



RIDGELAND AVENUE CORRIDOR PLAN

June 20, 2014



Acknowledgements

This document summarizes the work conducted for the Ridgeland Avenue Corridor. Partially funded by the Regional Transportation Authority (RTA), the Ridgeland Avenue Corridor Study is a planning initiative of the Cook County Department of Transportation and Highways (CCDOH).

A special thank you to the members of the Steering Committee, Transit Agencies and the citizens of Burbank, Oak Lawn, Chicago Ridge, Worth, Alsip and Palos Heights who participated in the community workshops and provided valuable input that helped mold the plan. Without your support, expertise, and feedback, this plan would not have been possible.

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RIDGELAND AVE CORRIDOR PLAN

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INTRO



The Ridgeland Avenue corridor plan is the outcome of a community outreach process which included workshops with the steering committee, community survey, stakeholder interviews, community events, media announcements and public meetings.

Ridgeland Avenue serves corridor communities well by virtue of a relatively uniform street grid, walkable neighborhood blocks, a mix of land uses and available transit options. The corridor communities of Burbank, Oak Lawn, Chicago Ridge, Worth, Alsip and Palos Heights are engaged in community development efforts that stretch along and across Ridgeland Avenue. The purpose of this planning effort is to best understand how Ridgeland Avenue fits within the context of each community, including current planning efforts. In addition, this effort focuses on opportunities for an improved multi-modal transportation system that ensures the safe and efficient movement of people while supporting the local residents and economy.

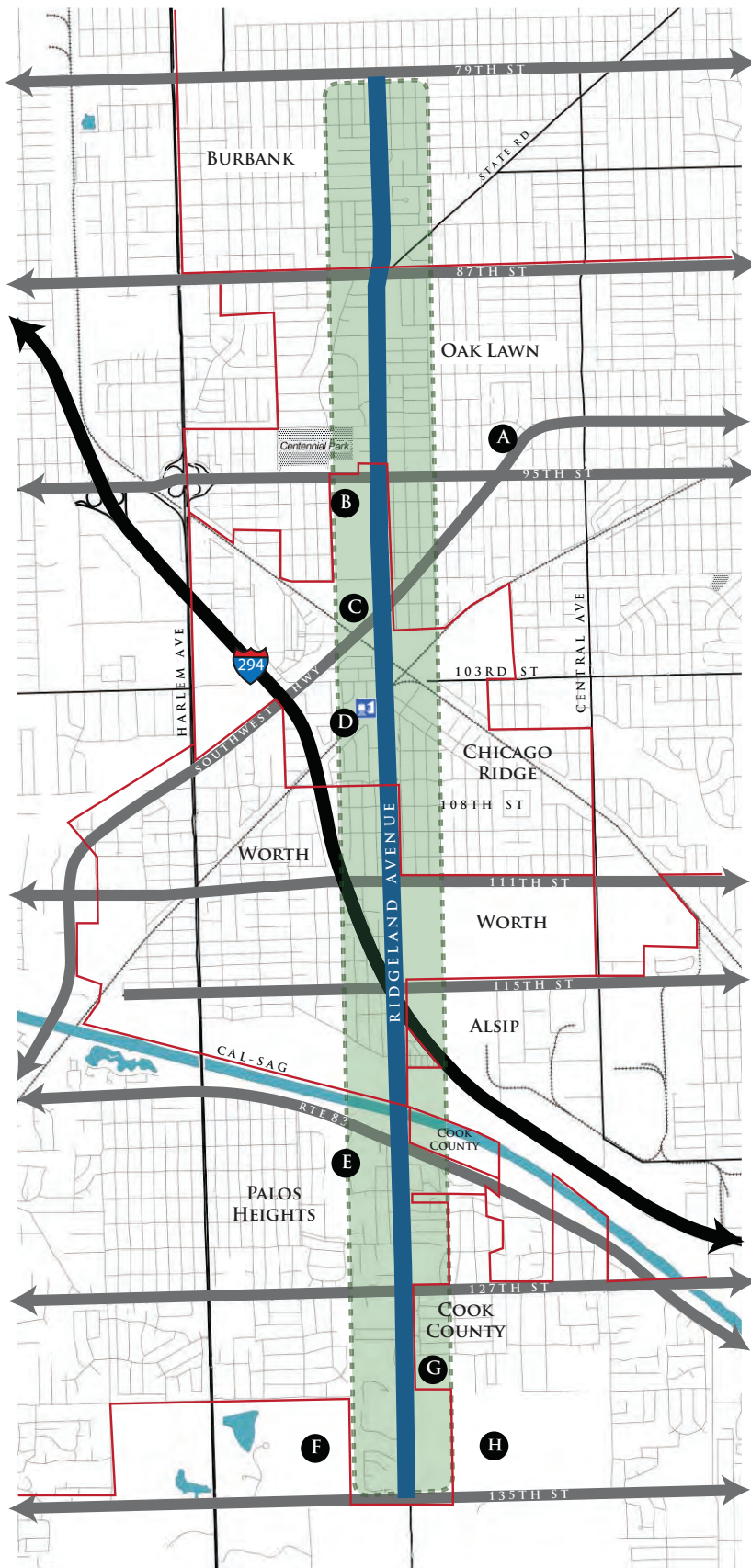
As communities continue to plan for future growth, corridor infrastructure is charged with the responsibilities to do the same. Along Ridgeland Avenue, exciting initiatives are taking place, including planning and development of regional bike trails at the Cal Sag Channel and Stony Creek; Commercial growth at intersecting arterial corridors; Downtown enhancements and growth at the Chicago Ridge Downtown area; and improvements to the pedestrian environment at the Chicago Ridge Metra station.

The existing land use pattern along Ridgeland Avenue is comprised generally of commercial retail and services at intersecting arterial roadways. Corridor sections located between arterial routes are generally comprised of mixed residential and institutional uses. This land use mix provides an attractive framework for healthy communities, allowing for clustered residential neighborhoods that are accessible to, but also buffered from, busy commercial areas. The existing land use mix should continue to be supported by improved access along and across Ridgeland Avenue.



This is an opportunity for Ridgeland Avenue to enhance its function as a model neighborhood oriented corridor for the next generation of community members and visitors to the south suburbs of Chicago.



Corridor Study Area



CORRIDOR LOCATOR MAP

-  Corridor Study Area
-  Municipal Boundaries

ACTIVITY CENTERS

- A** Oak Lawn High School
- B** Westfield Chicago Ridge Mall
- C** Commons of Chicago Ridge Shopping mall
- D** Chicago Ridge Metra Station
- E** Trinity Christian College
- F** Burr Oak Woods (Cook County Forest Preserve)
- G** Alan B Shepard High School
- H** Elizabeth A Conkey Forest (Cook County Forest Preserve)



EXECUTIVE SUMMARY



1 | Community Connectivity

- » Support community bike planning initiatives with logical connections along and across Ridgeland Avenue;
- » Establish a continuous trail system that links existing and planned east-west regional trails with Ridgeland Avenue communities;
- » Plan for a continuous trail system that includes on and off-street multi use paths as appropriate;
- » Plan for safer pedestrian and bicycle crossings including at-grade crossings, bicycle signals, underpass and bridge features as appropriate.



2 | Transportation Systems

- » Develop a roadway plan that organizes safer pedestrian access while also maintaining traffic operations;
- » Improve intersections with updated pedestrian and bike crosswalks, median refuge islands and ADA access;
- » Plan for landscaped medians and median refuge islands as appropriate;
- » Support existing Burbank roadway amenities with the addition of a new multi-use trail;
- » Support Oak Lawn and Chicago Ridge initiatives to develop the Stony Creek trail with logical crossings;
- » Support Chicago Ridge downtown initiatives with improved streetscape and bike access;
- » Plan for improved pedestrian crossings at the Chicago Ridge Metra Station;
- » Support coordinated efforts with the Village of Alsip and City of Palos Heights to evaluate Pace Call-n-Ride services;
- » Support Pace transit supportive guidelines, including initiatives to transition to posted stops, guidelines for bus stop locations, near and far side bus stops, waiting area amenities and passenger shelters;



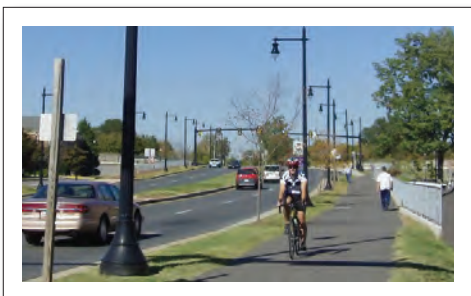
3 | Land Use and Zoning

- » Support the current land use mix of residential mixed use with commercial nodes at strategic regional arterials;
- » Support redevelopment of commercial nodes that promote transit use through well-defined pedestrian routes and amenities;
- » Reinforce the Corridor as a quality destination through quality architectural and landscape treatments within development sites;
- » Support Chicago Ridge downtown as a visually and physically accessible transit oriented district;



4 | Economic Development

- >> Maintain a regional perspective and approach that addresses processes and programs specific to each community;
- >> Improve the vitality of the four corners at 79th Street and Narrangansett Ave by attracting tenants to fill vacancies;
- >> Create a public private partnership framework for long term enhancement of the 87th Street and Ridgeland Avenue intersection area;
- >> Create a public private partnership framework for redevelopment of obsolete properties at 99th Street and Southwest Highway;
- >> Provide a framework for downtown business cooperation to improve overall sales in Chicago Ridge;
- >> Establish a façade and site improvement program in Chicago Ridge;
- >> Encourage development of the 111th Street and Ridgeland Avenue TIF area;
- >> Support the Alsip business park through improved access;
- >> Examine how mixed use development at Ridgeland Avenue and 127th Street could enhance the local economy;
- >> As Cook County controls the southeast quadrant of 127th Street and Ridgeland Avenue, coordinate with Palos Heights to enhance the local economy.



5 | Urban Design

- >> Plan for functional improvements that support pedestrian uses;
- >> Incorporate landscaped medians and parkway tree plantings as appropriate;
- >> Integrate a unified aesthetic for decorative vehicular and pedestrian scale lighting;
- >> Plan for clear wayfinding signage that promotes each individual municipality as well as the corridor as a whole;
- >> Incorporate decorative finishes such as specialty paving, accent lighting, ornamental plantings and site furnishings at strategic areas where active pedestrian uses occur.



PART 2

COMMUNITY CONNECTIVITY



As communities continue to plan for future growth, the need for improved access and connectivity is apparent. Ridgeland Avenue corridor communities are planning connections to regional trails and open space opportunities that exist along the corridor, including the planned Stony Creek Trail, Cal Sag Trail (portions under construction), and existing Tinley Creek Trail within the Cook County Forest Preserve. In addition, corridor communities have developed planning initiatives around community wide bike plans. Individual corridor community bike plans and connections to those plans are depicted in the exhibit, **Bike Facility Typologies: On-Street/Off-Street.**

The *Village of Oak Lawn* has implemented portions of a Village wide system as depicted in the Village's adopted 95th Street Corridor Plan (2013). Existing facilities include striped bike lanes and paved separated trails along 93rd Street and 103rd Street respectively. A Village wide system of proposed striped bike lanes, sharrows, paved separated trails and shared use alleys are depicted for their connectivity to the Ridgeland Avenue system. The Village has engaged an engineer to evaluate the feasibility of an underpass at the Southwest Service railroad tracks. This corridor study contemplates two pedestrian underpasses where the proposed Stony Creek Trail crosses below Ridgeland Ave and Southwest Highway.

The *Village of Worth* has an existing off street multi-use path located along the Water's Edge Golf Club. This path should be connected to the Ridgeland Avenue system by an off street pathway. The proposed Cal-Sag multi-use trail is depicted along the south side of the Cal Sag Channel. This important regional trail will extend 26 miles from Lemont in the west to Burnham in the east. An underpass is planned as part of the Cal Sag effort. As part of this plan, a pedestrian bridge is recommended to connect the multi-use trail along Ridgeland Ave, above the Cal Sag Channel.

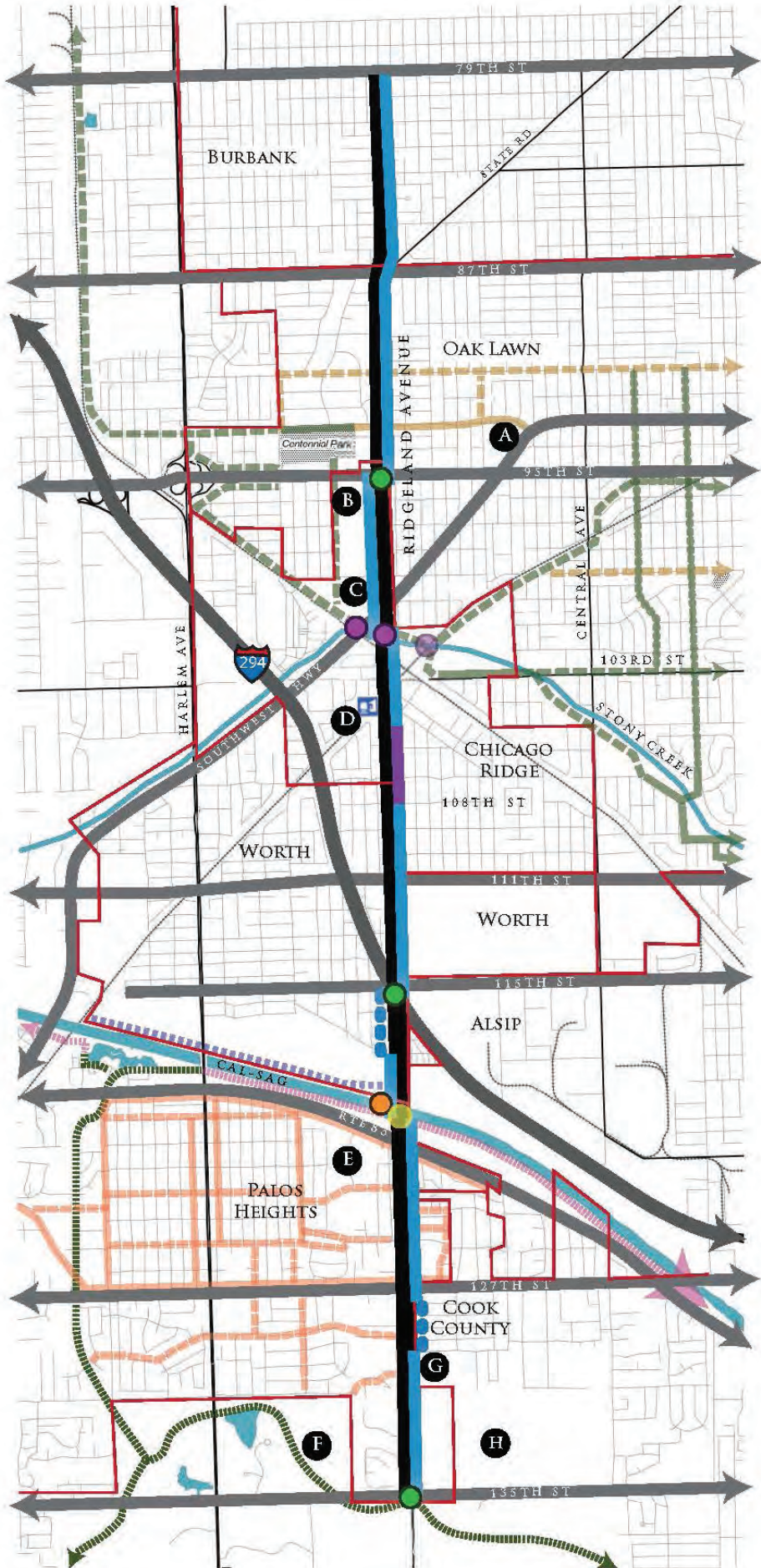
The *City of Palos Heights* has proposed bike routes, bike lanes and shared routes as part of a draft 2011 Active Transportation Plan. Additionally, sidewalks connecting to Pace bus stop locations are included in the 2014-2018 CMAQ program for bicycle/pedestrian improvements. These facilities are depicted for their connectivity to the Ridgeland Avenue system.

The existing Tinley Creek Regional trail is part of the *Cook County Forest Preserve* system located south of 135th Street. This regional trail connects to the Cal sag to the north and south to Oak Forest/Midlothian at 167th Street. Future plans for this trail would extend to communities towards the south. Ridgeland Avenue facilities would connect to this trail via at grade crossings at Ridgeland Avenue and 135th Street.

Wayfinding signage is a critical element that should be applied to all locations where the Ridgeland Avenue system intersects existing and planned municipal and regional trailways.

As conditions and roadway profiles along Ridgeland Avenue vary, the following bike facility typologies are recommended to provide interconnected access along and across the corridor.

Bike Facility Typologies: On-Street/Off Street



RIDGELAND AVE BIKE PLAN

- Municipal Boundaries
- New 10' Off-Street Multi-Use Path
- New Off-Street Separated Bicycle/Pedestrian Sidewalk
- New Shared Use (Sharrow)
- At-Grade Pedestrian Crossing
- Underpass Pedestrian Crossing
- Pedestrian Bridge

OAK LAWN BIKE PLAN

- Proposed Striped Bike Lane (6' Dedicated Lane)
- Proposed Shared Use (Sharrow)
- Existing Striped Bike Lane
- Proposed Paved Separated Trail (8' Path, min.)
- Proposed Paved Alley Shared Use
- Existing Paved Separated Trail
- Underpass Pedestrian Crossing

WORTH BIKE PLAN

- Existing Off-Street Multi-Use Path

CAL-SAG BIKE PLAN

- Cal-Sag Multi-Use Trail
- Underpass Pedestrian Crossing

PALOS HEIGHTS BIKE PLAN

- Proposed Bike Route
- Proposed Bike Lane/Shared Route

TINLEY CREEK REGIONAL TRAIL

- Existing Off-Street Multi-Use Path

REFER TO ENLARGEMENT PLANS FOR ADDITIONAL DETAIL

ACTIVITY CENTERS

- Oak Lawn High School
- Westfield Chicago Ridge Mall
- Commons of Chicago Ridge Shopping mall
- Chicago Ridge Metra Station
- Trinity Christian College
- Burr Oak Woods (Cook County Forest Preserve)
- Alan B Shepard High School
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2 COMMUNITY CONNECTIVITY

Bike Facility Typologies

Off-Street Multi Use Path

Regional and local governments recognize the significance of trail linkages between downtown centers, community destinations, transportation centers and residential areas. These are functional transportation routes serving a wide range of users including bicyclists, walkers, joggers and people using mobility devices. In addition, trails benefit the local economy by attracting tourists from outside the region.

Along the majority of Ridgeland Avenue, a 10' multi-use trail is recommended as the main connector between communities. The trail functions as a cycle track in downtown Chicago Ridge and as a shared-use route in other areas. This path crosses Ridgeland at major marked intersections and underpasses located at 95th Street, Stoney Creek (underpass), 115th Street and the Cal-Sag Trail (underpass).

