic volumes in all directions.
- Traffic calming to promote safer transit, pedestrian and bicycle navigation.

### IMPLEMENTATION CONSIDERATIONS

**Goal:** Medium-term implementation (6-12 years)

#### Next Step(s):

- Phase 1 Engineering Design
- Project coordination

**Cost Estimate:** \$2.1M

#### Potential Funding Sources:

- IDOT program funds
- Municipal capital funds
- TIF funding
- Congestion Mitigation and Air Quality Grant (CMAQ)
- Mass Transit District
- Illinois Transportation Enhancements Program (ITEP)

#### Implementing Agencies:

- Illinois DOT
- Village of Orland Park
- Village of Tinley Park

## 171ST STREET INTERSECTION IMPROVEMENTS (TINLEY PARK)



### PROJECT DESCRIPTION

**Location:** Tinley Park

#### Project Description:

- Priority enhancements to pedestrian crosswalks and plazas, with striped or textured crosswalks, countdown timers with audible tones, and “no turn on red” signage.
- Minor geometric improvements to the roadway intersection to improve traffic flow but not add additional dedicated turning lanes.
- Removed curb cuts near to intersection to improve intersection flow and safety.

#### Project Purpose & Need:

- Provide safer pedestrian, bicycle and transit navigation.
- Additions of second left turn lane in all directions would improve existing vehicular congestion, but the stated community preference for this intersection was for additional pedestrian safety amenities within the fixed right of way.
- Mitigate congestion at intersection to make redevelopment sites on corners more attractive.

### IMPLEMENTATION CONSIDERATIONS

**Goal:** Medium-term implementation (6-12 years)

#### Next Step(s):

- Phase 1 Engineering Design

**Cost Estimate:** \$500,000

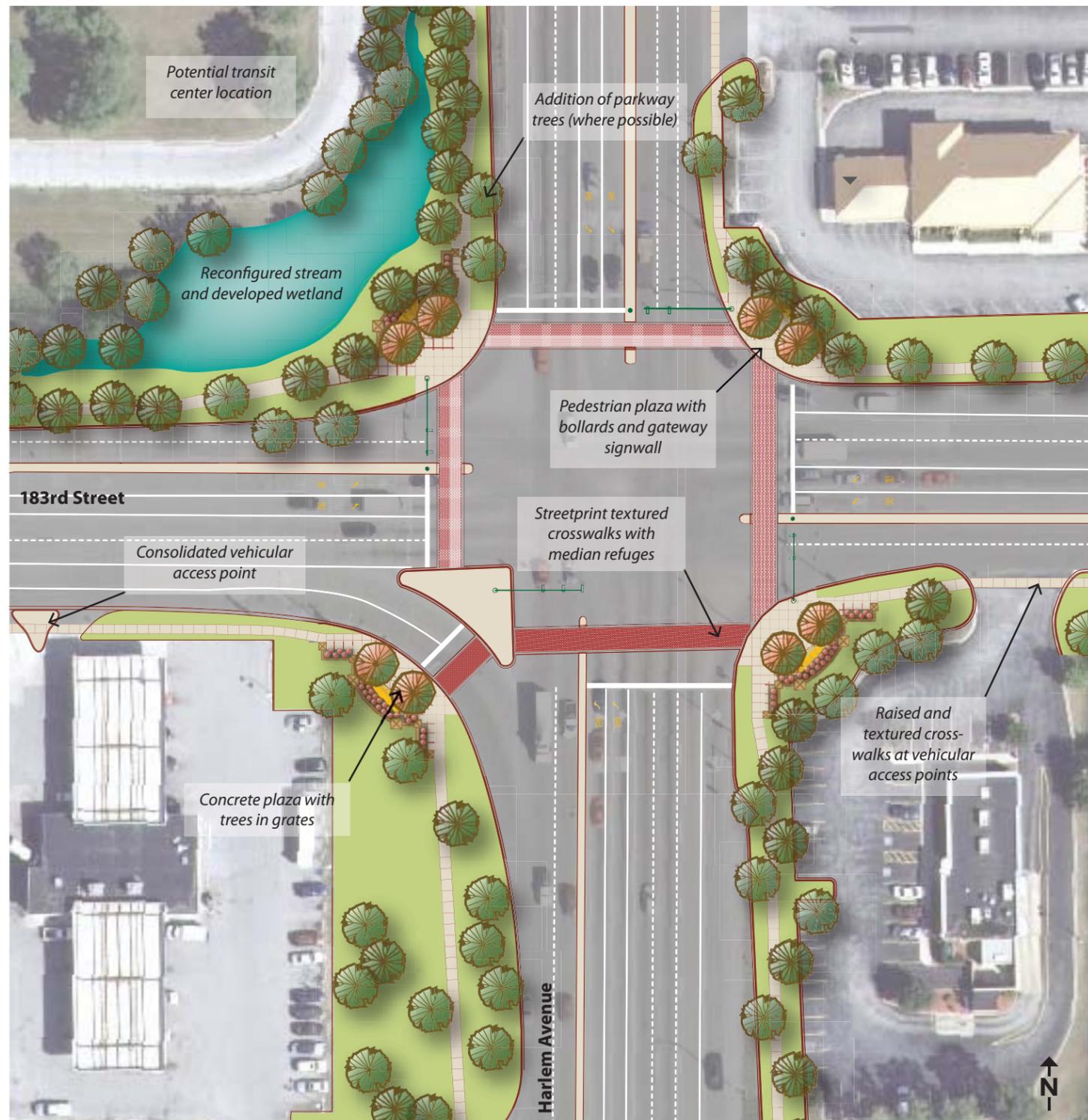
#### Potential Funding Sources:

- IDOT program funds
- Municipal capital funds
- TIF funding
- Congestion Mitigation and Air Quality (CMAQ) grant
- Illinois Transportation Enhancement Program (ITEP)

#### Implementing Agencies:

- Illinois DOT
- Village of Tinley Park

## 183RD STREET GATEWAY AND CONNECTIVITY IMPROVEMENTS (TINLEY PARK)



### PROJECT DESCRIPTION

**Location:** Tinley Park

#### Project Description:

- Pedestrian / non-motorized crossing enhancements include crosswalks, pedestrian plazas, median refuges, countdown timers with audible tones, and lighted pedestrian crossing signage.
- Gateway treatment welcoming motorists off I-80 to Tinley Park and the Harlem Avenue Corridor.

#### Project Purpose & Need:

- Provide opportunities for safer pedestrian and bicycle navigation across Harlem Avenue, linking the Tinley Park Convention Center, hotel and commercial developments, and the Tinley Park Mental Health Center (a potential future redevelopment site).

### IMPLEMENTATION CONSIDERATIONS

**Goal:** Long-term implementation (12+ years)

#### Next Step(s):

- Phase 1 Engineering Design

**Cost Estimate:** \$1.2M

#### Potential Funding Sources:

- IDOT program funds
- TIF funding
- Developer contributions

#### Implementing Agencies:

- Illinois DOT
- Village of Tinley Park



## CHAPTER 5: IMPLEMENTATION STRATEGY

The Plan recognizes that the Harlem Avenue Corridor has developed over a very long history, and that change will also happen over a very long timeline as redevelopment occurs and individual transportation projects are implemented. The Harlem Avenue Corridor Plan seeks to establish a framework by which local communities can make decisions and track progress moving forward, incrementally improving the function and form of Harlem Avenue for residents, employers, employees, and users of all transportation modes.

Figure 5-1 to the right displays a potential timeline for implementing some of the key recommendations in the Plan over the next 18 years. Each six-year cycle for the Plan is approximately in line with the typical timing for reauthorization of the major federal transportation bill.

For a list of funding and financing tools that the Conference or the individual Corridor communities could leverage for the purposes of implementing the plan, refer to the separate *Funding and Implementation Sources* report.

**TABLE 5-1: IMPLEMENTATION OF PLAN ELEMENTS**

Plan Element	Short Term (0-6 Years)	Medium Term (6-12 Years)	Long Term (12-18 Years)
<b>Development Opportunity Sites</b>			
Toyota Park Site			
Stadium District			
Bridgeview Court Shopping Center			
95 <sup>th</sup> Street Interchange Area			
Former Yellow Freight Site			
Worth Metra Station Area			
Palos Heights Gateway Site			
Downtown Palos Heights			
Former Car Dealership Site at Wheeler Drive			
Former Continental Shopping Center			
Tinley Park Mental Health Center			
<b>Transportation Concepts</b>			
76 <sup>th</sup> Street Access and Parking			
86 <sup>th</sup> Street Access and Parking			
87 <sup>th</sup> Street Intersection Improvements			
95 <sup>th</sup> Street Interchange Improvements			
Southwest Highway Intersection Improvements			
111 <sup>th</sup> Street Intersection Improvements			
114 <sup>th</sup> Street Access and Parking			
153 <sup>rd</sup> Street-Wheeler Drive Medianscape			
159 <sup>th</sup> Street Intersection Improvements			
171 <sup>st</sup> Street Intersection Improvements			
183 <sup>rd</sup> Street Pedestrian Improvements			
<b>Other Transportation Enhancements</b>			
Install Pace Posted Stops			
Implement Arterial Rapid Transit on Harlem Avenue			
Eliminate Sidewalk Gaps			
Complete Local Non-Motorized / Bicycle Plans			
CREATE Grade Separation Projects near Corridor			
Variable Message Signage to Reduce Freight Congestion			
Pedestrian and Bicycle Safety Improvements at Other Intersections / Trails			
<b>Other Redevelopment/Organizational Initiatives</b>			
Evaluate Conference or Corridor Brownfields planning program			
Assess feasibility of SCM acquiring redevelopment authorities			

## VILLAGE OF BEDFORD PARK

### EXISTING CONDITIONS

Bedford Park is located at the farthest northern end of the Corridor, generally located east of Harlem Avenue and north of 71st Street. The majority of the Village's land area lies to the east of Harlem Avenue, although a small portion does extend west of Harlem to I-55.