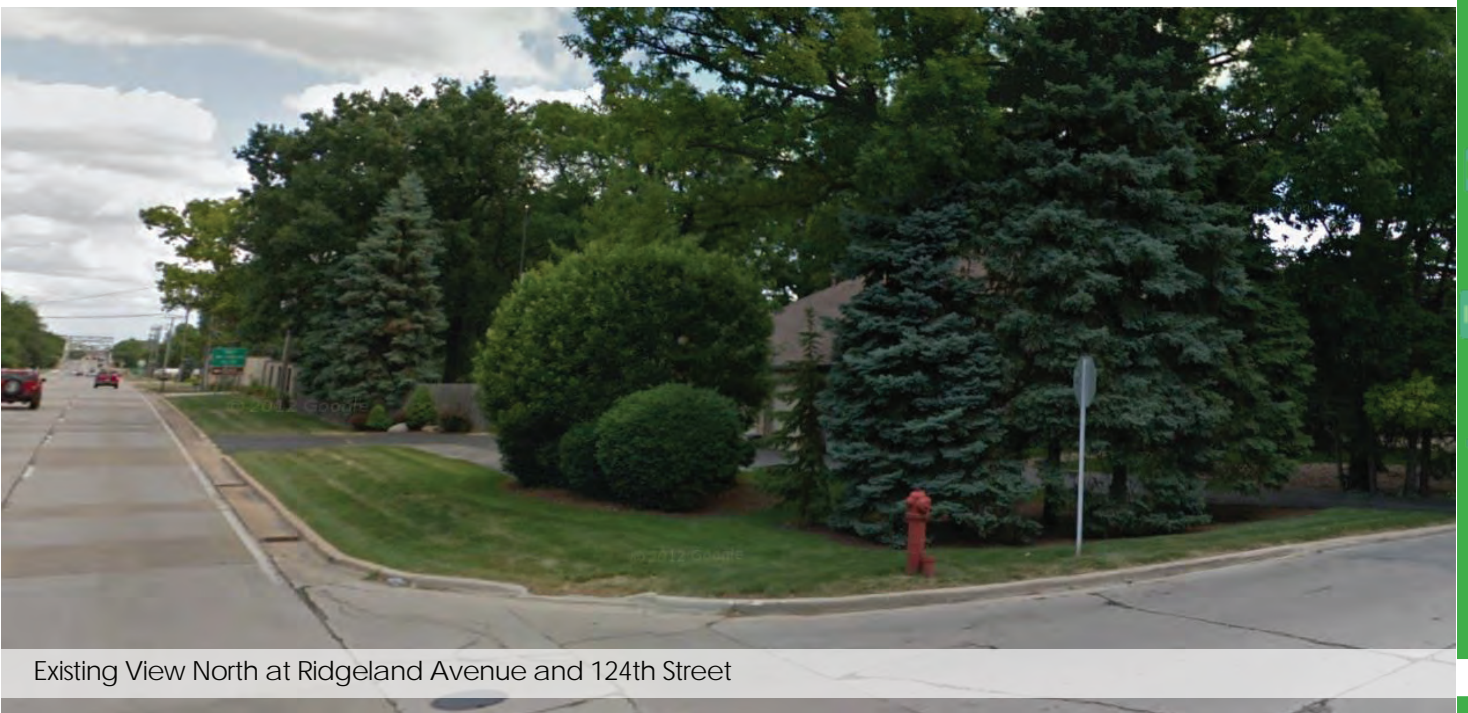
BENEFITS:

- **Increases** connectivity and linkages between parks, neighborhoods and area businesses.
- **Benefits** local economies by attracting tourists from outside the region.
- **Promotes** healthy alternative transportation options.





Multi-use path visualization at Ridgeland Avenue and 124th Street



Existing View North at Ridgeland Avenue and 124th Street



2 COMMUNITY CONNECTIVITY

Cycle Track

As the multi-use path travels through downtown Chicago Ridge (105th Street to 108th Street) it transitions to a separated use off-street path (Cycle track) providing added safety between motorists, bicyclists and pedestrians. As shown in the picture below (Indianapolis Culture Trail), bicyclists are buffered from pedestrians and motorists via planters. Along the east side of Ridgeland, the cycle track includes an expanded sidewalk, landscaping and outdoor seating, as shown in the photo to the right.

Cycle Track areas include: East side of Ridgeland (off-street) between 105th Street and 108th Street.

BENEFITS:

- **Increase** safety between motorists, bicyclists and pedestrians.
- **Additional** landscape and seating areas.
- **Promotes** downtown as a family friendly place to live, work and shop.





Cycle Track Visualization in Downtown Chicago Ridge with new lighting, landscape, median and signage



Existing view South along Ridgeland Avenue in Downtown Chicago Ridge



2 COMMUNITY CONNECTIVITY

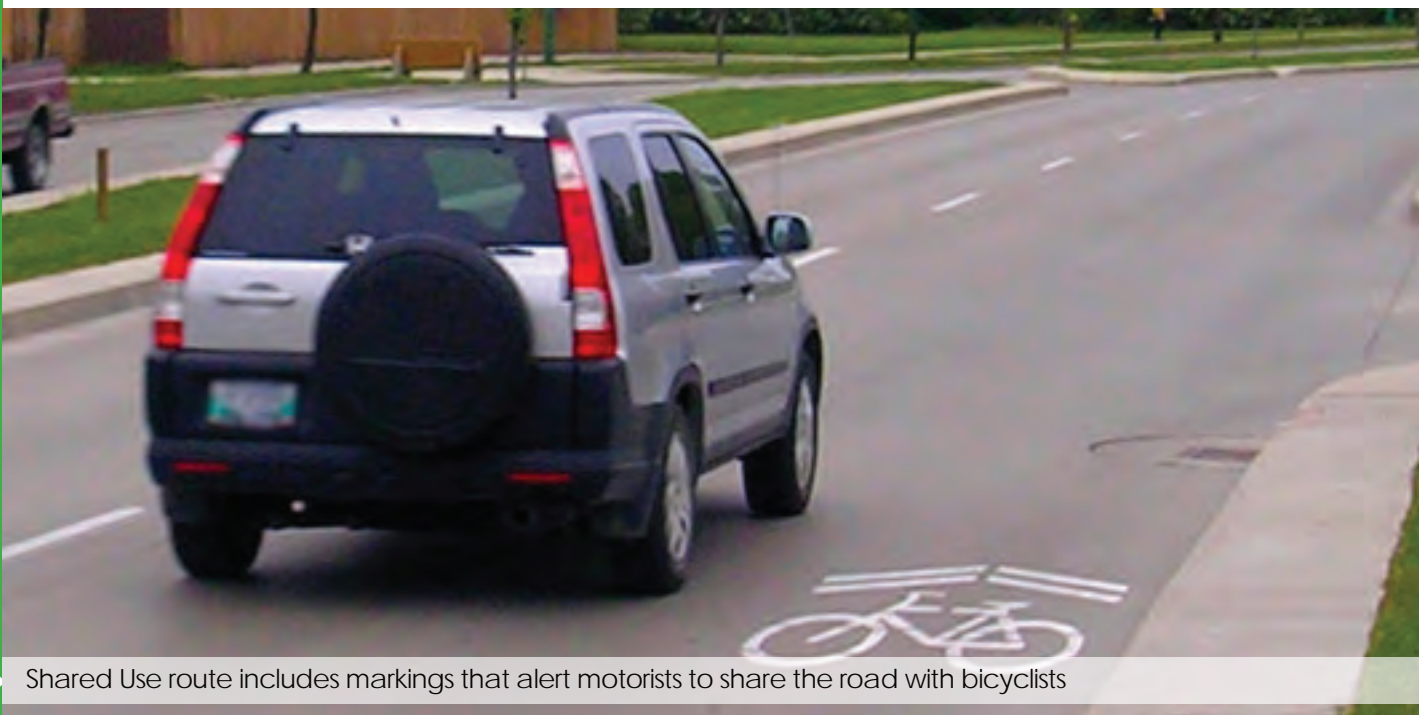
Shared Use Route

A shared use bike route (on-street) provides cyclists a direct route connecting to multi-use paths. These routes are needed along some sections of Ridgeland Avenue where roadway conditions do not support off-street path options. Motorists are alerted by on-street “sharrow” markings and cyclists are guided by directional signage to connect to off-street paths/trail systems.

Shared use route areas include: 115th/South along Nagle Avenue to Home Ave. and also along the frontage road between 127th Place to 129th Place.

BENEFITS:

- **Connects** discontinuous segments of shared use paths or bike lanes.
- **Reminds** motorists that cyclist share the road.
- **Directs** cyclist to particular destinations.





Shared Use route visualization at Ridgeland and Nagle Avenue including sharrow markings and signage



Existing view South at Ridgeland and Nagle Avenue



2 COMMUNITY CONNECTIVITY

Pedestrian/Bicycle Crossing Typologies

At-Grade Crossings

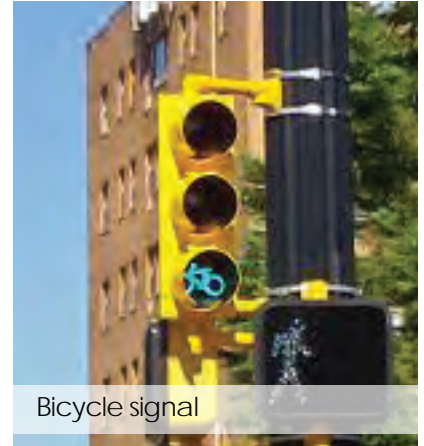
Intersection crossing markings guide bicyclists on a safe, direct, and visible path through intersections or across driveways and alleys. The markings help increase visibility of bicyclists by extending the bicycle lane through the intersection. Intersection markings include green colored pavement at driveways for multi-use paths, white striping for pedestrian crossings and dashed shared lane markings.

BENEFITS:

- **Raise** awareness for both bicyclists and motorists of potential conflict areas.
- **Remind** motorists that bicyclists have priority over turning vehicles or vehicles entering the roadway at intersections.
- **Promote** shared use by bicyclists and motorists along the corridor.

Bicycle Signals

Traffic control devices should be used in combination with motor vehicle traffic signals to designate bicycle and motor vehicle movements. This ensures that turning motorists and through moving bicyclists can safely and comfortably travel through an intersection.



Bicycle signal



Green pavement at driveway



Clearly marked green pavement supports bike crossing at intersections

Pedestrian/Bicycle Underpass

Underpass facilities provide pedestrians safe crossings at major roadway connections and connect with future trail connections. Along the Ridgeland Avenue corridor two pedestrian underpasses are recommended where future connections to Stoney Creek Trail and the Cal-Sag Trail are located.

Design for underpasses should be constructed of high-quality materials, including clear sight-lines and proper drainage, and adequate lighting.

CCDOTH supports the essence of this recommendation and will consider these endorsements in future implementation projects.

BENEFITS:

- **Safely** provides complete separation of pedestrians/bicyclists from motor vehicles.
- **Connects** off-street trails and paths across major barriers.
- **Promotes** recreational activity in areas where people may otherwise feel unsafe.



Successful underpass designs include direct access, open views, and quality architectural and landscape treatments.

2 COMMUNITY CONNECTIVITY

Pedestrian/Bicycle Bridge

Pedestrian/Bicycle bridges provide users with opportunities to traverse areas such as roadways and waterways. Along Ridgeland Avenue two places exist for these facilities. First, where the multi-use path crosses Ridgeland Avenue at Stony Creek. Second, across the Cal-Sag Channel. Currently, the existing roadway bridge across the Cal-Sag Channel is too narrow to accommodate a two-way multi-use path. A proposed pedestrian bridge will serve as a centerpiece connection to tie North/South Ridgeland Ave Trail and also connect to the future regional Cal-Sag Trail.

CCDOH supports the essence of this recommendation and will consider these endorsements in future implementation projects.

BENEFITS:

- **Safely** provides complete separation of pedestrians/bicyclists from motor vehicles.
- **Character** of bridge can create architectural statement and promote community identity.
- **Promote** recreational activities along the corridor.



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PART 3

TRANSPORTATION SYSTEMS



Introduction

The Ridgeland Avenue corridor benefits from an efficient interconnected network of streets and sidewalks. While automobiles must continue to move safely and efficiently along the corridor, importance in the plan is given to improved access for pedestrians, bicyclists and transit users.

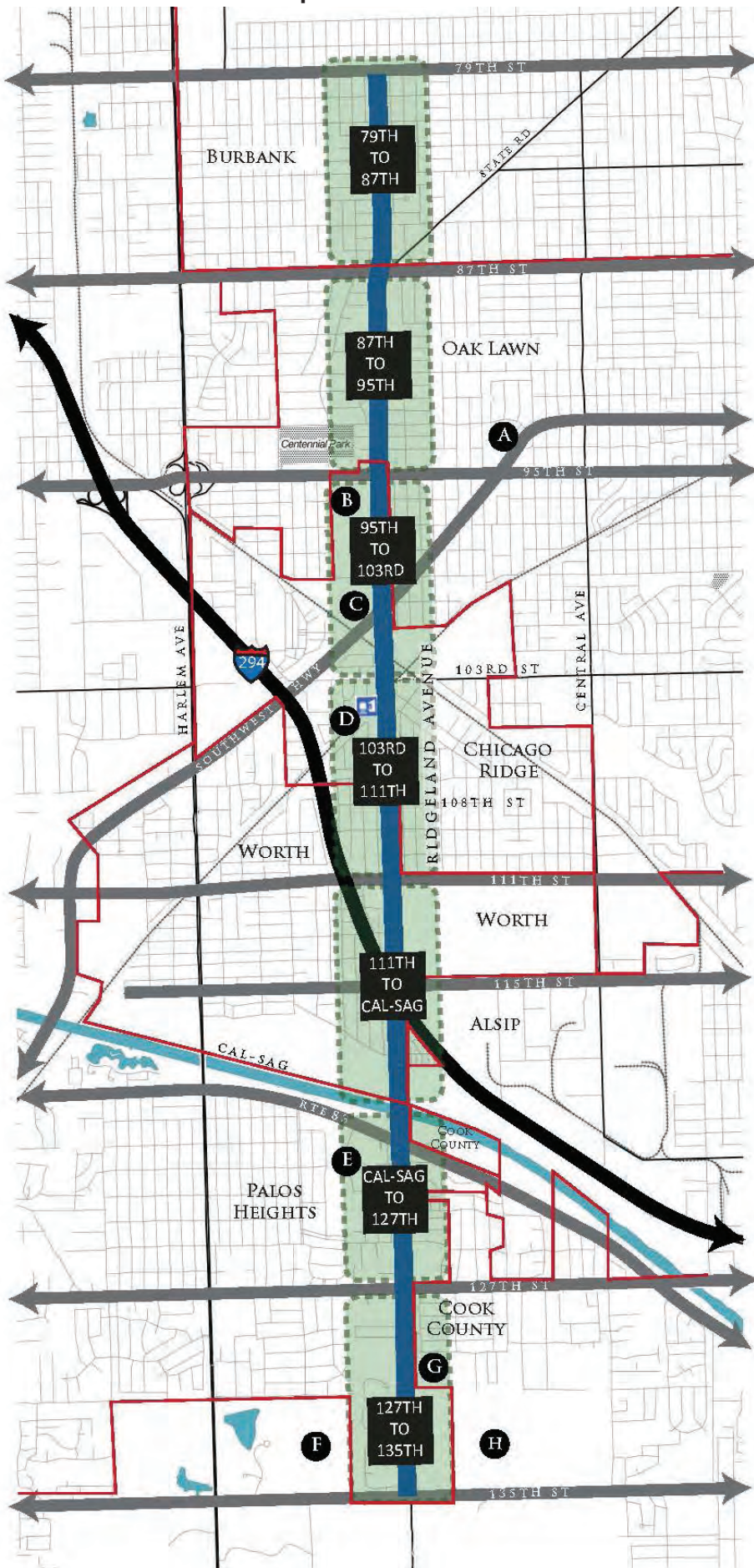
Although the roadway is generally comprised of two lanes in each direction with a center turn lane, the profile beyond the travel lanes varies widely throughout the study area. The section in Burbank includes sidewalks, bump outs and on street parking. Sections in Oak Lawn include sidewalks and green parkways. Chicago Ridge is a downtown environment with on street parking and relatively wide sidewalks. Sections in Worth and Alsip both include frontage streets and lack sidewalks in certain locations. The section in Palos Heights has connected sidewalks and wide green parkways.

A new 8-10' wide two-way multi-use path is recommended throughout the corridor study area. The purpose of this path is to accommodate pedestrians and bicyclists traveling along the corridor. Although current pedestrian and bike data suggests relatively low use, the corridor plan anticipates increased pedestrian and bike uses due to regional planning efforts such as the Cal Sag Trail and Stony Creek Trail. Given the high traffic volumes of nearby north-south corridors such as Harlem Avenue and Cicero Avenue, Ridgeland Avenue is considered an opportune corridor to accommodate safe pedestrian and bike traffic. As shown in the following exhibits, the proposed multi-use path changes form and location to meet existing and planned conditions of the roadway, communities and intersecting regional trails.



Based on the data documented in the existing conditions summary and input obtained during the public input process, the following transportation recommendations are illustrated on the following exhibits: Improved crosswalks, interconnected sidewalks, off street multi-use path, off street separated bike/pedestrian path, share use routes, bicycle marked crosswalk, bicycle signals and landscaped medians

The exhibits presented in this section are organized into seven 1-mile sections as depicted in the exhibit, **Existing Conditions: Overall Corridor Map**. Details pertaining to the incorporation of the multi-use path and other corridor amenities are depicted in the following exhibits, **Motorized and Non-Motorized Transportation Systems: Sheets 1 through 7**. Each section identifies recommendations for roadway facilities, bicycle facilities and transit service.