Adjacent to Harlem Avenue, land uses are typically industrial. Issues and concerns raised by Village leadership included traffic congestion, particularly involving trucks and at the 65th Street and 71st Street intersections, which lead into thriving manufacturing and distribution/light industrial neighborhoods.

### ECONOMIC DEVELOPMENT GOALS

- Retain employment uses that currently congregate around the major rail yards and rights-of-way.
- Reduce impacts of congestion on businesses and employers in industrial areas.

### KEY TRANSPORTATION NEEDS

- Balance growing truck traffic needs with peak period and special event traffic along Harlem Avenue (grade separation project along 71st Street west of Harlem and a proposed CREATE project at 63rd Street will alleviate significant bottlenecks).
- Improve north-south non-motorized access connections along Harlem into Bridgeview and Toyota Park.

TABLE 5-2: ACTION ITEMS, VILLAGE OF BEDFORD PARK

Category	Ongoing Action Items (throughout timeline)	Short-Term Action Items (1-6 years)	Medium-Term Action Items (6-12 years)	Long-Term Action Items (12-18 years)
<b>Land Use &amp; Economic Development</b>	<ul style="list-style-type: none"> <li>• Support retention and recruitment efforts for industrial employers located adjacent to Harlem Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>• Establish partnership with Bridgeview and City of Chicago to support expansion needs of local industrial businesses.</li> </ul>	<ul style="list-style-type: none"> <li>• n/a</li> </ul>	<ul style="list-style-type: none"> <li>• n/a</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>• Enhance pedestrian crossings at multiple intersections, prioritizing those with posted transit service, those linking east-west non-motorized trails, and those located adjacent to major employment or retail destinations.</li> <li>• As commercial development and redevelopment occurs, promote limited access points onto Harlem Avenue, cross-parcel access, and landscaped screening of parking areas.</li> <li>• Continue support for CREATE and Central Avenue projects that will mitigate congestion throughout area.</li> </ul>	<ul style="list-style-type: none"> <li>• Collaborate with Pace on transition to posted-stop service, including potential marked stops at 63<sup>rd</sup> Streets.</li> <li>• Improve truck traffic and circulation through improved signage and information for transportation companies in the area.</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance pedestrian crossings at 65<sup>th</sup> Street.</li> <li>• Develop intersection improvements at 63<sup>rd</sup> Street, enhancing function and safety for all users.</li> </ul>	<ul style="list-style-type: none"> <li>• n/a</li> </ul>

## VILLAGE OF BRIDGEVIEW

### EXISTING CONDITIONS

Bridgeview occupies a large segment of the Corridor's northern half, and includes many of the large shopping centers along Harlem.

Toyota Park anchors the northern portion of the Corridor. The Park was built on a former industrial site, and the surrounding area is still an active and viable location for numerous industrial and transportation land uses. This contributes to traffic congestion that occurs in this portion of the Corridor, particularly during special events.

Despite the positive impacts from the construction of Toyota Park, the Corridor between 71st and 79th Streets exhibits numerous vacant buildings and parcels, particularly on the west side of the street.

### ECONOMIC DEVELOPMENT GOALS

- Identify and act on redevelopment opportunities, particularly at large underutilized sites such as Toyota Park, the Bridgeview Courts shopping center, and a reconfigured 95th Street interchange.
- Retain employment uses that currently congregate around the major rail yards and rights-of-way.

### KEY TRANSPORTATION NEEDS

- Balance growing truck traffic needs with peak period and special event traffic along Harlem Avenue (a grade separation project along 71st Street west of Harlem will alleviate a significant bottleneck).
- Consolidate access and improve cross-property circulation at development sites along Harlem