Overall Corridor Map



CORRIDOR LOCATOR MAP

-  Corridor Study Area
-  Municipal Boundaries

ACTIVITY CENTERS

- A** Oak Lawn High School
- B** Westfield Chicago Ridge Mall
- C** Commons of Chicago Ridge Shopping mall
- D** Chicago Ridge Metra Station
- E** Trinity Christian College
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- G** Alan B Shepard High School
- H** Elizabeth A Conkey Forest (Cook County Forest Preserve)



3 TRANSPORTATION SYSTEMS

Motorized + Non Motorized Transportation Systems

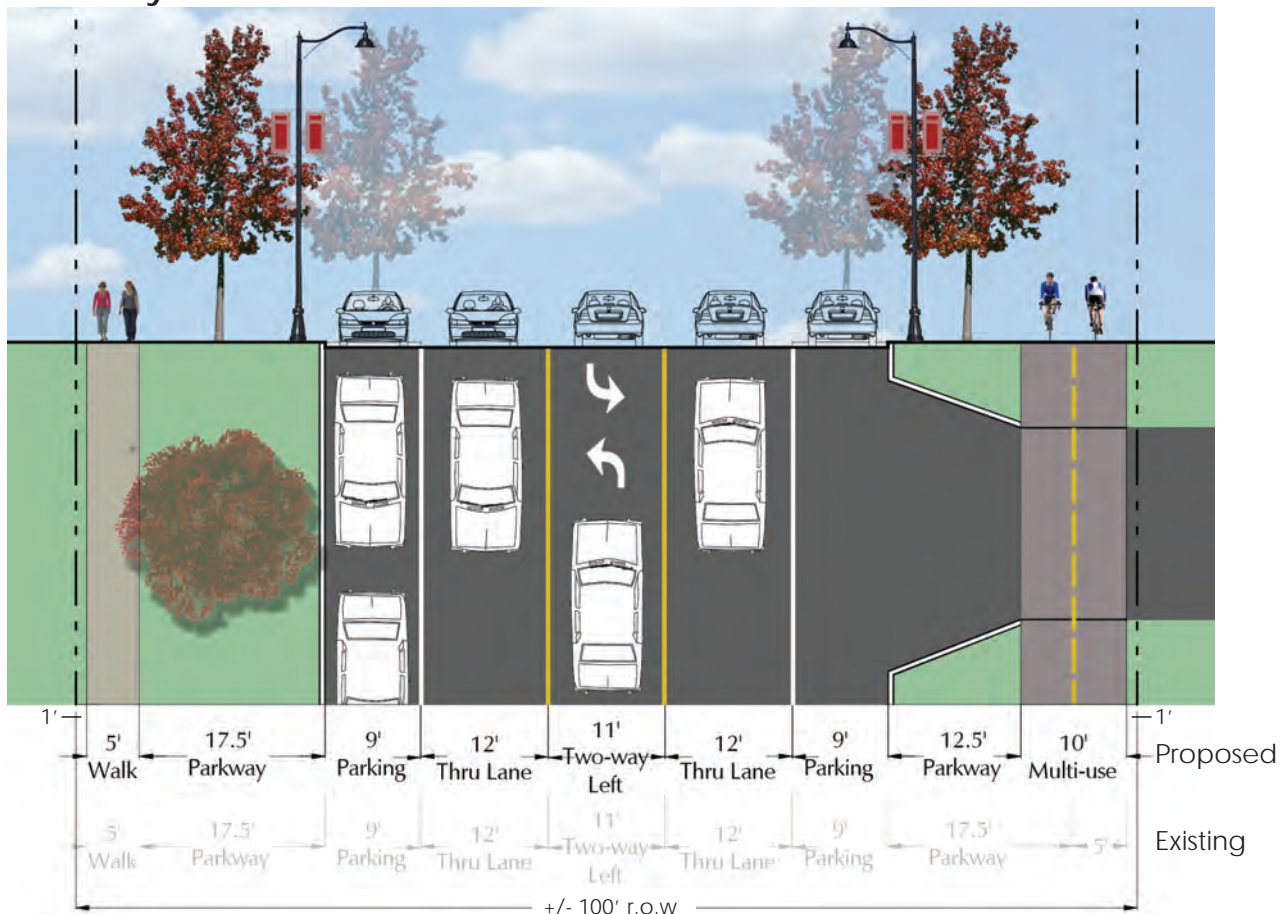
Section 1: 79th Street to 87th Street / State Road

Roadway Facilities - The existing section includes a two-way left turn lane and on street parking bump outs. The proposed section incorporates a new multi-use path on the east side of Ridgeland. Crosswalks should be enhanced on the west side of Ridgeland Ave at 85th Pl and 86th St. Green pavement is recommended at all intersections where the multi-use trail crosses. Intersection improvements such as enhanced pedestrian crossings, signage, and signal timings should be considered at signalized intersections. Note, relocation of existing overhead wires may be required to accommodate new roadway lighting and multi-use path.

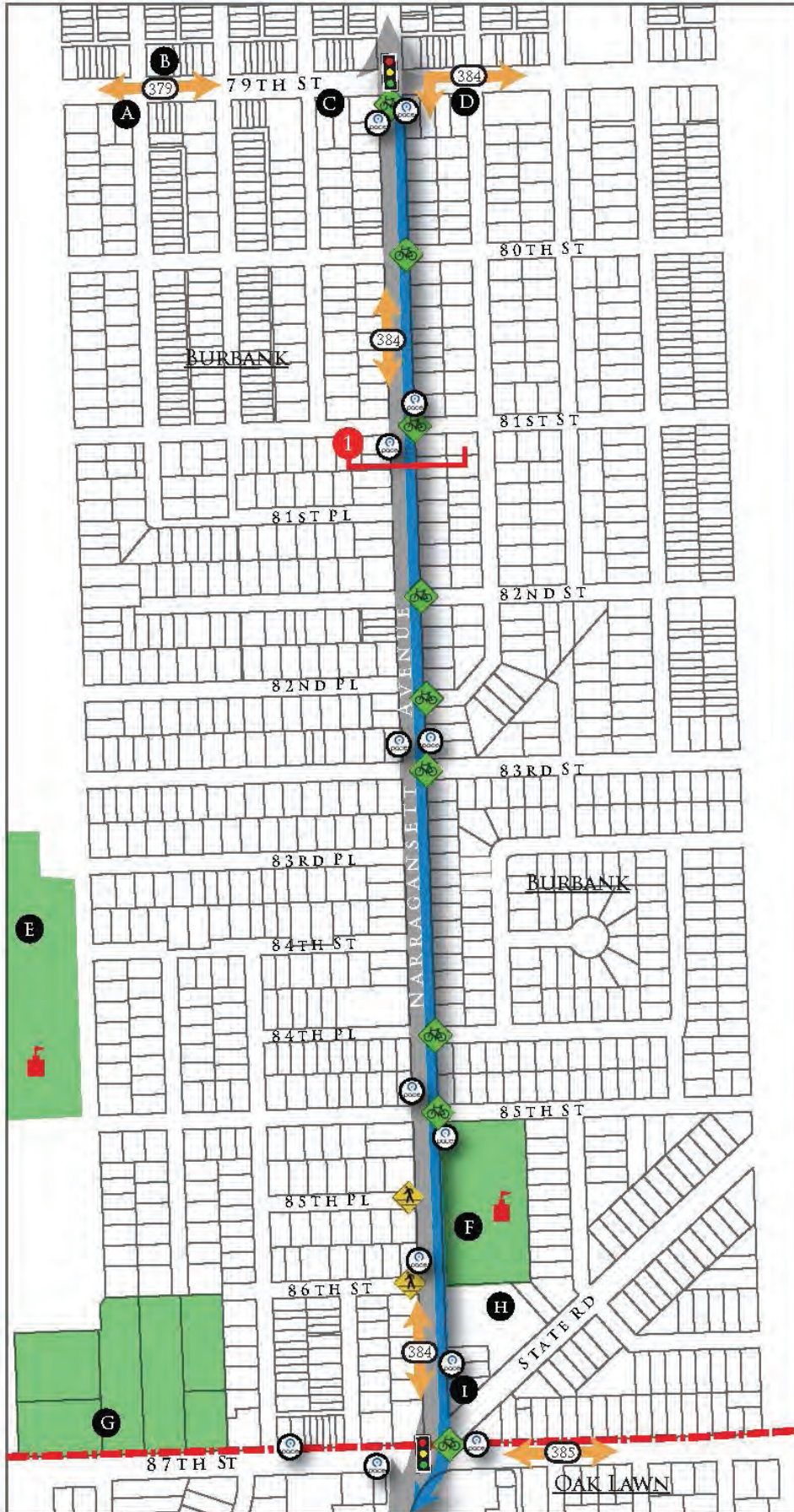
Bicycle Facilities - A proposed 10' wide two-way off-street multi-use trail travels along the east side of Narragansett Ave, avoiding driveways and drainage issues on the west side. The trail is separated from vehicular travel lanes by on-street parking and a parkway.

Transit Service - Where possible, bus stops should be located at the far side of major cross streets. Existing Pace shelter pad locations should be reviewed for conformance with actual bus stops and Pace guidelines. Improved Pace bus signage is recommended and anticipated to be addressed as Pace implements posted stops over the next 3-5 years.

Roadway Section 1



79th Street to 87th Street / State Road



LEGEND

- Municipal Boundary
- Roadway Section
- PACE Bus Stop
- PACE Bus Route
- New 10' Off-Street Multi-use Path
- New Bicycle Marked Crosswalk - Green Pavement
- Improve Marked Crosswalk
- Schools
- Traffic Signal - New Bicycle Signals

ACTIVITY CENTERS

- A** Frank's Chicago Shrimp House
- B** Burbank Fire Department
- C** Burbank Deli & Foods
- D** Golden Spike Train Shop
- E** Fitzgerald Park
- F** Edward J. Tobin School
- G** Melvina Ditch Reservoir
- H** Our Savior Lutheran Church
- I** Burger King

KEY MAP

RIGDELAND AVENUE

1

79th St
87th St
95th St
103rd St
111th St
Cal Sag
127th St
135th St

3 TRANSPORTATION SYSTEMS

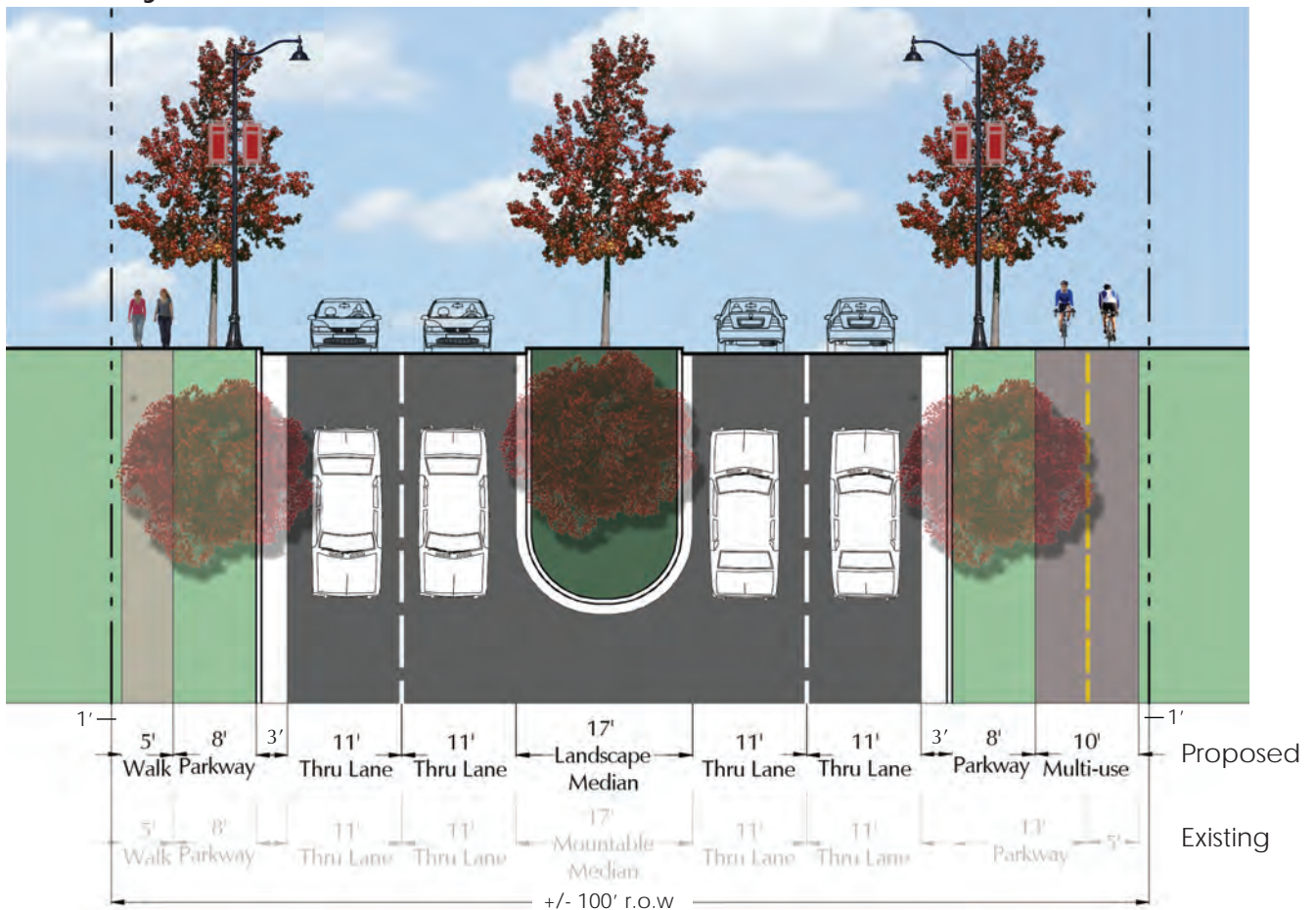
Section 2: 87th Street to 95th Street

Roadway Facilities - The existing section includes mountable landscaped medians. The proposed section incorporates landscaped medians and multi-use path. Intersection improvements such as high visibility, crosswalks, improved signage, and count-down pedestrian signals should be considered at 87th St, north of 89th Pl, 91st, 93rd and 95th. Green pavement is recommended at all intersections where the bike route crosses. Landscape should be strategically installed in existing medians. Note, relocation of existing overhead wires may be required to accommodate new roadway lighting and multi-use path.

Bicycle Facilities - A proposed 10' wide two-way off-street multi-use path travels along the east side of Ridgeland Ave, separated from vehicular traffic by a parkway. Connections are recommended to the existing Oak Lawn on-street bike lane on 93rd St. and proposed on-street bike lane on 91st St.

Transit Service - Bus stops should be located at the far side of major cross streets. Pace is conducting an Arterial Rapid Transit (ART) study along 95th St which will address posted stop locations, transit signal priority (TSP), and operational improvements. An anticipated stop at Ridgeland Ave would increase pedestrian volumes. Improved Pace bus signage is anticipated to be addressed as Pace implements posted stops over the next 3-5 years.

Roadway Section 2



87th Street to 95th Street

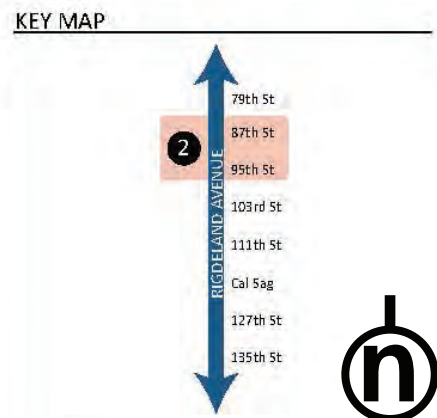


LEGEND

- Municipal Boundary
- Roadway Section
- PACE Bus Stop
- PACE Bus Route
- Proposed Raised Landscape Median - Less than 6'; Concrete Median
- New 10' Off-Street Multi-use Path
- Proposed On-Street Bike Lane (Village of Oak Lawn Bike Plan)
- Existing On-Street Bike Lane
- Existing Off-Street Multi-use Path
- New Bicycle Marked Crosswalk - Green Pavement
- Improve Marked Crosswalk
- Schools
- Traffic Signal - New Bicycle Signals

ACTIVITY CENTERS

- A** State Road Plaza
- B** Jewel Osco
- C** St. Louis De Montfort Church
- D** Worthbrook Park
- E** Oak Lawn Community Church
- F** First Church of the Nazarene
- G** Centennial Park
- H** Simmons Middle School
- I** Oak Lawn Promenade
- J** Concord Nursing & Rehab Center



3 TRANSPORTATION SYSTEMS

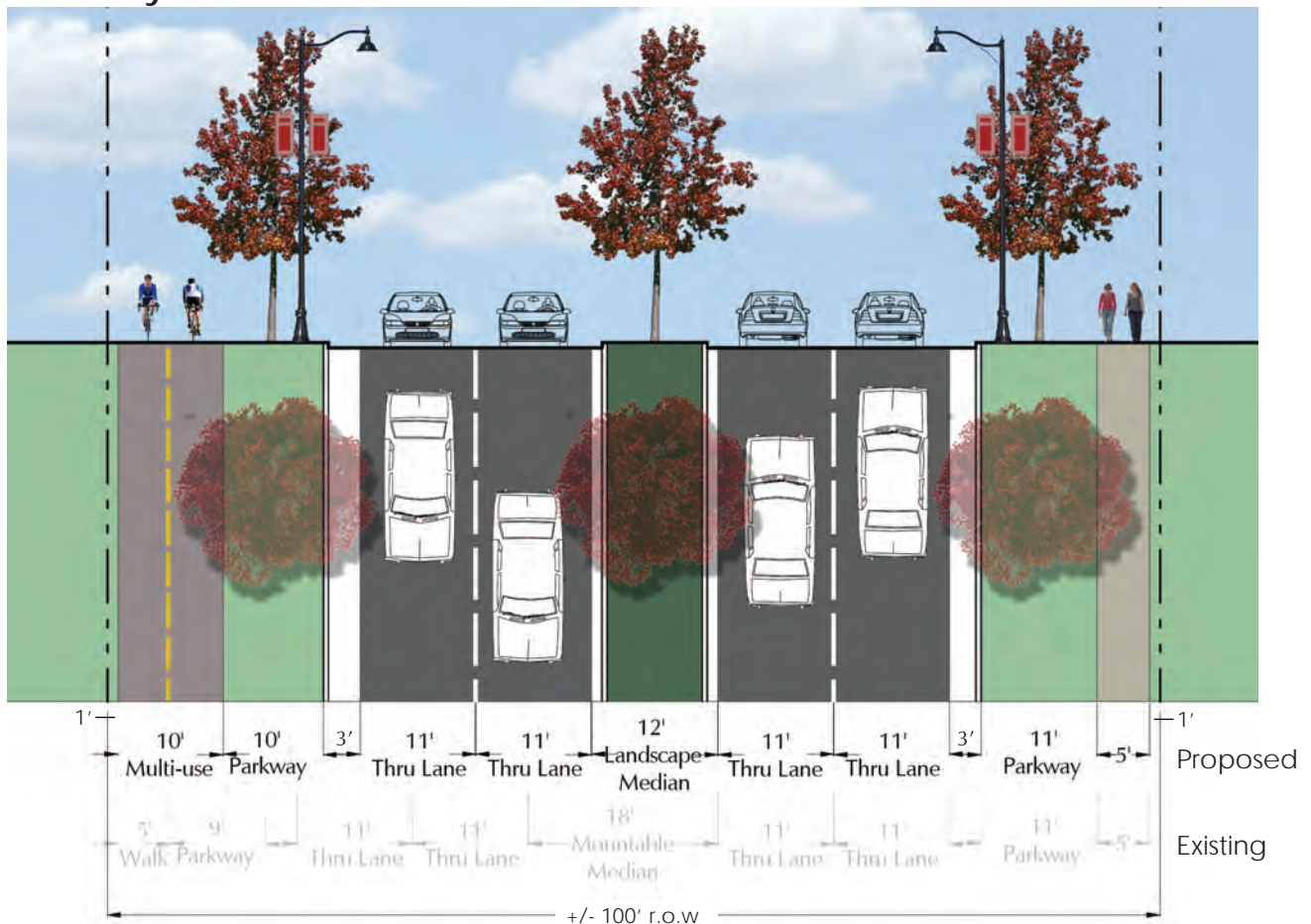
Section 3: 95th Street to 103rd Street

Roadway Facilities - The existing section includes mountable medians and landscaped parkways. The proposed section includes landscaped medians and multi-use path. The crosswalk should be enhanced on the east side of Ridgeland at 97th St. The intersection of Ridgeland and 95th should be improved with high visibility crosswalks and signal timing adjustments to ensure pedestrians are able to safely cross. Green pavement is recommended at all intersections where the bike route crosses. A new signal is under consideration at 99th Street. Refer to the Appendix for the signal warrant analysis.

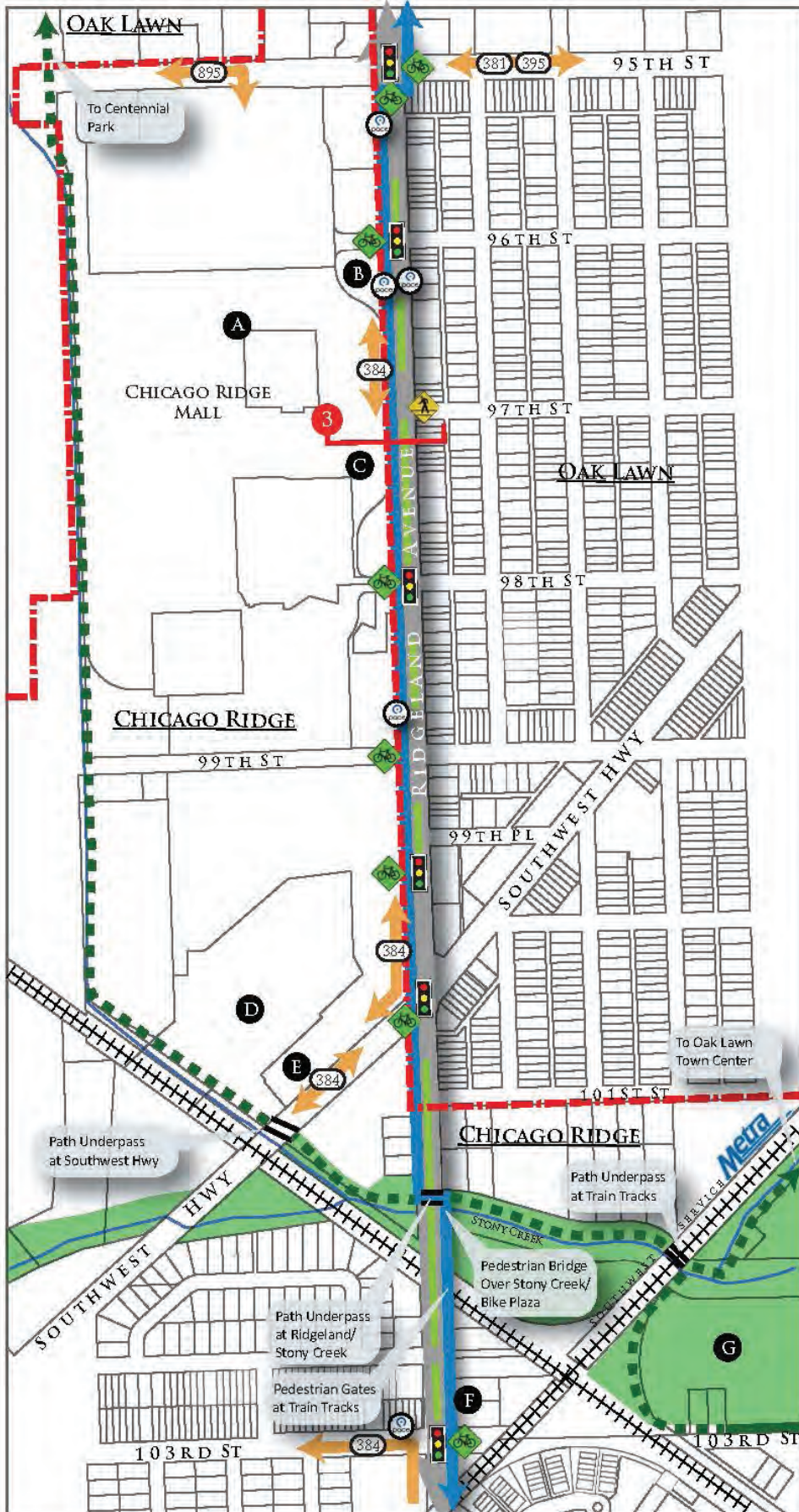
Bicycle Facilities - A proposed 10' wide two-way off-street multi-use path transitions from east to west at 95th St accessing Chicago Ridge Mall. South of 101st, the trail transitions to the west side of Ridgeland Ave via underpass at Ridgeland and bridge at Stony Creek, making a connection to the proposed Stony Creek Trail. At the Metra crossing, pedestrian gates may be required to cross the IHB Railroad.

Transit Service - Improved Pace bus signage is recommended and anticipated to be addressed as Pace continues to implement posted stops over the next 3-5 years. The intersection of Ridgeland and 95th St. is a major bus stop location generating high pedestrian volumes. Refer to Section 4 for recommendations regarding the Chicago Ridge Metra Station Area.

Roadway Section 3



95th Street to 103rd Street



LEGEND

- Municipal Boundary
- Roadway Section
- PACE Bus Stop
- PACE Bus Route
- Proposed Raised Landscape Median - 8' Min. Width
- New 10' Off-Street Multi-use Path
- Proposed Off-Street Multi-use Path (Village of Oak Lawn Bike Plan)
- Existing Off-Street Multi-use Path
- New Bicycle Marked Crosswalk - Green Pavement
- Improve Marked Crosswalk
- Schools
- Traffic Signal - New Bicycle Signals

ACTIVITY CENTERS

- A** Aldi
- B** Chick-fil-A
- C** Chill's
- D** Home Depot
- E** Office Depot
- F** Penny Lane School
- G** Stony Creek Golf Complex

KEY MAP



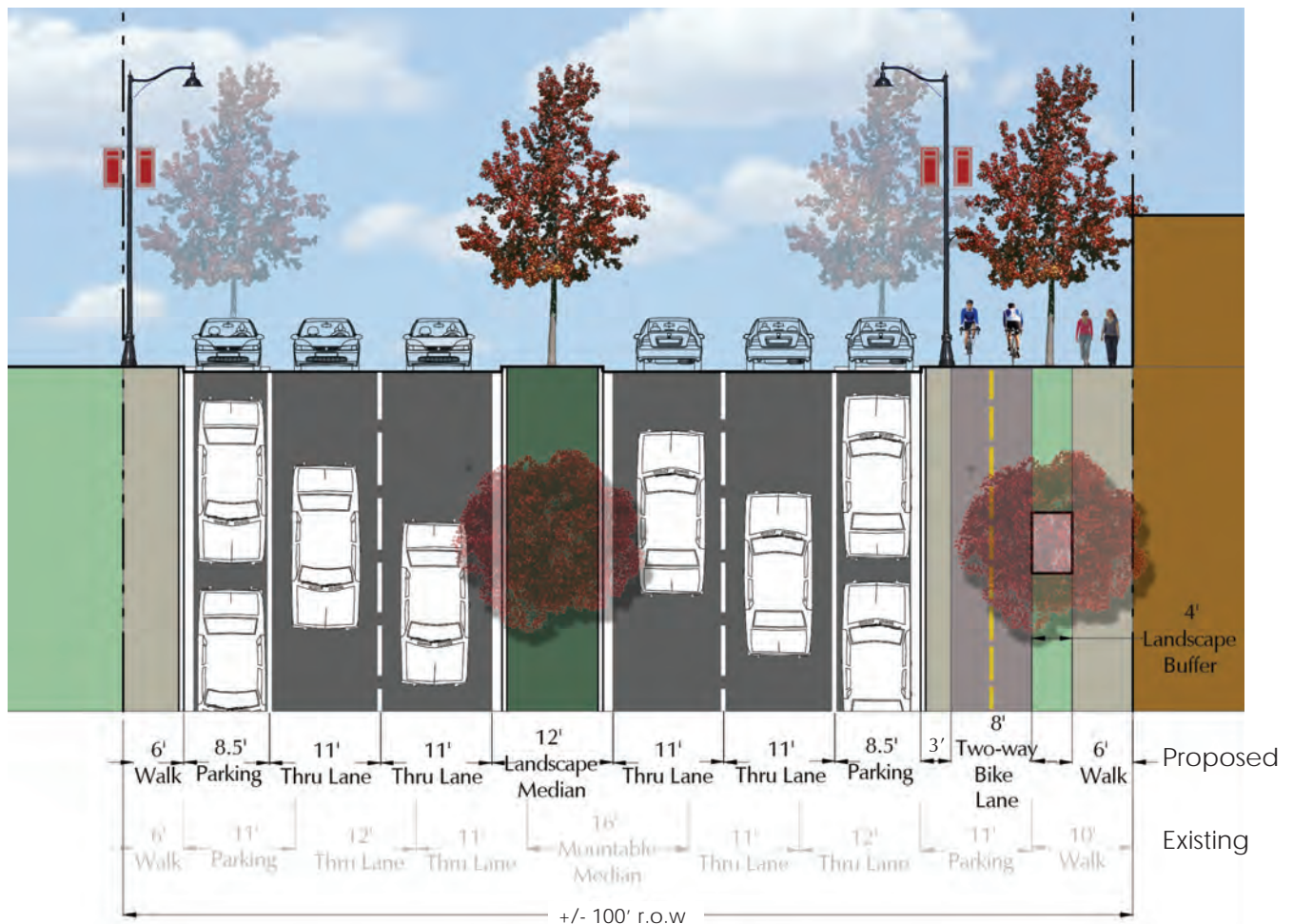
3 TRANSPORTATION SYSTEMS

Section 4: 103rd Street to 111th Street

Roadway Facilities - The existing section includes a 16' mountable median and on street parking. The proposed section reduces the median width and incorporates a two-way bike lane. Crosswalks should be enhanced at 103rd St, 107th St, 108th St, 109th St, 110th St and 111th St. Green pavement is recommended at all intersections where the bike route crosses. 11' on-street parking lanes are to be reduced to 8.5'. New 12' landscaped medians are proposed and will have gaps to allow for U-turns as necessary. Note, relocation of existing overhead wires may be required to accommodate new roadway lighting and multi-use path.

Bicycle Facilities - A proposed 10' wide two-way multi-use path continues from 103rd to 105th along the east side of Ridgeland, separated from travel lanes by on-street parking. At 105th, the facility changes to an 8' two-way separated bicycle path along the east side of Ridgeland. The path is buffered from the through travel lanes by on-street parallel parking, a 4' landscape buffer and a 6' pedestrian walk. At 108th, the facility transitions back to a 10' two-way multi-use path along the east side of Ridgeland. Bicycle/pedestrian crossing gates may be needed adjacent to the at-grade

Roadway Section 4



103rd Street to 111th Street



LEGEND

- Municipal Boundary
- Roadway Section
- PACE Bus Stop
- PACE Bus Route
- Chicago Ridge Metra Station
- Proposed Raised Landscape Median - 8' Min. Width
- New 10' Off-Street Multi-use Path
- (Cycle Track) New Off-Street Separated Bicycle/Pedestrian Sidewalk
- Proposed Off-Street Multi-use Path (Village of Oak Lawn Bike Plan)
- Existing Off-Street Multi-use Path
- New Bicycle Marked Crosswalk - Green Pavement
- Improve Marked Crosswalk
- Schools
- Traffic Signal - New Bicycle Signals

ACTIVITY CENTERS

- A** Stony Creek Golf Complex
- B** Multi-Family Townhomes
- C** Jack Desmonds Irish Pub
- D** Chicago Ridge Library
- E** Chicago Ridge Village Hall/Police
- F** Jesse's Tavern
- G** USPS
- H** Candlelight Banquets
- I** Archer Bank
- J** Jack & Pats Old Fashioned Market
- K** Our Lady of the Ridge
- L** Chicago Ridge Public School
Elden D. Finley Jr High School
- M** Garden Chalet

KEY MAP



3 TRANSPORTATION SYSTEMS

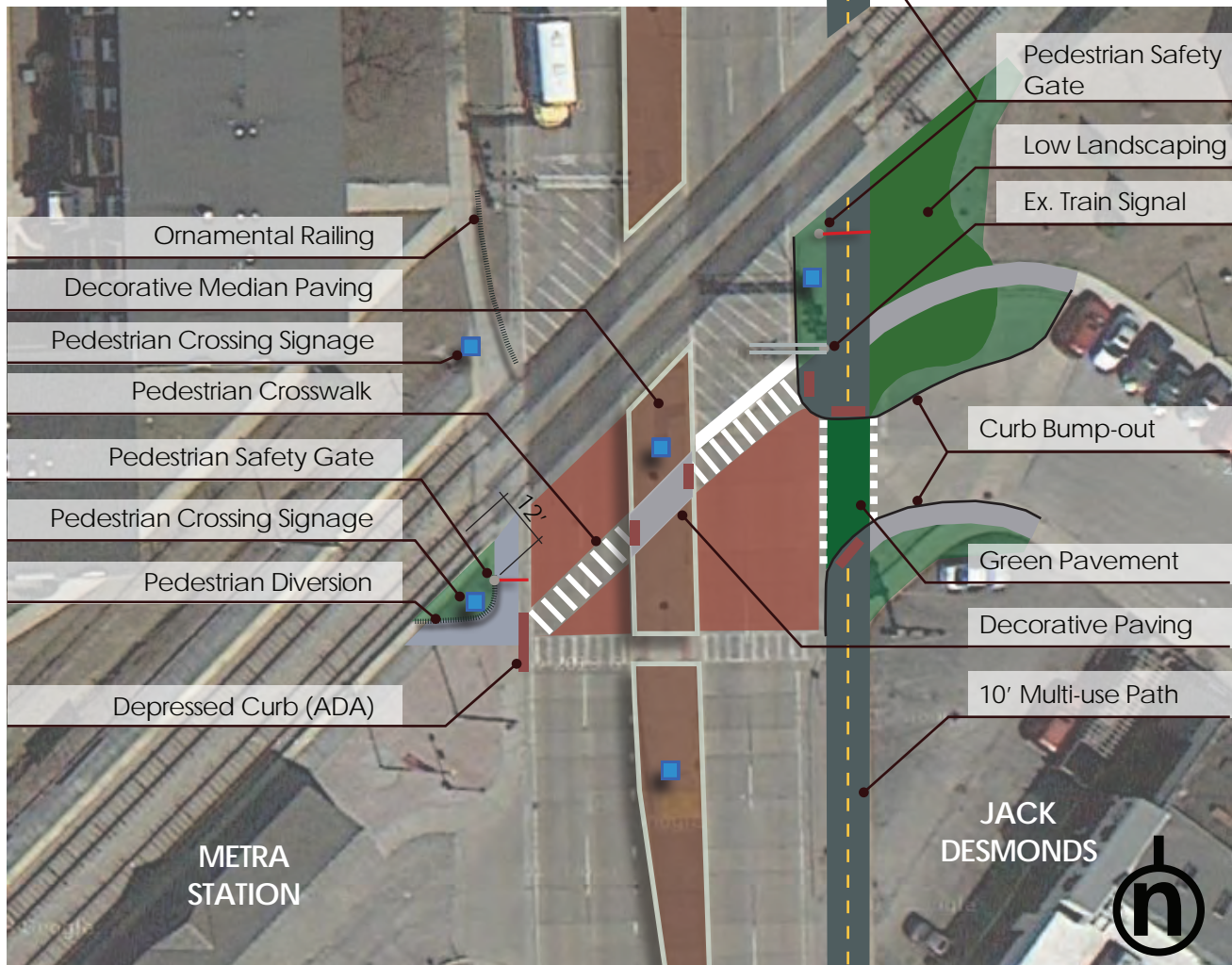
Transit Service

There are limited posted stops along the west side of Ridgeland. More consistent posted stops should be placed as far side stops at major cross-streets or activity centers. This is anticipated to be addressed as Pace continues to implement posted stops over the next 3 – 5 years. The locations of pads should be reviewed to coincide with Pace actual stops and conform to Pace Development Guidelines.



Pedestrian Safety Gate

Pedestrian Crossing Improvement Concept at Metra Station



Pedestrian improvements at the Ridgeland Ave. grade crossing would need to be coordinated with Metra, Norfolk Southern, and ICC, and comply with ICC regulations.

Pedestrian crossing improvements should be considered at the Southwest Service Line crossing at Ridgeland Ave. Improvements such as high visibility signage and designated pedestrian paths should be considered. A railroad education/enforcement program should also be considered.

The potential to move the Metra station across Ridgeland is not a feasible alternative per Metra due to Metra's operational needs, location of switches, and storage. Further, the current warming shelter was constructed in 2005 with the use of federal funds. Should the structure be removed, these funds would need to be reimbursed.

To address the problem of commuters disregarding the designated crosswalk, and crossing the tracks and Ridgeland to reach parking areas east of the roadway, Metra has suggested the addition of a crosswalk parallel to the tracks, outside of the gates on the south side of the tracks. A depression in the median, combined with a curb bump out on the north side of Ridgeland and Birmingham, could make this route more attractive. Metra does not recommend replacing the current low median south of the tracks with a raised planter to obstruct commuters' path across Ridgeland. This is likely to channel commuters crossing Ridgeland onto the tracks, and as well as block a possible "escape route" for automobiles trapped at the crossing and may need to back up to avoid an approaching train. Please refer to the exhibit, **Pedestrian Crossing Improvements at Metra**, which depicts this condition. Metra has not allocated funding for improvements at this pedestrian crossing nor associated underground circuitry that may require updating as part of this enhancement.