TABLE 5-3: ACTION ITEMS, VILLAGE OF BRIDGEVIEW

Category	Ongoing Action Items (throughout timeline)	Short-Term Action Items (1-6 years)	Medium-Term Action Items (6-12 years)	Long-Term Action Items (12-18 years)
<b>Land Use &amp; Economic Development</b>	<ul style="list-style-type: none"> <li>• Develop and enforce coordinated design guidelines for the district approaching Toyota Park along Harlem Avenue.</li> <li>• Support retention and recruitment efforts for industrial employers located adjacent to Harlem Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop campus master plan for Toyota Park site, including internal and external non-motorized access elements.</li> <li>• Work with development team on redevelopment of Bridgeview Court Shopping Center.</li> </ul>	<ul style="list-style-type: none"> <li>• Assemble and improve sites along west side of Harlem Avenue between 71<sup>st</sup> and 79<sup>th</sup> for redevelopment.</li> </ul>	<ul style="list-style-type: none"> <li>• Assemble and improve sites along west side of Harlem Avenue between 71<sup>st</sup> and 79<sup>th</sup> for redevelopment.</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>• Enhance pedestrian crossings at multiple intersections, prioritizing those with posted transit service, those linking east-west non-motorized trails, and those located adjacent to major employment or retail destinations.</li> <li>• As commercial development and redevelopment occurs, promote limited access points onto Harlem Avenue, cross-parcel access, and landscaped screening of parking areas.</li> <li>• Improve truck traffic and circulation through improved signage and information resources.</li> </ul>	<ul style="list-style-type: none"> <li>• Continue work integrating Pace transit center onto Toyota Park site.</li> <li>• Enhance pedestrian crossings at 71<sup>st</sup> and 79<sup>th</sup> Streets.</li> <li>• Collaborate with Pace on transition to posted-stop service, including potential marked stops at 75<sup>th</sup>, 77<sup>th</sup>, 79<sup>th</sup>, 83<sup>rd</sup>, 87<sup>th</sup>, 92<sup>nd</sup>, 99<sup>th</sup> and 103<sup>rd</sup> Streets.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop intersection improvements at 71<sup>st</sup> and 87<sup>th</sup> Streets, enhancing function and safety for all users.</li> <li>• Enhance pedestrian crossings at 63<sup>rd</sup>, 75<sup>th</sup>, 77<sup>th</sup> and 83<sup>rd</sup> Streets (concurrent with addition of Pace posted stops).</li> <li>• Landscaped median improvements at key locations where traffic calming or channelization is needed.</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance pedestrian crossings at 65<sup>th</sup>, 73<sup>rd</sup>, and 84<sup>th</sup> Streets.</li> <li>• Develop Arterial Rapid Transit station at 79<sup>th</sup> Street.</li> <li>• Develop Pace transit center at 95<sup>th</sup> Street area, with access from ART service.</li> </ul>

# CITY OF BURBANK

## EXISTING CONDITIONS

Burbank occupies the eastern portion of the Harlem Avenue Corridor between the 79th Street intersection nearly down to 87th Street.

The frontage along Harlem Avenue is primarily small-site commercial, but lies adjacent to some of the larger shopping center sites controlled by the Village of Bridgeview. This includes a number of parcels fronting on Harlem and 79th Street that are immediately bordering the Bridgeview Courts Shopping Center.

## ECONOMIC DEVELOPMENT GOALS

- Identify and act on redevelopment opportunities, particularly at sites adjacent to Bridgeview Courts shopping center redevelopment site.
- Retain employment uses that currently congregate around the major rail yards and rights-of-way.

## KEY TRANSPORTATION NEEDS

- Balance growing truck traffic needs with peak period and special event traffic along Harlem Avenue.
- Consolidate access and improve cross-property circulation at development sites along Harlem.
- Provide improved parkway environment for pedestrians and non-motorized transportation through landscaping and screening of parking areas.

TABLE 5-4: ACTION ITEMS, CITY OF BURBANK

Category	Ongoing Action Items (throughout timeline)	Short-Term Action Items (1-6 years)	Medium-Term Action Items (6-12 years)	Long-Term Action Items (12-18 years)
<b>Land Use &amp; Economic Development</b>	<ul style="list-style-type: none"> <li>• Support retention and recruitment efforts for industrial employers located adjacent to Harlem Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>• Coordinate with Village of Bridgeview on development opportunities at sites adjacent to redevelopment at the Bridgeview Court Shopping Center.</li> </ul>	<ul style="list-style-type: none"> <li>• n/a</li> </ul>	<ul style="list-style-type: none"> <li>• n/a</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>• Enhance pedestrian crossings at multiple intersections, prioritizing those with posted transit service, those linking east-west non-motorized trails, and those located adjacent to major employment or retail destinations.</li> <li>• As commercial development and redevelopment occurs, promote limited access points onto Harlem Avenue, cross-parcel access, and landscaped screening of parking areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance pedestrian crossings at 79<sup>th</sup> Street.</li> <li>• Collaborate with Pace on transition to posted-stop service, including potential stations at 79<sup>th</sup> and 83<sup>rd</sup> Streets.</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance pedestrian crossings at 83<sup>rd</sup> Street (concurrent with addition of Pace posted stops).</li> <li>• Landscaped median improvements at key locations between 79<sup>th</sup> Street and 83<sup>rd</sup> Street.</li> <li>• Improve truck traffic and circulation by installing improved signage and routing instructions exiting industrial areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance pedestrian crossings at 84<sup>th</sup> Street.</li> <li>• Develop Arterial Rapid Transit station at 79<sup>th</sup> Street.</li> </ul>

# VILLAGE OF OAK LAWN

## EXISTING CONDITIONS

The Village of Oak Lawn fronts Harlem Avenue on the east side of the road between 93rd Street on the north and the northwest-to-southeast-bearing CSX railroad tracks on the south. The Village noted concerns from traffic volumes and congestion related to the interchange impacting performance of the road in their vicinity.

Towards this point, the Village has expressed interest in investigating feasibility of a reconfigured interchange, such as a Single Point Urban Interchange (SPUI) alignment, which may free up land for redevelopment. Additionally, the Village has aggressively pursued a community-wide trail network, and considers connectivity to and across Harlem Avenue as an important objective.

## ECONOMIC DEVELOPMENT GOALS

- Identify and act on redevelopment opportunities, particularly at a reconfigured 95th Street interchange.
- Utilize 95th Street project as an opportunity to develop gateway features on west end of Village.