Chicago Ridge Metra Station

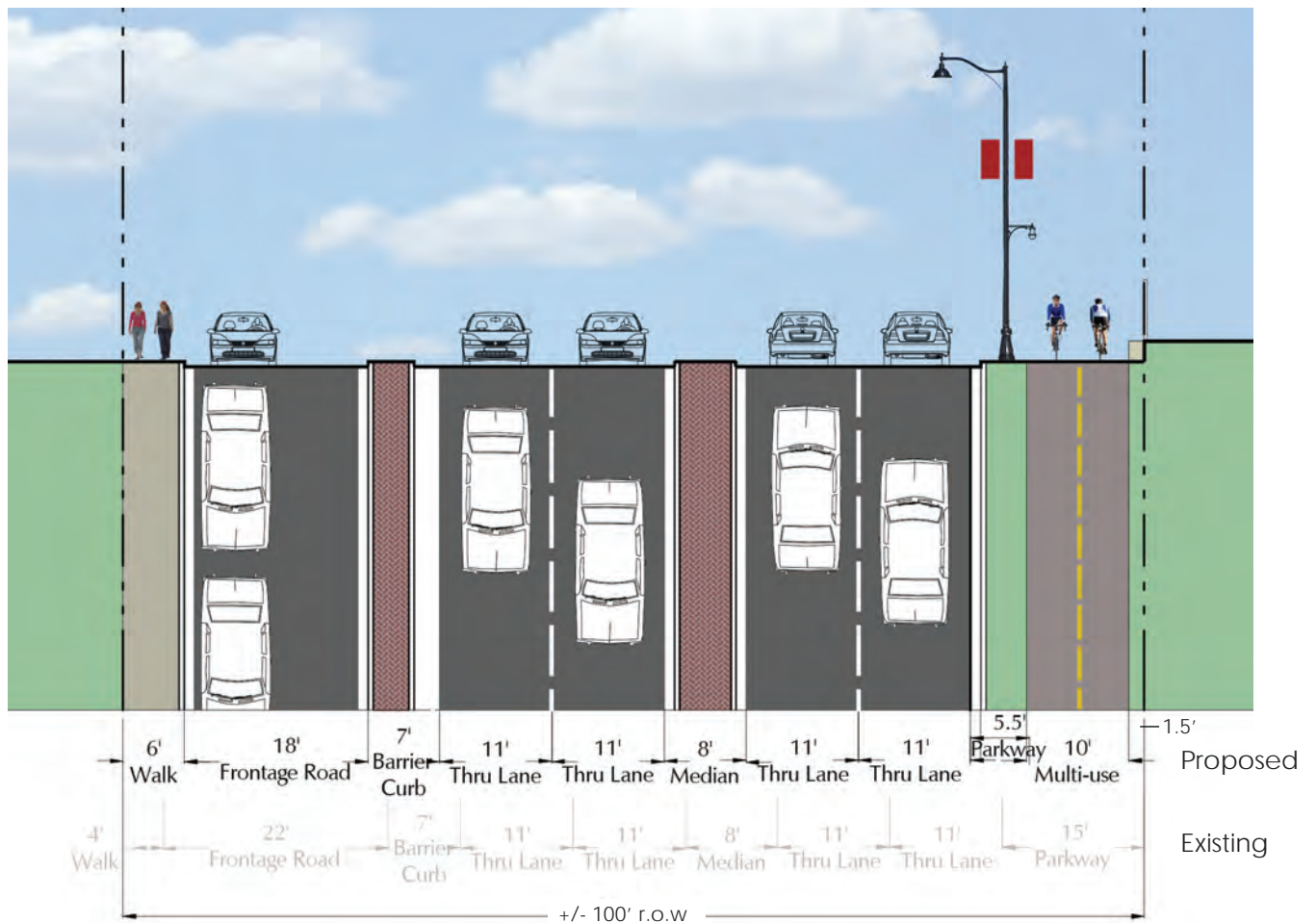
3 TRANSPORTATION SYSTEMS

Section 5: 111th Street to the Cal Sag Channel

Roadway Facilities - The existing section includes an 8' median and a 22' frontage road for part of the route. The proposed section reduces the width of frontage road and parkways to provide a multi-use path along the east side. Crosswalks should be enhanced at 111th, Wood Ave and Home Ave. Green pavement is recommended along the east side of Ridgeland between 111th to 115th and at all intersections where the bike route crosses. Signage is recommended to guide bicyclists along the proposed route. Note, relocation of existing overhead wires may be required to accommodate new roadway lighting and multi-use path.

Bicycle Facilities - A proposed 10' wide two-way off street multi-use path continues along the east side of Ridgeland from 111th to 115th. A retaining wall may be required along a portion of this section. At 115th, the path travels west on 115th beneath the 1-294 bridge to a shared use 20' wide road along Nagle Ave. The shared use road continues for two blocks to Home Ave and travels back to Ridgeland as a 10' wide two-way off-street multi-use path.

Roadway Section 5



111th Street to the Cal-Sag Channel



LEGEND

- Municipal Boundary
- Roadway Section
- PACE Bus Stop
- PACE Bus Route
- Pedestrian Improvements Under Bridge
- Proposed Raised Landscape Median - 8' Min. Width
- Raised Concrete Median
- New 6' Sidewalk
- New 10' Off-Street Multi-use Path
- New Shared Use (Sharrow) Includes roadway resurfacing and pavement marking
- Existing Off-Street Multi-use Path
- New Bicycle Marked Crosswalk - Green Pavement
- Improve Marked Crosswalk
- Schools
- Traffic Signal - New Bicycle Signals

ACTIVITY CENTERS

- A** Stahlak Park
- B** Smile Park
- C** Technical Institute
- D** Metro Rehab Services
- E** Arrow Mobile Home Park

KEY MAP

The key map shows a vertical double-headed arrow representing Ridgeland Avenue. Street names are listed along the arrow: 79th St, 87th St, 95th St, 103rd St, 111th St, Cal Sag, 127th St, and 135th St. A red box with the number '5' is placed between 111th St and Cal Sag to indicate the study area's location.



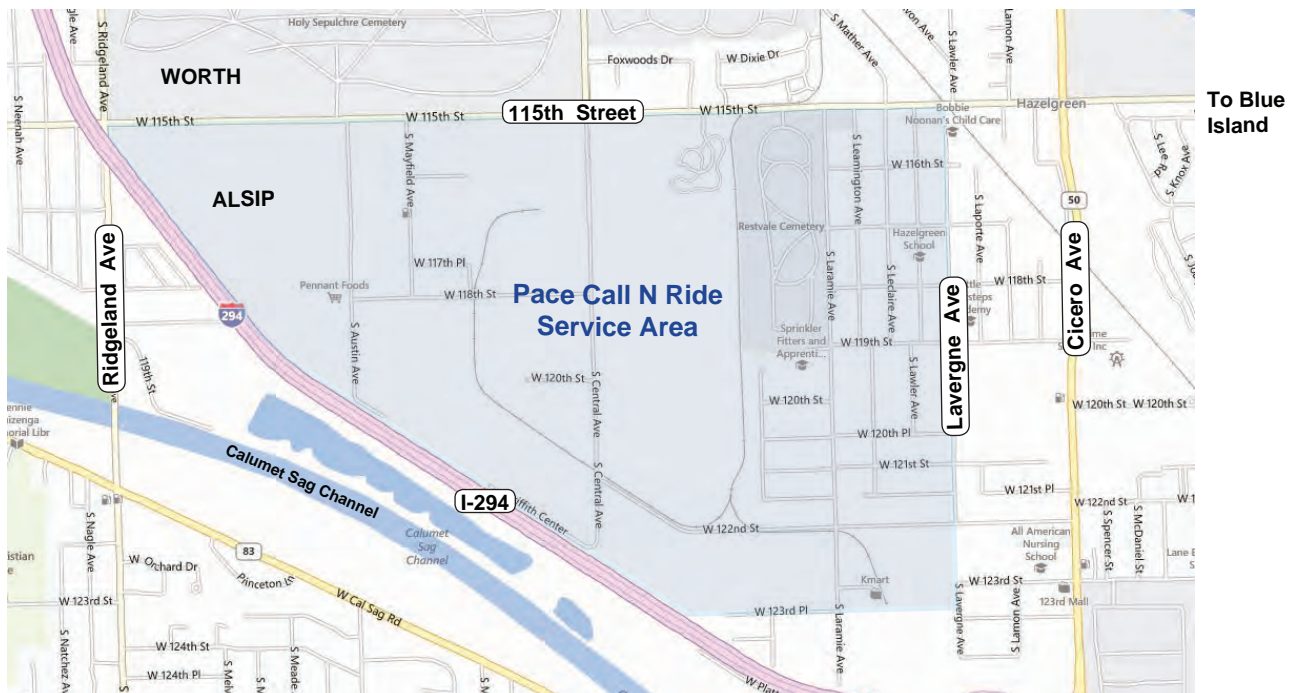
3 TRANSPORTATION SYSTEMS

Transit Service

Existing Pace Route #384 (Ridgeland) ends at 111th. Route 384 was restructured in 2009 as part of an area wide service restructuring study. According to the [South Cook/Will County Service Restructuring Initiative](#), the productivity of Route 384 between Ridgeland/111th (Worth) and Orland Square (Orland Park) was extremely low. The residential and commercial densities adjacent to the route between Ridgeland/111th and Orland Square were also considered to be correspondingly low. As a result this segment of the route was discontinued.

As part of the service restructuring study, a new North Cal Sag Industrial Area General Public Demand Responsive Service was proposed. This service, also known as Call-n-Ride would provide service between Blue Island and the industrial areas located north of the Cal Sag Channel and west of Blue Island. This would provide better access to local jobs. The service area is identified by Pace and is generally defined in the following map:

A large business park and IBEW Technical Institute is located south of 115th between Ridgeland and Central. While a specific transit market study has not been completed to determine actual number of employees, US Census data indicates there could be approximately 2000 - 2,500 employees. LEHD Origin-Destination Employment Statistics for 2011 showed that clusters of employees come from Oak Lawn, Alsip, Blue Island, Tinley Park, Orland Park, and from the area south I-55 in the City of Chicago.



Pace Call N Ride service area, refer to Pace South Cook / Will County Service Restructuring Initiative (2009) for more info.

A grade separation project is currently underway for the IHB grade crossing on 115th (at Lavergne, west of Cicero Ave.). When completed, this new over/underpass will reduce roadway congestion and improve access and safety. This could increase the attractiveness of the industrial area south of 115th between Ridgeland and Laramie.

Village of Alsip's Comprehensive Plan acknowledged that better transit service is needed to the Village's industrial parks. The Alsip Chamber of Commerce also commented that the lack of transit service limits employers' ability to attract workers. The Comprehensive Plan includes a recommendation to work with Pace to explore alternative transit options, including a dial-a-ride and call-n-ride.

The Village of Alsip and Pace should move forward with a transit market assessment to evaluate the merit of a Call-n-Ride service.



Business Park and IBEW Technical Institute located at Ridgeland Ave and 115th St



Pace dial-a-ride vehicle at a posted stop and bus shelter



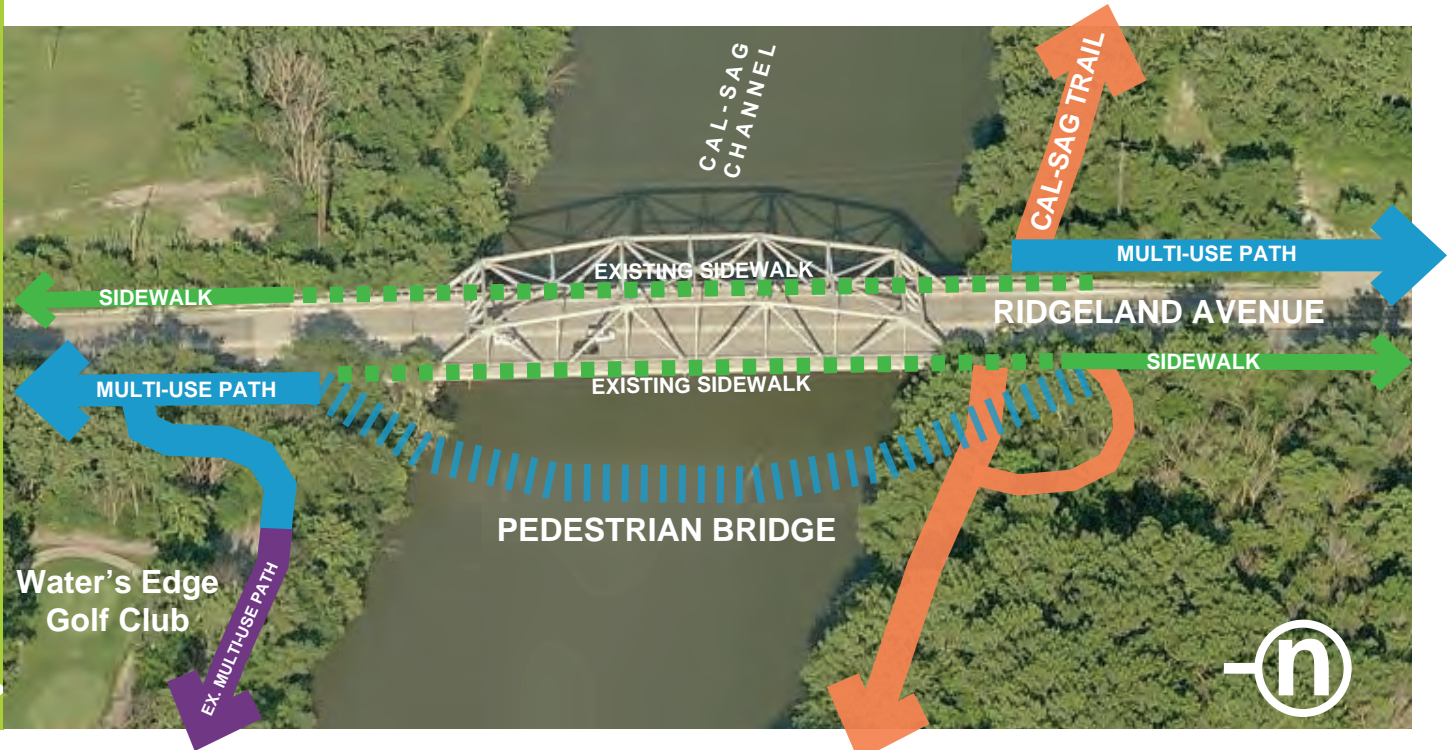
3 TRANSPORTATION SYSTEMS

Section 6: The Cal Sag Channel to 127th Street

Roadway Facilities - The existing section includes 18' mountable median and parkways. The proposed section reduces median/parkway width to incorporate a multi-use path. Crosswalks should be enhanced at College Drive, 122nd St, 123rd St, 124th St, 125th St, 126th Pl, and 127th St. Green pavement is recommended along the east side of Ridgeland. The path transfers from the west to the east at the Cal Sag trail. New 6' sidewalks should be installed where missing. Due to traffic accident reports and access to Trinity Christian College, a new signal is under consideration at 123rd Street. Note, relocation of existing overhead wires may be required to accommodate new roadway lighting and multi-use path.

Bicycle Facilities - A proposed 10' wide two-way off-street multi-use trail continues along the west side of Ridgeland to the Cal Sag Channel. A connection is made to the Worth Golf Course multi-use path. A bicycle/pedestrian bridge over the Cal Sag Channel would connect to the proposed Cal Sag Trail on the south side. The Ridgeland Ave path would travel underneath the roadway bridge and transition to the east side of Ridgeland. The path would continue as a 10' two-way facility, separated from through travel lanes by a barrier curb and parkway. At College Ave, connections could be made to proposed Palos Heights bicycle facilities.

Transit Service - No fixed route service operates in this section. Palos Heights operates a shuttle as part of the Pace Municipal Vehicle program for origins and destinations within Palos Heights. This program should be continued. As Pace and the Village of Alsip evaluate the merits of a Call-n-Ride, coordination with the Palos Heights service should be considered.





The Cal-Sag Trail connects five regional multi-use trails, creating a trail system that stretches more than 100 miles

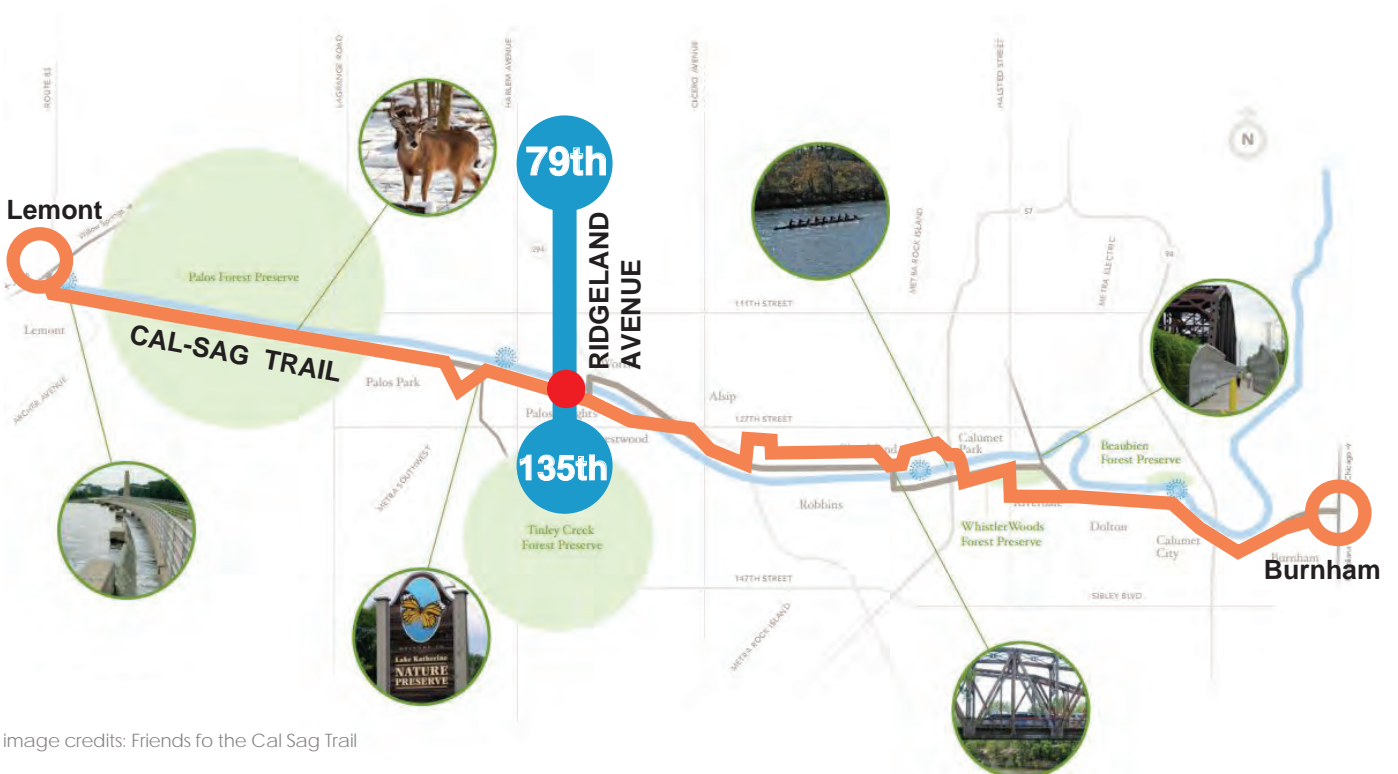
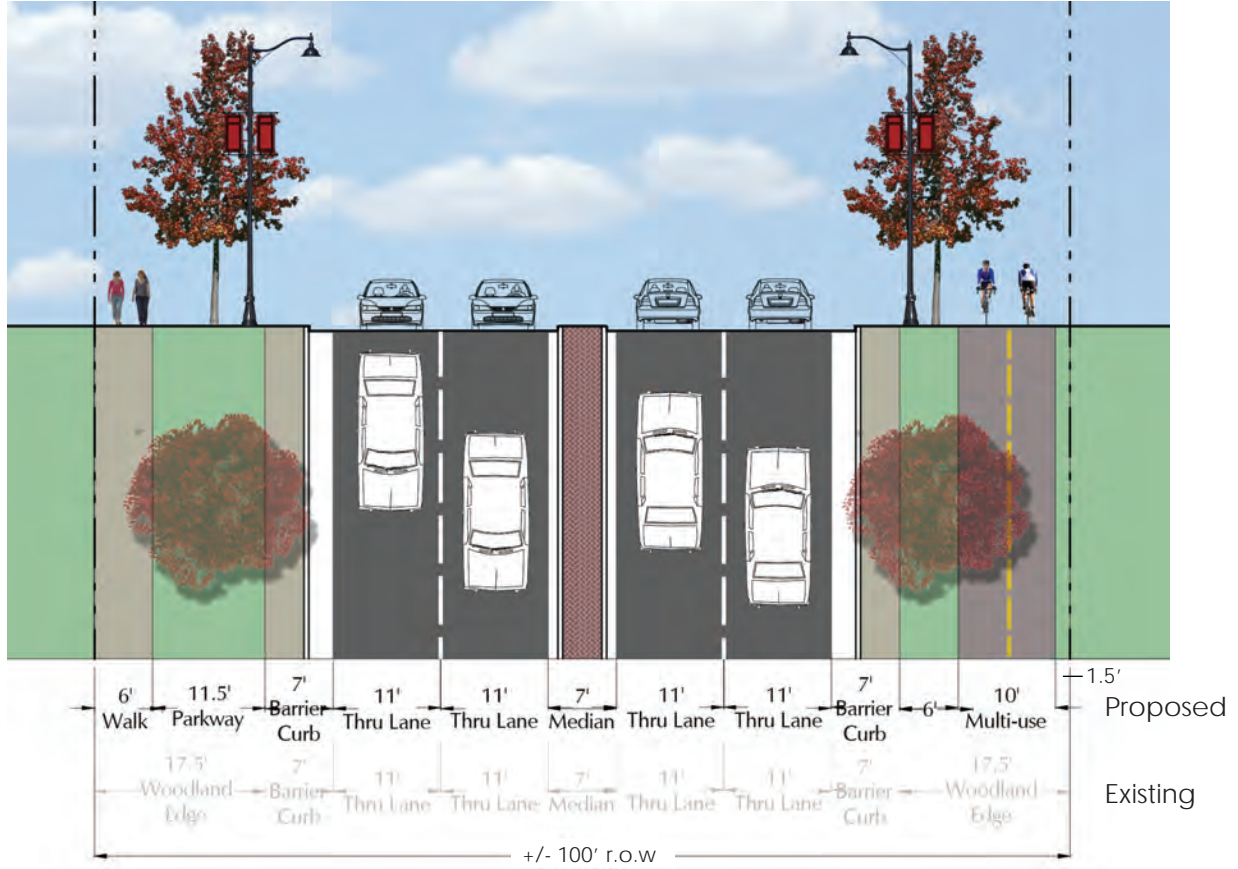