## KEY TRANSPORTATION NEEDS

- Improve function of interchange at 95th and Harlem to accommodate vehicular and truck traffic as well as transit and non-motorized connectivity.
- Develop non-motorized transportation network that connects to and across Harlem Avenue into neighboring communities.

TABLE 5-5: ACTION ITEMS, VILLAGE OF OAK LAWN

Category	Ongoing Action Items (throughout timeline)	Short-Term Action Items (1-6 years)	Medium-Term Action Items (6-12 years)	Long-Term Action Items (12-18 years)
<b>Land Use &amp; Economic Development</b>	<ul style="list-style-type: none"> <li>• Support cross-community retention and recruitment efforts for industrial employers located adjacent to Harlem Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop plan for land uses around reconfigured interchange at 95<sup>th</sup> Street.</li> </ul>	<ul style="list-style-type: none"> <li>• Investigate establishment of TIF or other financing tools to pay for site development at 95<sup>th</sup> Street gateway.</li> </ul>	<ul style="list-style-type: none"> <li>• n/a</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>• Develop non-motorized transportation connections linking to resources west of Harlem Avenue in Bridgeview.</li> <li>• As commercial development and redevelopment occurs, promote limited access points onto Harlem Avenue, cross-parcel access, and landscaped screening of parking areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Collaborate with Pace on transition to posted-stop service, including potential marked stop at 92<sup>nd</sup> Street.</li> <li>• Collaborate with IDOT on interchange reconfiguration concepts for 95<sup>th</sup> Street.</li> </ul>	<ul style="list-style-type: none"> <li>• Connect non-motorized network to and across Harlem Avenue Corridor.</li> <li>• Enhance pedestrian crossing at 92<sup>nd</sup> Street.</li> </ul>	<ul style="list-style-type: none"> <li>• Support development of a Pace transit facility at or near the 95<sup>th</sup> Street interchange with Harlem.</li> </ul>

# VILLAGE OF CHICAGO RIDGE

## EXISTING CONDITIONS

The Village of Chicago Ridge touches the Corridor on the east side of Harlem Avenue between the northwest-to-southeast-bearing CSX railroad tracks on the north and Southwest Highway on the south. Priorities for the Village include redevelopment of transitional properties along the Corridor and ensuring good east-west access to the Village's primary activity centers located to the east of Harlem Avenue.

The former Yellow Freight trucking facility, at 75 acres in area, lies in Chicago Ridge and represents a critical, if problematic, opportunity site. Developing this parcel to capitalize on the high traffic volumes of Harlem Avenue is attractive to Chicago Ridge, but

## ECONOMIC DEVELOPMENT GOALS

- Identify and act on redevelopment opportunities, particularly at former Yellow Freight site, without detracting from activity at Chicago Ridge Mall.
- Capitalize on significant market opportunity at Yellow Freight site to improve development prospects for additional parcels along Harlem Avenue.

## KEY TRANSPORTATION NEEDS

- Consolidate access and improve cross-property circulation at sites along Harlem Avenue.
- Provide improved parkway environment for pedestrians and non-motorized transportation through landscaping and screening of parking areas.
- Improved non-motorized access across Harlem along significant potential greenway resources.

TABLE 5-6: ACTION ITEMS, VILLAGE OF CHICAGO RIDGE

Category	Ongoing Action Items (throughout timeline)	Short-Term Action Items (1-6 years)	Medium-Term Action Items (6-12 years)	Long-Term Action Items (12-18 years)
<b>Land Use &amp; Economic Development</b>	<ul style="list-style-type: none"> <li>• Support retention and recruitment efforts for industrial employers located adjacent to Harlem Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>• Investigate potential environmental contamination issues at Yellow Freight site (seek EPA assistance).</li> <li>• Develop preferred redevelopment concepts for former Yellow Freight site. Incorporate potential for ART station at location.</li> </ul>	<ul style="list-style-type: none"> <li>• If no redevelopment has taken place, provide incentives (via TIF?) for preferred redevelopment of Yellow Freight site.</li> </ul>	<ul style="list-style-type: none"> <li>• If no redevelopment has taken place, provide incentives (via TIF?) for preferred redevelopment of Yellow Freight site.</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>• Enhance pedestrian crossings at multiple intersections, prioritizing those with posted transit service, those linking east-west non-motorized trails, and those located adjacent to major employment or retail destinations.</li> <li>• Provide landscaped median improvements at locations where traffic calming or channelization is needed.</li> <li>• As commercial development and redevelopment occurs, promote limited access points onto Harlem Avenue, cross-parcel access, and landscaped screening of parking areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Collaborate with Pace on transition to posted-stop service, including potential marked stops at 99<sup>th</sup> Street and Southwest Highway.</li> <li>• Enhance pedestrian crossings at 99<sup>th</sup> Street.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve intersection at Southwest Highway to better accommodate vehicular and pedestrian users.</li> <li>• Develop non-motorized trail along Stoney Creek west into Palos Hills.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop Arterial Rapid Transit station at 103<sup>rd</sup> Street adjacent to redeveloped Yellow Freight site.</li> <li>• Consider alternative routes of access from Yellow Freight site onto I-294.</li> </ul>

# CITY OF PALOS HILLS

## EXISTING CONDITIONS

The Corridor runs along the eastern edge of the City of Palos Hills between 103rd Street on the north and the northeast-to-southwest-bearing Stony Creek on the south. Land uses along the Corridor are commercial, with some vacant parcels and older homes converted to businesses.