image credits: Friends for the Cal Sag Trail

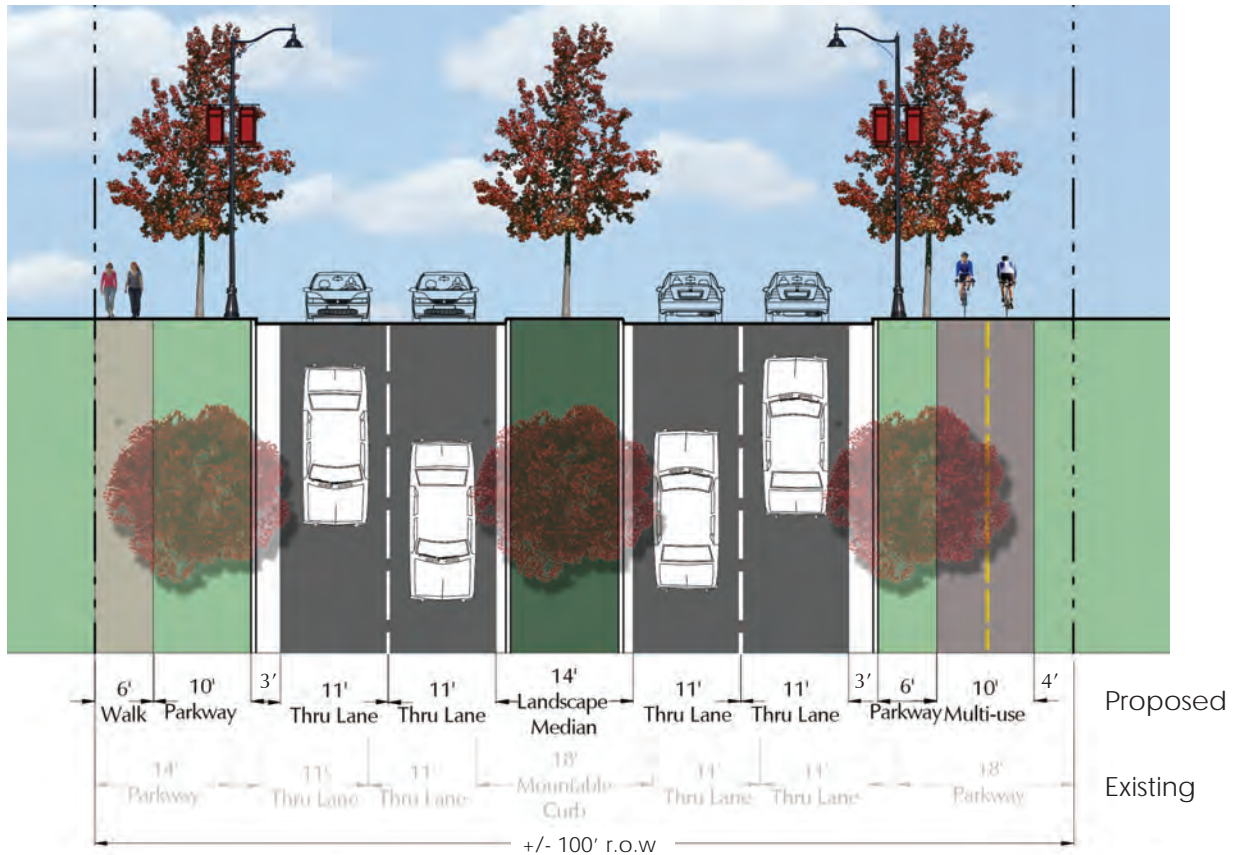


3 TRANSPORTATION SYSTEMS

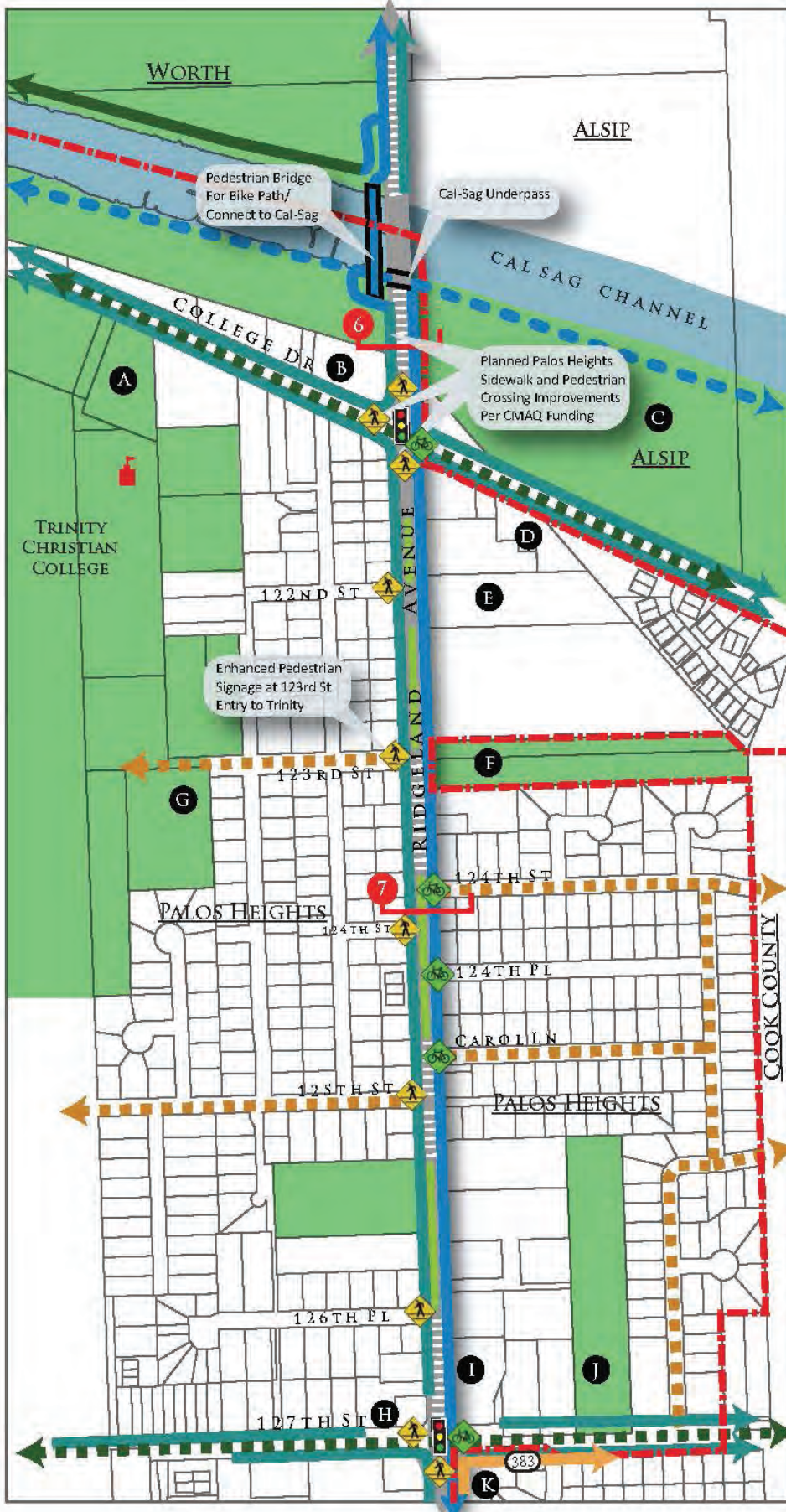
Roadway Section 6



Roadway Section 7



Cal-Sag to 127th St



LEGEND

- Municipal Boundary
- Roadway Section
- PACE Bus Stop
- PACE Bus Route
- Proposed Raised Landscape Median - 8' Min. Width
- Raised Concrete Median
- New 6' Sidewalk
- New 10' Off-Street Multi-use Path
- Cal-Sag Trail
- Existing Off-Street Multi-use Path
- Proposed Bike Route (Palos Heights Bike Plan) NOT ADOPTED
- Proposed Bike Lane/Shared Lane (Palos Heights Bike Plan) NOT ADOPTED
- New Bicycle Marked Crosswalk - Green Pavement
- Improve Marked Crosswalk
- Schools
- Traffic Signal - New Bicycle Signals

ACTIVITY CENTERS

- A** Back to God Ministries International
- B** Dentist Office
- C** Trinity College Sports Complex
- D** Mama Vesuvio East
- E** Palos Courts
- F** St Spyridon Greek Orthodox Church
- G** Bootsma Bookstore Cafe
- H** TCF Bank
- I** Walgreens
- J** Moraine Valley Church
- K** Arthouse of Palos Heights

KEY MAP



3 TRANSPORTATION SYSTEMS

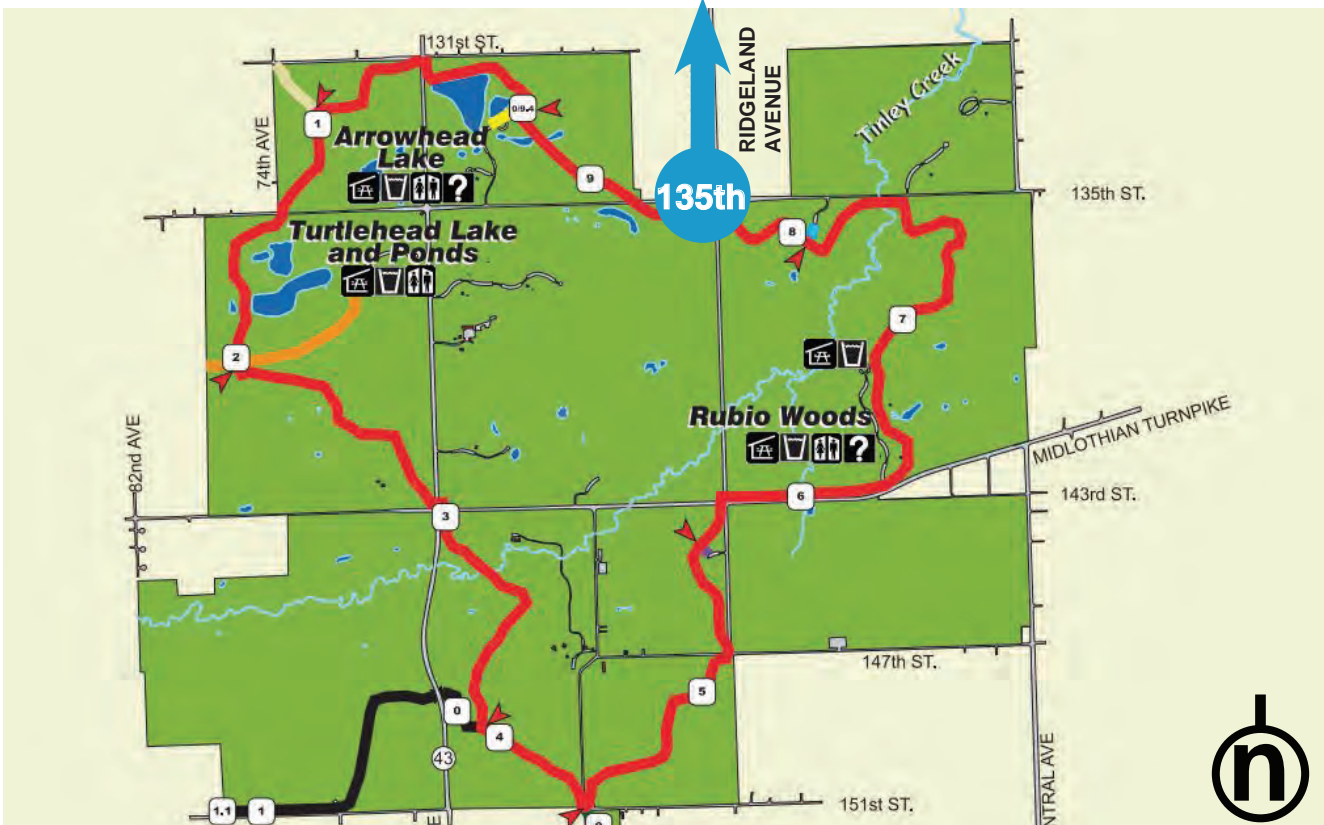
Section 7: 127th Street to 135th Street

Roadway Facilities - The existing section includes 18' mountable curb and parkway/sidewalk. The proposed section reduces the median/parkway areas to incorporate a multi-use path. Crosswalks should be enhanced at 127th St, 128th Pl, Westgate Valley Dr, Shadow Creek Dr, and 135th St. Green pavement should be installed throughout the section and on the south side of 135th to provide connections to the existing Cook County Forest Preserve trails. New 6' sidewalks should be installed where missing. Bike route signage should be installed along the frontage road as "sharrow" pavement markings.

Bicycle Facilities - A proposed 10' wide two-way off-street multi-use trail travels along the east side of Ridgeland to 127th St. The path transitions to a shared use 20' wide roadway along the eastern frontage road to 129th. This roadway allows for parallel parking along one side. At 129th, the shared use roadway transitions back to a 10' two-way multi-use along the east side of Ridgeland and continues to 135th. This facility would connect to proposed Palos Heights bike routes.

Transit Service - No fixed route service operates in this section. Palos Heights operates a shuttle as part of the Pace Municipal Vehicle program for origins and destinations within Palos Heights. This program should be continued. As Pace and the Village of Alsip evaluate the merits of a Call-n-Ride, coordination with the Palos Heights service should be considered.

Tinley Creek Trail System (Forest Preserve District of Cook County)



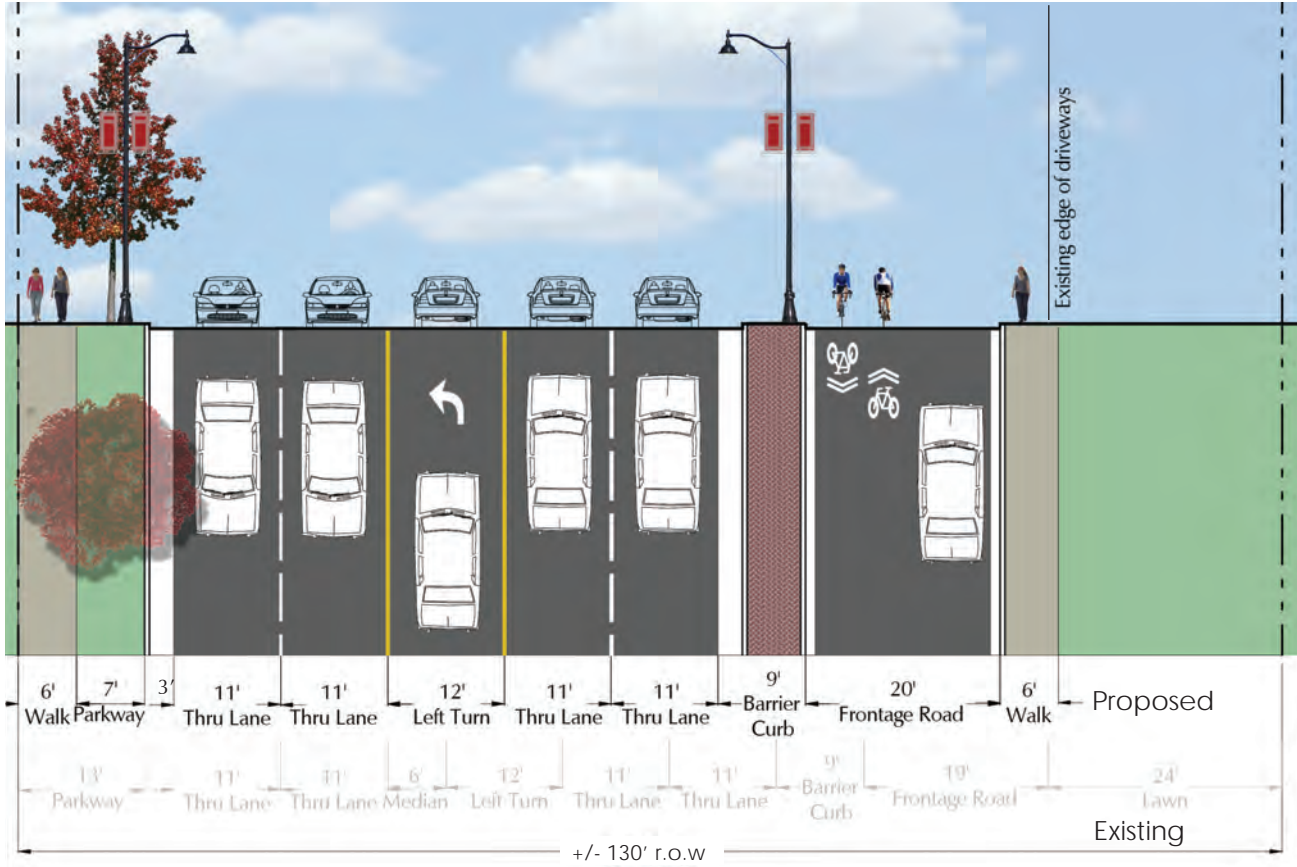


*Ridgeland Avenue connects
7 communities to the 18.8 mile
regional Tinley Creek Trail
System*

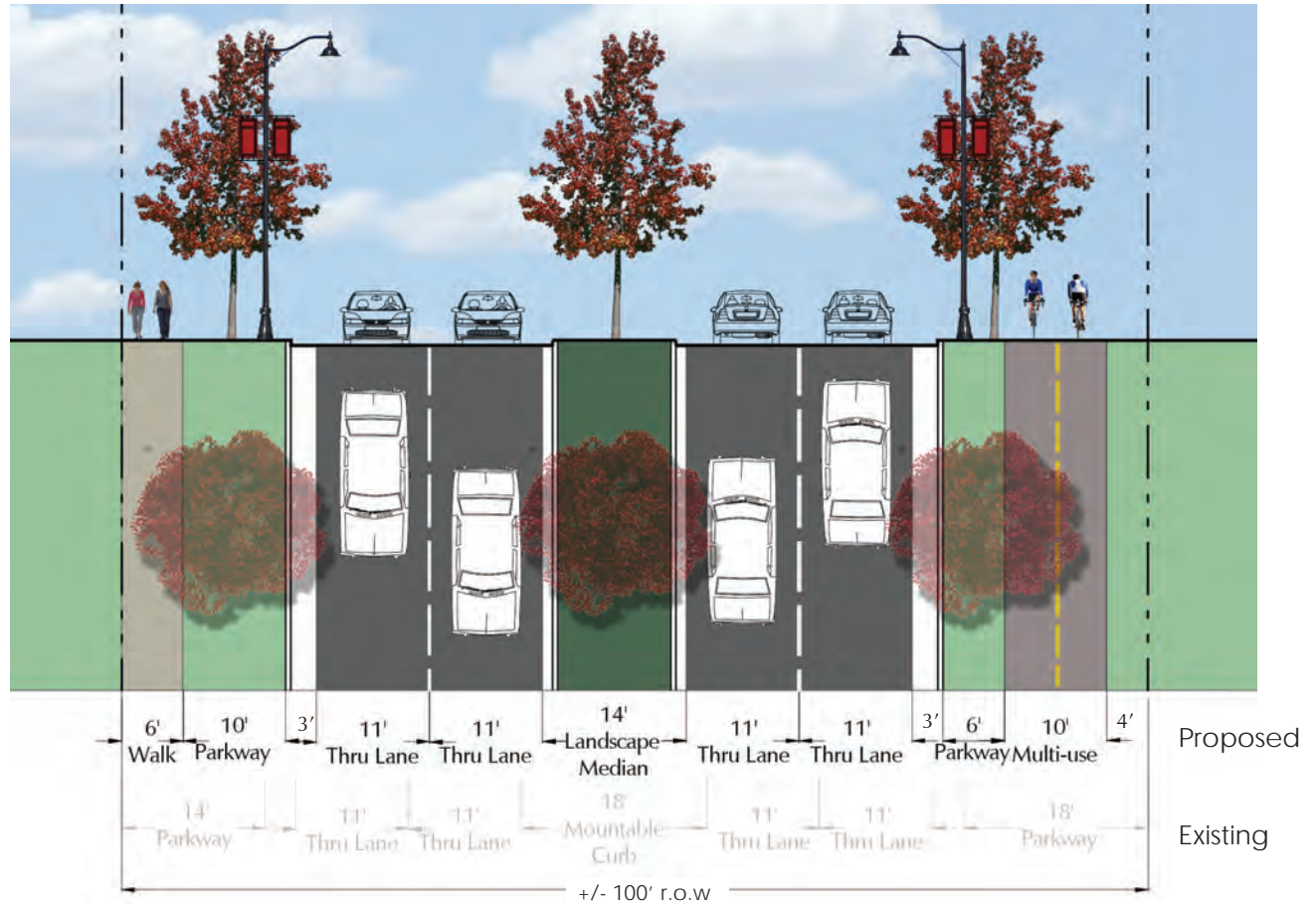


3 TRANSPORTATION SYSTEMS

Roadway Section 8



Roadway Section 9



127th St to 135th St

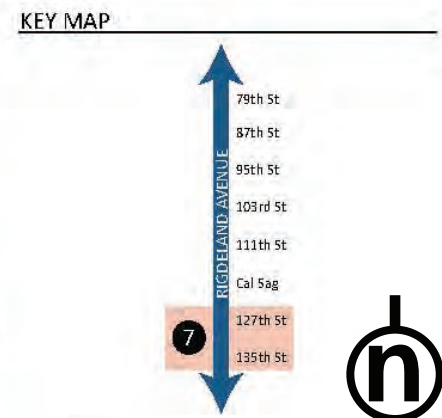


LEGEND

- Municipal Boundary
- Roadway Section
- PACE Bus Stop
- PACE Bus Route
- Proposed Raised Landscape Median - 8' Min. Width
- Raised Concrete Median
- New 6' Sidewalk
- New 10' Off-Street Multi-use Path
- New Shared Use (Sharrow) Along Frontage Rd
- Existing Bicycle Path (Cook County)
- Proposed Bike Route (Palos Heights Bike Plan) NOT ADOPTED
- Proposed Bike Lane/Shared Lane (Palos Heights Bike Plan) NOT ADOPTED
- New Bicycle Marked Crosswalk - Green Pavement
- Improve Marked Crosswalk
- Schools
- Traffic Signal - New Bicycle Signals

ACTIVITY CENTERS

- Starbucks
- Dominick's
- Sandbox Preschool
- Walsh Westgate Park
- 7-11



3 TRANSPORTATION SYSTEMS

PACE TRANSIT SUPPORTIVE GUIDELINES

(Pace, March 2013)

Pace bus service provides a necessary amenity to the corridor communities. As improvements are planned for the corridor, upgrades to commuter bus facilities should be considered. The following guidelines apply to all Pace stop and shelter areas.

Bus Stop Locations/Waiting Areas

- Dependent on ease of operation, pedestrian transfer situations, space availability, and traffic operations.
- On-site evaluations of proposed bus stops conducted by Pace
- Stop locations should be designed to accommodate a 45-foot bus
- Bus stop landing pads should be connected to streets, sidewalks or pedestrian paths, and have at least one safe and easily identifiable accessible route.
- All access ramps, sidewalks, and detectable warning surfaces should comply with current ADAAG standards
- A paved passenger waiting area is recommended to provide a safe, comfortable and convenient waiting area for all transit users and to promote access for those who are mobility limited.
- Landing pads are required to be provided at all stop locations, no matter if shelters are provided or not.
- Landing pads should provide a firm, stable surface and provide a minimum clear length of 8' and minimum clear width of 5'

Far-side bus stops - are located immediately after an intersection, allowing the vehicle to pass through the intersection before stopping for passenger loading and unloading. When the bus reenters the traffic stream, the upstream signal regularly generates gaps in traffic allowing buses to re-enter the traffic lane. Far-side stops require shorter deceleration distances and provide for additional right turn capacity by eliminating bus blockage within the curb lane on the approach to the intersection. Additionally, the location of the stop encourages pedestrians to cross behind the bus. Far side stops are recommended when near-side traffic is heavier than far-side traffic; at intersections with heavy right turn volumes; and at intersections with transit signal priority.

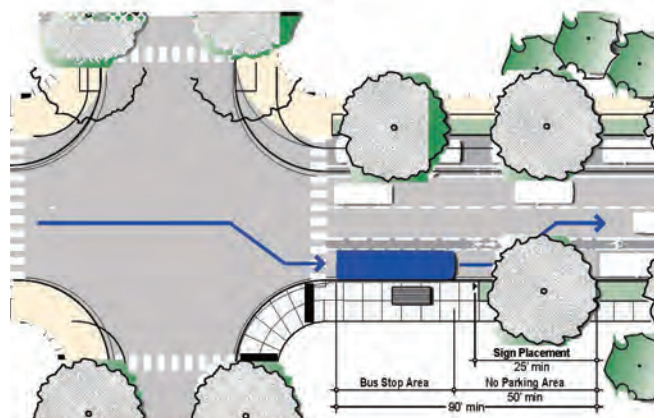
Near-side bus stops - are located immediately before an intersection, allowing for passenger unloading and loading while the vehicle is stopped at a red light, preventing double-stopping. When the bus is ready to re-enter the traffic stream, the intersection is available to assist in pulling away from the curb and provides the driver with an opportunity to look for oncoming traffic and pedestrians. Nearside stops also allow passengers to board the bus immediately adjacent to the crosswalk, minimizing walk distances. Near side stops are recommended when far-side traffic is heavier than near-side traffic and at intersections with pedestrian safety concerns on the far side.

Waiting area amenities - increase the safety, convenience, usability, and comfort of bus stops, and influence the overall attractiveness of public transportation. Bus stop locations that are designed with paved waiting pads, shelters, benches, lighting, windbreaks, route information, trash bins, real-time information, and bike racks, provide a comfortable, safe, and convenient waiting area for transit users. All shelter areas and amenities should comply with ADAAG standards.

Passenger shelters - are recommended for bus stop areas that are high volume boarding sites. The locations, size and design of passenger shelters vary based on space availability and the number of passenger boardings. However, the standard shelter that is accessible to individuals with mobility limitations is 13.5 feet by 6.5 feet, with a minimum clear floor area to allow for a clear path for a wheelchair user to enter from the public way. Shelters should have a minimum 5-foot setback from the street at the closest point. When possible, bus stop information is provided on the shelter rather than on a freestanding sign. Pace shelters may be available to communities at no cost, if the requested shelter can be implemented as part of Pace's Ad Shelter Program. These structures are designed to be constructed on concrete pads. If requested, Pace will install the shelters. Shelter placement should be reviewed by Pace and the local jurisdiction (i.e. IDOT, county or municipality) to avoid visual obstructions to vehicle drivers as well as interference with utilities. The maintenance of these shelters is usually the responsibility of the developer, municipality or other appropriate party. The public sidewalk should fully connect designated transit stops. When necessary, segments between the sidewalk and shelter pad should be provided. Accessibility for all people is important for sidewalk design.



Pace bus shelter



Far-side bus stop diagram



PART 4

LAND USE + ZONING



Introduction

As mentioned in the Introduction, land uses along Ridgeland Avenue are complex and varied. The **Future Land Use Corridor Plan** identifies Mixed Use Neighborhoods along the majority of Ridgeland Avenue. These areas include single and multi-family residences, parks, schools, institutions and limited commercial businesses. These areas are punctuated by Commercial Hubs, or commercial retail and services located at intersecting arterial roadways. A significant Commercial Hub is the Chicago Ridge Mall and Chicago Ridge downtown area. Recreational Hubs are identified, which include regional open space and trailway destinations, such as the Cal Sag Trail, Forest Preserve lands and planned Stony Creek trail. The Transit Oriented Hub relates to the Chicago Ridge Metra Station.

Given the land use pattern and proximity between uses, safer and more accessible routes between home, work, school, shops and dining can and should be provided to the community. The transportation section identifies opportunities for enhancement within the rights of way. Land use definition and zoning controls can also influence improved access to privately controlled sites.

Municipalities are encouraged to work with the development community and property owners towards providing enhanced visual and physical access to Ridgeland Avenue properties. The following opportunities may be considered for inclusion in municipal codes towards providing safer and more accessible access to corridor properties:

1 | Transit Access

- » Where private properties abut Pace bus stops, direct pedestrian access between the bus stop and building entrances should be provided. In many cases this would require internal sidewalks and painted crosswalks through parking areas.

2 | Vehicular Access and Parking

- » Vehicular access points should be strategically located to minimize curb cuts and maximize pedestrian use areas. Where feasible, parking areas should be defined to provide direct pedestrian access between the public way and building entrance. Provisions for perimeter and internal landscaping should be provided in all parking areas.

3 | Building Architecture and Signage

- » Buildings should be oriented towards the public way with quality architectural treatments provided on all exposed faces. Building entrances should be visually and physically accessible from the public sidewalk. Building mounted signs and free standing signs should be compatible with the building architecture. Monument style signs are encouraged over pole mounted signs.

4 | Lighting

- » Property lighting should be designed to minimize light trespass onto adjacent properties. LED lighting is encouraged.

5 | Pedestrian Use Areas

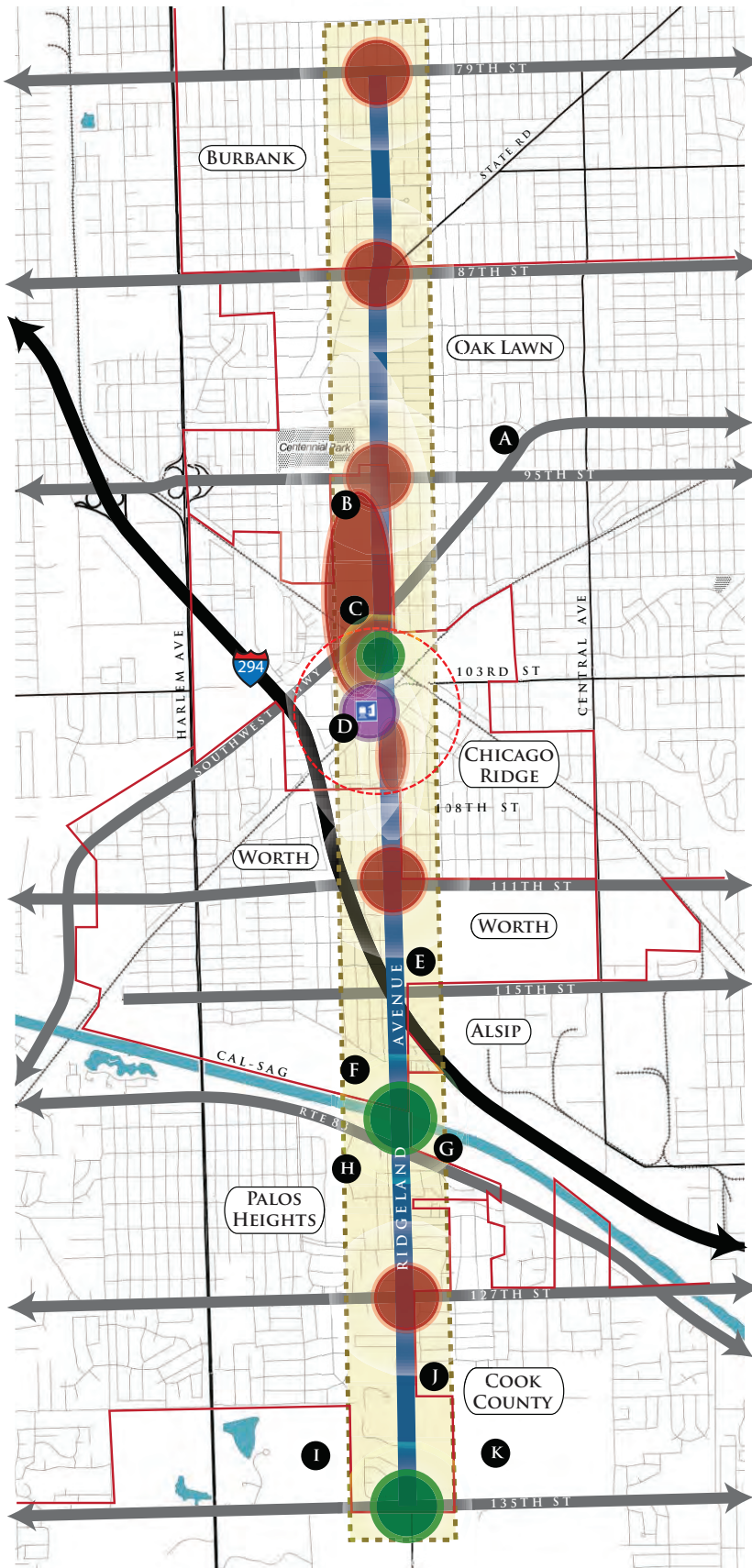
- » Where appropriate, outdoor seating and dining plazas are encouraged to be visually and physically accessible to the public way and principal building. These areas should incorporate screening plantings, lighting and paving treatments as appropriate to the land use.

6 | Landscaping and Site Furnishings

- » Durable plantings are encouraged within parking areas, surrounding monument signs and at building foundation areas. Site furnishings such as benches, tables, bollards and planters are encouraged to support pedestrian use areas where appropriate. Bike supportive amenities such as bike racks and repair stations are encouraged.

Specific site redevelopment and enhancement opportunities, including design guidelines recommendations, are addressed in the Economic Development Chapter.