The City of Palos Hills indicates that future redevelopment within this commercially-zoned area may have merit. It recognizes that some newer uses are both attractive and performing well, but that others may have outlived their useful life or are in need of a new purpose and direction.

## ECONOMIC DEVELOPMENT GOALS

- Redevelop or phase out existing uses along Harlem Avenue that are outdated or outmoded.
- Capture impacts of potential redevelopment of former Yellow Freight site in Chicago Ridge.

## KEY TRANSPORTATION NEEDS

- Improved non-motorized access across Harlem along significant potential greenway resources, connecting to municipal golf course.
- Consolidate access and improve cross-property circulation at development sites along Harlem

TABLE 5-7: ACTION ITEMS, CITY OF PALOS HILLS

Category	Ongoing Action Items (throughout timeline)	Short-Term Action Items (1-6 years)	Medium-Term Action Items (6-12 years)	Long-Term Action Items (12-18 years)
<b>Land Use &amp; Economic Development</b>	<ul style="list-style-type: none"> <li>• Coordinate with Chicago Ridge of development concepts for the former Yellow Freight facility.</li> <li>• Support retention and recruitment efforts for industrial employers located adjacent to Harlem Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance accessibility and visibility of existing commercial businesses through improved parkway landscaping and screening of parking areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop concepts for redevelopment of outdated uses along Harlem Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>• n/a</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>• Enhance pedestrian crossings at multiple intersections, prioritizing those with posted transit service, those linking east-west non-motorized trails, and those located adjacent to major employment or retail destinations.</li> <li>• As commercial development and redevelopment occurs, promote limited access points onto Harlem Avenue, cross-parcel access, and landscaped screening of parking areas.</li> <li>• Identify and implement improvements to truck traffic and circulation.</li> </ul>	<ul style="list-style-type: none"> <li>• Continue development of Village-wide bicycle plan.</li> <li>• Work with businesses along Harlem Avenue to develop plan for consolidating and improving access to local businesses.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop non-motorized trail along Stoney Creek east into Chicago Ridge.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop Arterial Rapid Transit station at 103<sup>rd</sup> Street.</li> </ul>

# VILLAGE OF WORTH

## EXISTING CONDITIONS

The Village of Worth straddles Harlem Avenue, from Stony Creek and Southwest Highway on the north end of the Village, to the banks of the Calumet Sag Canal on the south end where the Village-owned Water's Edge Golf Course is situated on either side of Harlem Avenue. It features the only Metra station directly on the Corridor, and contains a mix of land uses, including residential, commercial, institutional, and recreational/open space (e.g., the only recreational boat launch in the Corridor).

The Village has continued its recruitment of businesses along Harlem Avenue to achieve a more diverse mix, façade restoration programs, improvement of circulation and ingress/egress and a marketing campaign.

## ECONOMIC DEVELOPMENT GOALS

- Maintain the mix of diverse, smaller-scale businesses along Harlem Avenue through Worth.
- Position the area surrounding the existing Metra station for potential growth via transit-oriented development.
- Capitalize on unique recreational resources to bring additional people to the Village.

## KEY TRANSPORTATION NEEDS

- Consolidate access and improve cross-property circulation at development sites along Harlem.
- Provide designated and safe non-motorized connections for access to major destinations (Metra station, Canal-front area).

TABLE 5-8: ACTION ITEMS, VILLAGE OF WORTH

Category	Ongoing Action Items (throughout timeline)	Short-Term Action Items (1-6 years)	Medium-Term Action Items (6-12 years)	Long-Term Action Items (12-18 years)
<b>Land Use &amp; Economic Development</b>	<ul style="list-style-type: none"> <li>• Support retention and recruitment efforts for industrial employers located adjacent to Harlem Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop station-area plan for district around Metra Southwest Service station.</li> </ul>	<ul style="list-style-type: none"> <li>• Create combined municipal / commuter parking lot south of Metra station to open up additional space for redevelopment opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>• n/a</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>• Enhance pedestrian crossings at multiple intersections, prioritizing those with posted transit service, those linking east-west non-motorized trails, and those located adjacent to major employment or retail destinations.</li> <li>• As commercial development and redevelopment occurs, promote limited access points onto Harlem Avenue, cross-parcel access, and landscaped screening of parking areas.</li> <li>• Identify and implement improvements to truck traffic and circulation.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve intersection at Southwest Highway to better accommodate vehicular and pedestrian users.</li> <li>• Collaborate with Pace on transition to posted-stop service, including potential marked stops at Southwest Highway and 111<sup>th</sup> and 115<sup>th</sup> Streets.</li> <li>• Develop improved signage and access to the Metra Station, reinforcing its status as a major community node.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve intersection at 111<sup>th</sup> Street to better accommodate vehicular and pedestrian users as well as support redevelopment concepts.</li> <li>• Enhance additional pedestrian crossings concurrent with addition of Pace posted stop at 115<sup>th</sup>.</li> <li>• Provide non-motorized connection from Metra station south to Cal-Sag Trail.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop Arterial Rapid Transit station at 111<sup>th</sup> Street, providing access to Metra SouthWest Service station.</li> </ul>

# CITY OF PALOS HEIGHTS

## EXISTING CONDITIONS

The Corridor serves as “main street” for Palos Heights, and passes through the middle of the City between the Calumet-Sag Channel and 131st Street. A large component of the frontage is residential, with commercial / retail centers and institutional presence along many blocks. Priorities for the City include expanding mobility options for its residents, enhancing and promoting the viability of its small business constituents. Especially important is the consideration of potential redevelopment patterns and use in the downtown area (Olde Palos Shopping Center) as well as improved walkability/accessibility along Harlem Avenue within this district.

## ECONOMIC DEVELOPMENT GOALS

- Support continued growth and redevelopment of downtown Palos Heights as a unique retail and entertainment district.
- Redevelop high-visibility sites along Calumet Sag Canal such as site at Harlem and College Drive.

## KEY TRANSPORTATION NEEDS

- Consolidate access and improve cross-property circulation at downtown sites along Harlem.
- Apply traffic-calming measures that improve pedestrian environment at downtown crossings and parking areas.
- Develop marked and improved non-motorized connections through the City and connecting to proposed Cal-Sag Trail.

TABLE 5-9: ACTION ITEMS, CITY OF PALOS HEIGHTS

Category	Ongoing Action Items (throughout timeline)	Short-Term Action Items (1-6 years)	Medium-Term Action Items (6-12 years)	Long-Term Action Items (12-18 years)
<b>Land Use &amp; Economic Development</b>	<ul style="list-style-type: none"> <li>• Promote and build upon unique commercial district in downtown Palos Heights.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop municipally- and publically-supported plan for preferred development types at College Drive/Harlem Avenue development site.</li> </ul>	<ul style="list-style-type: none"> <li>• Reconfigure streetscape, parking and access patterns in downtown Palos Heights to foster walkable, pedestrian-oriented shopping and entertainment district.</li> </ul>	<ul style="list-style-type: none"> <li>• Reconfigure streetscape, parking and access patterns in downtown Palos Heights to foster walkable, pedestrian-oriented shopping and entertainment district.</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>• Enhance pedestrian crossings at multiple intersections, prioritizing those with posted transit service, those linking east-west non-motorized trails, and those located adjacent to major employment or retail destinations.</li> <li>• As commercial development and redevelopment occurs, promote limited access points onto Harlem Avenue, cross-parcel access, and landscaped screening of parking areas.</li> <li>• Identify and implement improvements to truck traffic and circulation.</li> </ul>	<ul style="list-style-type: none"> <li>• Collaborate with Pace on transition to posted-stop service, including potential marked stops at College Drive and 123<sup>rd</sup>, 127<sup>th</sup> and 131<sup>st</sup> Streets.</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance additional pedestrian crossing at 122<sup>nd</sup> Street.</li> <li>• Provide non-motorized signage and crossings of Harlem at key intersections.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop Arterial Rapid Transit station at 123<sup>rd</sup> Street in downtown Palos Heights.</li> </ul>

## VILLAGE OF ORLAND PARK

### EXISTING CONDITIONS

Orland Park contains the Harlem Avenue Corridor in the eastern part of the Village between its northern boundaries at 151st Street and the Forest Preserve of Cook County and its southern boundaries at 159th Street. Uses along the Corridor are primarily commercial.

Like Tinley Park, its neighbor to the south, Orland Park's goals for the Corridor are predominantly to improve urban design and support its thriving retail developments. Together, the two communities are continuing to address how to make the commercial district at Harlem Avenue and 159th Street stronger and more competitive.

### ECONOMIC DEVELOPMENT GOALS

- Maintain market viability of shopping district around 159th Street (in collaboration with Orland Park).
- Redevelop opportunity sites that offer space for next generation of retailers and store formats.

### KEY TRANSPORTATION NEEDS

- Consolidate access and improve cross-property circulation at commercial sites along Harlem.
- Develop landscaping, medianscaping and screening plans that both enhance transportation function and improve the value of local property.
- Provide designated and safe non-motorized connections across Harlem Avenue.

TABLE 5-10: ACTION ITEMS, VILLAGE OF ORLAND PARK

Category	Ongoing Action Items (throughout timeline)	Short-Term Action Items (1-6 years)	Medium-Term Action Items (6-12 years)	Long-Term Action Items (12-18 years)
<b>Land Use &amp; Economic Development</b>	<ul style="list-style-type: none"> <li>▪ Collaborate with Village of Tinley Park on coordinated marketing and branding strategy for shopping district surrounding Harlem/159<sup>th</sup> intersection.</li> <li>▪ Support retention of local service-business district adjacent to Harlem Avenue and Wheeler Drive.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Develop municipally- and publicly-supported plan for preferred development types at Wheeler Drive and 157<sup>th</sup> Street redevelopment site.</li> </ul>	<ul style="list-style-type: none"> <li>▪ If no redevelopment has taken place, provide incentives (via TIF?) for preferred redevelopment of sites at 157<sup>th</sup> Street and at Wheeler Drive.</li> </ul>	<ul style="list-style-type: none"> <li>▪ If no redevelopment has taken place, provide incentives (via TIF?) for preferred redevelopment of sites at 157<sup>th</sup> Street and at Wheeler Drive.</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>▪ Enhance pedestrian crossings at multiple intersections, prioritizing those with posted transit service, those linking east-west non-motorized trails, and those located adjacent to major employment or retail destinations.</li> <li>▪ As commercial development and redevelopment occurs, promote limited access points onto Harlem Avenue, cross-parcel access, and landscaped screening of parking areas.</li> <li>▪ Identify and implement improvements to truck traffic and circulation.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Collaborate with Pace on transition to posted-stop service, including potential marked stops at 151<sup>st</sup> Street, Wheeler Drive, and 159<sup>th</sup> Street.</li> <li>▪ Improve intersection at 159<sup>th</sup> Street to more safely and efficiently accommodate vehicular and pedestrian users.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Enhance additional pedestrian crossings at 151<sup>st</sup> Street and Wheeler Drive to support locations of Pace posted stops.</li> <li>▪ Provide non-motorized signage and crossings of Harlem at key intersections.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Develop Arterial Rapid Transit station at 159<sup>th</sup> Street in collaboration with Tinley Park.</li> </ul>

## VILLAGE OF TINLEY PARK

### EXISTING CONDITIONS

The Village of Tinley Park is the southernmost municipality in the Corridor, with Harlem Avenue entering the Village at its northern boundary at 159th Street and terminating at the project boundary of I-80.

The Village wishes to maintain a vibrant development environment for current and prospective business owners, but elected officials and staff identified issues related to urban design and walkability along the Corridor as the main need for Harlem Avenue, citing enhanced linkage to the historic downtown, gateways and roundabouts at the Harlem Avenue intersections with 159th Street and 183rd Street, elimination of sidewalk gaps along both sides of Harlem Avenue and restoration of a reach of Midlothian Creek with development of a creek walk.

### ECONOMIC DEVELOPMENT GOALS

- Maintain market viability of shopping district around 159th Street (in collaboration with Orland Park).
- Position southern end of Corridor, including Convention Center area and Mental Health campus, for future quality growth.

### KEY TRANSPORTATION NEEDS

- Provide improved connections for pedestrians and non-motorized travel within and to major destinations in the Village.
- Plan for transit service that complements major economic development activity in southern portions of Village.

TABLE 5-11: ACTION ITEMS, VILLAGE OF TINLEY PARK

Category	Ongoing Action Items (throughout timeline)	Short-Term Action Items (1-6 years)	Medium-Term Action Items (6-12 years)	Long-Term Action Items (12-18 years)
<b>Land Use &amp; Economic Development</b>	<ul style="list-style-type: none"> <li>▪ Collaborate with Village of Orland Park on coordinated marketing and branding strategy for shopping district surrounding Harlem/159<sup>th</sup> intersection.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Develop preferred plan and concepts for eventual redevelopment opportunity of Mental Health campus.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Work with shopping centers on between 159<sup>th</sup> and 163<sup>rd</sup> to develop detailed plan for cross-access and enhanced parkway landscaping and pedestrian access along Harlem Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Support long-term viability of Convention Center by developing non-motorized connectors to hotel properties west of Harlem Avenue.</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>▪ Enhance pedestrian crossings at multiple intersections, prioritizing those with posted transit service, those linking east-west non-motorized trails, and those located adjacent to major employment or retail destinations.</li> <li>▪ As commercial development and redevelopment occurs, promote limited access points onto Harlem Avenue, cross-parcel access, and landscaped screening of parking areas.</li> <li>▪ Identify and implement improvements to truck traffic and circulation.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Develop non-motorized plan for the entire Village including improved connections across Harlem.</li> <li>▪ Collaborate with Pace on transition to posted-stop service, including potential marked stops at 151<sup>st</sup> Street, Wheeler Drive, and 159<sup>th</sup> Street.</li> <li>▪ Improve intersection at 159<sup>th</sup> Street to more safely and efficiently accommodate vehicles and pedestrians.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Improve intersection at 171<sup>st</sup> Street to more safely and efficiently accommodate vehicles and pedestrians.</li> <li>▪ Enhance additional pedestrian crossings at 161<sup>st</sup> and 163<sup>rd</sup> Streets to support locations of Pace posted stops.</li> <li>▪ Improve pedestrian and non-motorized crossings at 167<sup>th</sup> and 175<sup>th</sup> Streets.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Develop Arterial Rapid Transit station at 159<sup>th</sup> Street and 171<sup>st</sup> Streets.</li> <li>▪ Develop transit center at south end of Harlem Avenue Corridor to serve as end station of ART service.</li> </ul>