Future Land Use Corridor Plan



LEGEND

- Municipal Boundaries
- Transit-Oriented Development 1/2 Mile Radius:**
On-Street Parking, Pedestrian-Oriented Shops/Dining & Multifamily Residential
- Transit-Oriented Hub:**
 - Strengthen Connectivity between Metra & PACE
 - Support a Transit-Oriented Land Use Mix
 - Enhance the Pedestrian/Bike Experience
- Commercial Hub:**
 - Find Opportunities for Convenient Bus/Pedestrian/Bike Access for Commercial Properties
 - Encourage Best Practices for Site & Architectural Design Guidelines
 - Enhance the Pedestrian/Bike Experience
- Recreational Hub:**
 - Enhance Linkages Between Recreational Trails, Metra & PACE
 - Support Land Uses Which Maximize Views & Access to Open Space Corridors
 - Enhance the Pedestrian/Bike Experience
- Mixed Use Neighborhood:**
 - Support Existing Neighborhood Uses, Including Single and Multi-Family Residences, Parks, Schools, Institutions and Limited Commercial Businesses
 - Improve Pedestrian / Bike Connections

ACTIVITY CENTERS

- A** Oak Lawn High School
- B** Westfield Chicago Ridge Mall
- C** Commons of Chicago Ridge Shopping mall
- D** Chicago Ridge Metra Station
- E** Holy Sepulchre Cemetery
- F** Waters Edge Golf Club
- G** Trinity Athletic Fields
- H** Trinity Christian College
- I** Burr Oak Woods (Cook County Forest Preserve)
- J** Alan B Shepard High School
- K** Elizabeth A Conkey Forest (Cook County Forest Preserve)



4 LAND USE + ZONING

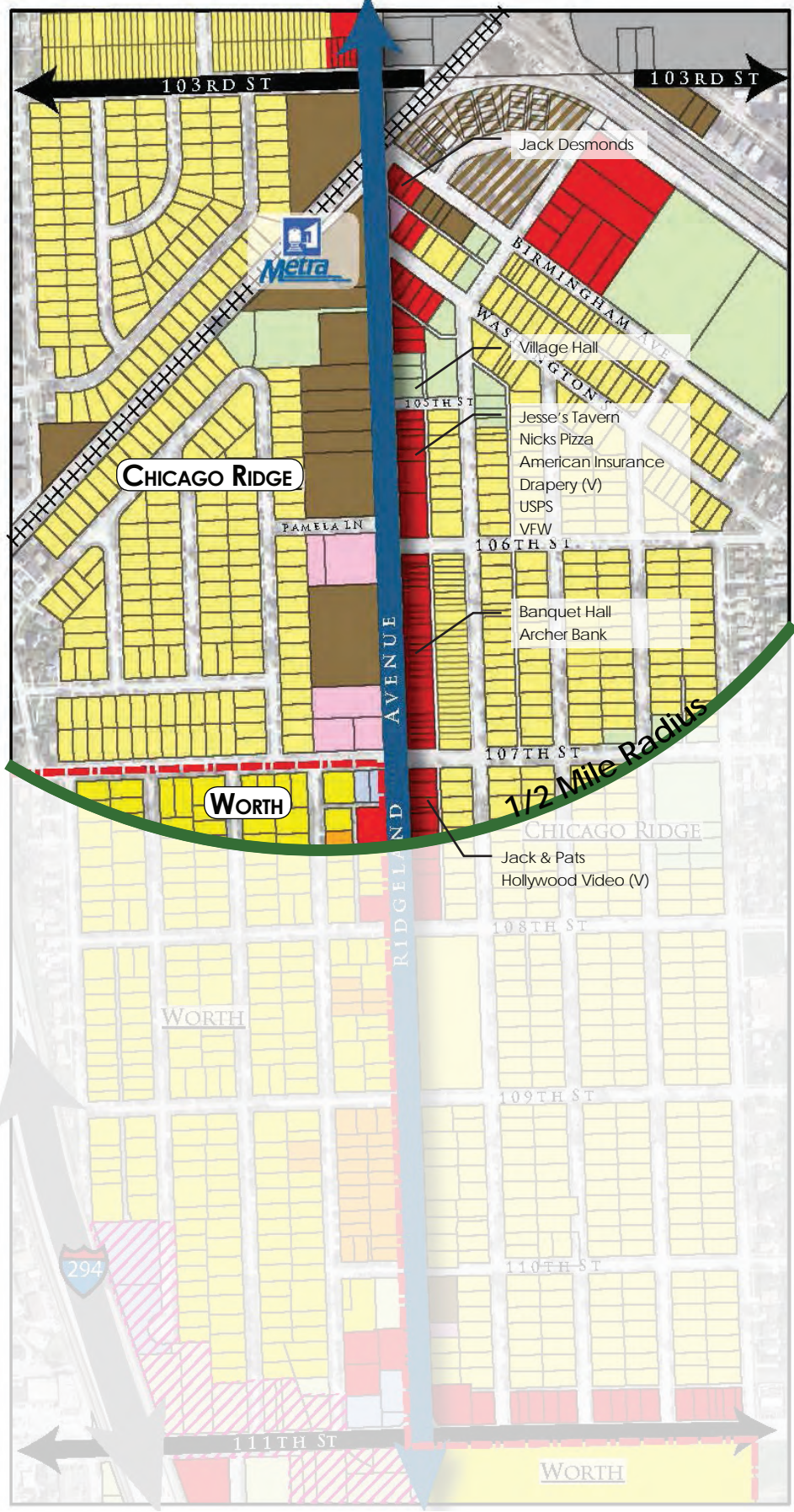
Chicago Ridge / Worth Transit Oriented Development Area

Chicago Ridge Downtown and portions of the Village of Worth are special areas where intensified land use and zoning may be considered to support recommendations outlined in the Village of Chicago Ridge's Comprehensive Plan (1997, amended 2012). Due to the proximity of the Chicago Ridge Metra Station and recent development of Kerry Ridge townhomes, the Villages of Chicago Ridge and Worth may consider modifications to zoning ordinances that would support additional multifamily housing and relaxed parking requirements within the ½ mile station area. This area is depicted in the exhibit, **Chicago Ridge / Worth Transit Oriented Development Area.**

Development concepts shown in section 5 of this report depict opportunities for enhancement and redevelopment of specific opportunity sites.



Chicago Ridge/Worth Transit Oriented Development Area



LEGEND

- Municipal Boundary

Chicago Ridge

- C-1 General Business District
- C-2 General Service District
- C-3 Regional Shopping District
- M-1 Restricted Manufacturing District
- P-1 Planned Residence District
- R-1 Residence District
- R-2 Limited Multi-Family Residence District
- R-3 Multi-Family Residence District
- SC-2

Worth

- R1 Single-Family Residence
- R2 Single-Family Residence
- R3 General Residence
- B1 Restricted Retail Business
- B2 General Business
- TIF

KEY MAP

79th St
87th St
95th St
103rd St
111th St
Cal Sag
127th St
135th St

RIDGELAND AVENUE

PART 5

ECONOMIC DEVELOPMENT



Introduction

Perceptions of corridor quality are the combined result of right of way treatments and private developments which abut the corridor. This section addresses enhancements and redevelopments that can be made within privately held properties that have a physical and economic impact on the corridor as a whole.

Businesses and developers investing in Ridgeland Avenue Corridor face a variety of markets and opportunities. Ridgeland Avenue Corridor's regional connector role and public transit accessibility is attractive for development in today's recovering market. Although sections of the study area are pedestrian friendly, notably the Narragansett section and Downtown Chicago Ridge, many of the opportunities are more suited for auto oriented uses that can capitalize on driver volume and intercept shoppers traveling to Chicago Ridge Mall. This situation challenges cost conscious users to meet landscaping and building materials standards enforced by all Corridor communities. There are public benefits associated with those standards that justify the local communities investing to support their costs. With Ridgeland Avenue Corridor's apartment stock aging, the new residential proposed in these concepts adds important options to the housing mix, including modern luxury units. However, the high costs associated with redevelopment of occupied properties and construction on tight infill sites requires a market strong enough to support rents that exceed those currently charged for vintage properties that are more affordable.

This feasibility summary of the preferred conceptual development plans respects this economic framework, as it examines the public and private investment necessary to support each concept. As developers examine the opportunities, communities must remain flexible and re-examine the value of partnering in response to additional information on possible users. The goal is to create complete economies where there are customers throughout the day and the uses share profitable customers.

The following special site study areas have been developed to demonstrate redevelopment and enhancement scenarios and their impact on the corridor area.

Economic Development Planning Methodology

With limited information on building materials and specific tenants' needs, any analysis of site concept financial feasibility is a gross estimate of potential market response. Essentially, these feasibility analyses screen each of the development concepts to determine land value and gauge whether property owners might consider selling or prefer to hold onto land as an investment. The sensitivity analysis considers where public investment could be mutually beneficial in improving the return to both the property owner and the municipality. The assumptions listed in Table 1 underlie this initial investigation.

Each site feasibility analysis that follows uses assumptions to calculate project economics by comparing project costs to the value of recommended development. The income method was used to estimate the value of development. For example, a 1,000 square foot space where the property owner has net operating income of \$27 per square foot (line 3) has a value of \$245,000, as the annual income is \$27,000 and that is an 11% return (line 2) on an investment of \$245,000. The assumptions provide a commercial construction cost (line 7) of \$174 per square foot, so a 1,000 square foot store costs \$174,000 to construct, the hard costs. Soft costs, including architecture, marketing, and permitting, add 15% to costs (line 9). Totaling hard and soft costs, calculates project costs at \$182,700. Table 2 is a sample calculation that solves for land value by deducting construction cost from project value.

Table 1

Investment Returns		
1	Equity & Mortgage Blended Return: Going Concerns	7.5%
2	Equity & Mortgage Blended Return: New Retail Development	11.0%
Project Income		
3	New Construction Annual Net Operating Income per SF	\$27.00
4	Medical Office Income per square foot	\$30.00
5	Apartment Monthly Net Operating Income per SF	\$1.55
Project Costs ¹		
6	Medical Office Construction	\$230
7	Office Construction	\$174
8	Apartment Construction	\$179
9	Additional Soft Costs	15%
10	Surface Parking Space	\$6,000
11	Covered Parking Space	\$18,000
Investment Returns		
11	Footprint utilization for upper stories	85%

¹These are averages for example calculations. Actual estimates used RSMean's Quick Cost Estimator, a tool that is more specific.

Those specific estimates assume union labor that some developers assert raises costs by as much as 17%.

Table 2

Value	\$245,000
Total Costs	\$182,700
Land payment	\$62,300

Costs pertaining to requiring dedicated parking are added to the construction costs. Often the land payment must require buyout of an existing use in addition to the required acreage. Those costs are noted in a comment about each concept but not calculated because each situation is unique.

The fiscal feasibility summaries that follow use this method to identify the investment economics associated with the Ridgeland Avenue Corridor sites. The feasibility analysis also examines how the project financial feasibility could be changed by community and market decisions. The possibility of higher rent for uniquely desirable sites and shared parking adjustments are examples of potential development changes. The possibility of tax increment financing is examined by calculating the potential annual property tax associated with the recommended development.

5 ECONOMIC DEVELOPMENT

Economic Development Planning Methodolgy Table

The following table further explains the economic development planning methodology.

This table format is referenced in the opportunity sites on the following pages.

Proposed Development				Proposed Parking			
Site	Office	Retail	Restaurant	Residential	Surface Parking	Covered Parking	Garage Parking
	Estimated square feet for each type of development. These numbers consider information from zoning, image preference surveys, and current real estate development practices for store, restaurant office and residential unit sizes.				Based on market standards, zoning, and site constraints, the planners recommend parking to be built to support the proposed development.		

Market Calculation					
Site	Total Construction Cost	Total Value	Contribution to Land Costs	Annual Property Taxes	Annual Municipal Sale Taxes
	Using a standard estimating service that continuously monitors construction costs, RSMeans, a very preliminary cost estimate is provided for the uses and parking. Without a detailed design, this component can vary significantly.	Commercial development and apartments provide income that determines their value. When considering a conceptual project that income projection is converted to a market value by determining how much the developer would invest to obtain that income. The return that developers require varies by the market demand for each use.	The difference between the cost and the value is the amount that an investor can pay for land ready to develop. Land ready to develop includes the property and the value of existing structures, buying out the leases of existing tenants, relocation expenses, demolition of any buildings, brownfield remediation, and permitting costs.	This calculation uses a common realtor rule of thumb that property taxes are approximately 2% of the property value. In a TIF, these property taxes estimate the potential TIF increment.	In Illinois, each municipality receives 1% of the value of retail sales in their businesses. This calculation assumes that new retail will achieve sales of \$300 per square foot, the national average.

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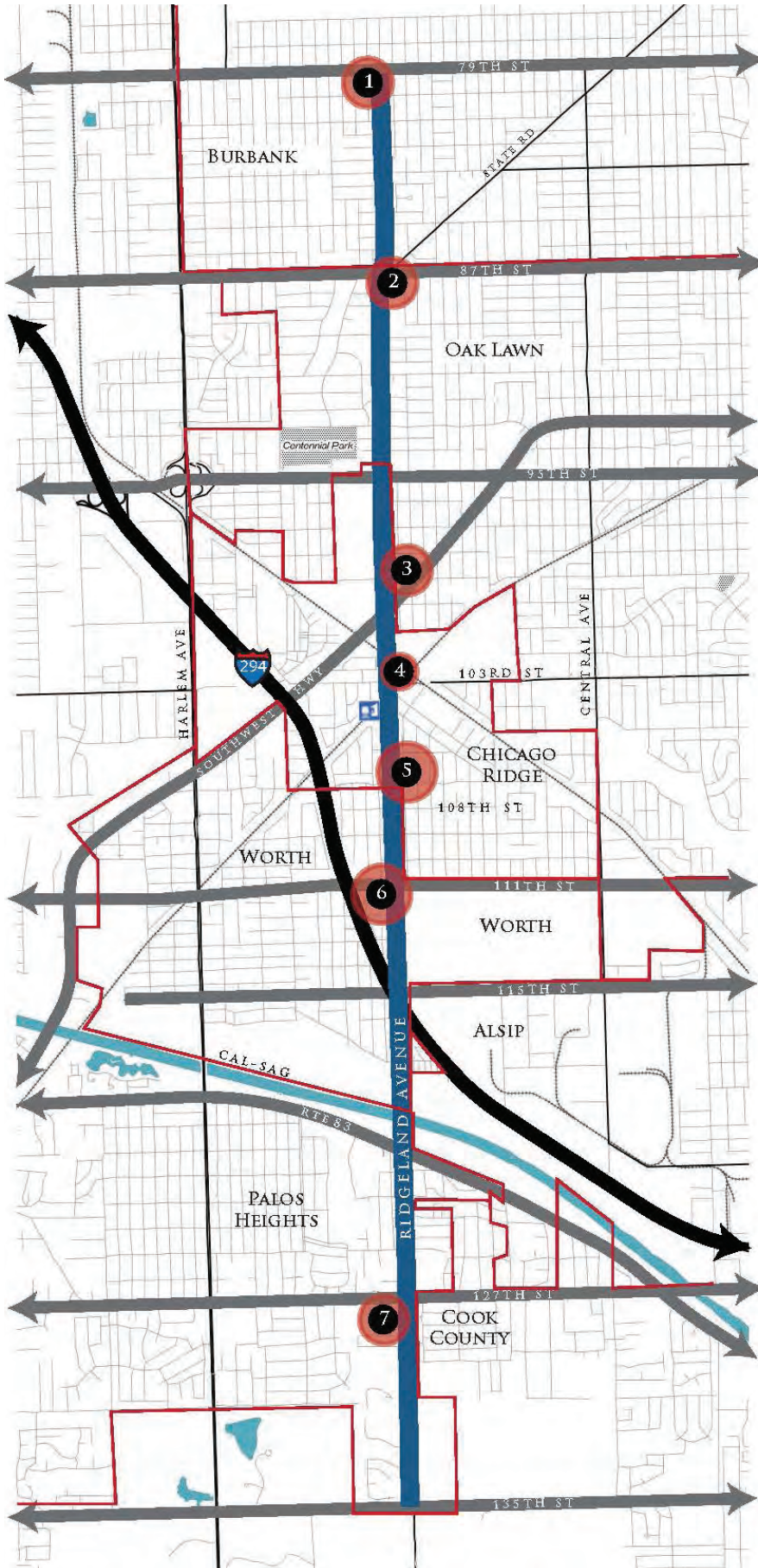
5 ECONOMIC DEVELOPMENT

Ridgeland Ave Corridor Plan Opportunity Sites

The following development opportunity sites have been identified along the corridor and are highlighted on the exhibit, [Development Opportunity Sites](#) and on the following pages.

Opportunity Sites	Acreage	Existing Zoning	Remarks
1 79th St Commercial Development (79th and Narragansett, Burbank)	Option 1: 0.66 ac Option 2: 1.1 ac	C-Commercial District (Burbank)	Commercial development compatible with 79th Street Commercial Corridor
2 State Road Plaza (State Road / Narragansett Road / Ridgeland Ave, Oak Lawn)	n/a	C-3 Regional Shopping District (Oak Lawn)	Intersection reconfiguration, commercial and outlot development
3 Medical Office (99th St and Southwest Hwy, Oak Lawn)	1.0 ac	C-2 General Service District (Oak Lawn)	Medical office compatible with Southwest Highway Corridor
4 Penny Lane School (103rd St and Ridgeland Ave, Chicago Ridge)	n/a	M-1 Restricted Manufacturing District (Chicago Ridge)	Site enhancements including improved parking, access and drop off functions
5 Chicago Ridge Downtown Infill and Façade Enhancements (105th St to 108th St, Chicago Ridge)	Site 1: 0.78 ac Site 2: 0.22 ac	C-2 General Service District (Chicago Ridge)	Commercial and office enhancements compatible with transit oriented development; façade improvements
6 Worth TIF Area (111th St and Ridgeland Ave, Worth)	2.83 ac	B-2 General Business (Worth)	Commercial, office and residential development compatible with 111th Street Corridor and adjacent park
7 Former Dominick's Commercial Center (127th St and Ridgeland Ave, Palos Heights)	10.8 ac	B Business District (Palos Heights)	Phased reuse and redevelopment of a mixed use center, including large format retail, restaurant, office and residential

Development Opportunity Sites



— Municipal Boundaries

SPECIAL SITE STUDY AREAS

- 1 79th Street Commercial Development, 79th and Ridgeland (Burbank)
- 2 State Road Plaza, State Road/ Narragansett Rd / Ridgeland Ave (Oak Lawn)
- 3 Medical Office, 99th St and Southwest Hwy (Oak Lawn)
- 4 Penny Lane School, 103rd St and Ridgeland Ave (Chicago Ridge)
- 5 Chicago Ridge Downtown Infill, 105th St to 108th St (Chicago Ridge)
- 6 Worth TIF, 111th St and Ridgeland Ave (Worth)
- 7 Former Dominick's Commercial Center, 127th St and Ridgeland Ave (Palos Heights)



Development Opportunity Concepts

Study Area #1 - 79th St Commercial Development, 79th and Narragansett (Burbank)

Development Concept

This development, depicted as two options, supports 79th Street as a significant commercial corridor and Narragansett Avenue as a quality pedestrian oriented neighborhood street.

Development Data

	Retail	Surface Parking	Total Construction Cost	Total Value	Contribution to Land Costs	Annual Property Taxes	Annual Municipal Sales Taxes
Option 1	5,600	23	\$1,457,023	\$1,350,000	(\$107,023)	\$27,000	\$27,500
Option 2	12,000	66	\$1,969,066	\$2,945,455	\$976,389	\$58,909	\$36,000

Comments

- Although Option 1 appears to require incentives, a national quick service tenant would have significant savings for a standard building. Those savings would make this option possible without partnering incentives. Design guidelines detailing extensive landscaping and bus stop accommodations might only be feasible with a public private partnership that shares these added development costs.
- Option 2 analyzes a lower cost convenience retail building rather than a restaurant. Again, design guidelines detailing extensive landscaping and bus stop accommodations might only be feasible with a public private partnership that shares these added development costs.

Study Area #1 - Aerial

Existing Zoning Classification

Burbank

C Commercial District

R2 Limited Multi-Family Residence District

The City may consider rezoning the 'R2' parcel to 'C' or rezoning the three parcels to 'PUD' (Planned Unit Development)



Study Area #1 - Option 1



Study Area #1 - Option 2



5 ECONOMIC DEVELOPMENT

Design Guidelines

Site Development Standards – The building is oriented to the corner of Narragansett Ave and 79th St with parking located at the building side and/or rear.

Transit Access – a Pace turnout and shelter can be supported at the existing posted stop on the west side of Narragansett Ave. for southbound buses. Northbound buses would stop as usual.

Vehicular Access and Parking – Curb cuts are minimized along both street faces to maximize pedestrian safety. Multiple curb cuts currently exist at 79th St and Narragansett Ave. In the redevelopment scenarios, curb cuts are consolidated. Right-in/right-out access is planned at 79th St.

Building Architecture & Signage – Building architecture should be of high quality design and materials. Finished architectural treatments should be provided at all building elevations, with a focus on special façade treatments facing 79th St and Narragansett Ave. Special façade treatments include architectural reveals, storefront windows, fabric awnings, building mounted lighting and attractive signage. Free standing signage should be monument style. Building mounted signage should be compatible with the building architecture. Externally lit signage is preferred. Masonry sign support materials are preferred.



High quality building and signage material should be oriented to 79th St / Ridgeland Ave

Lighting – Site lighting should be designed such that there is no light trespass onto adjacent properties. Black light pole color is preferred. LED lighting is preferred.

Pedestrian Plazas – People spaces are planned for areas facing 79th St / Narragansett Ave, located between the Pace bus stop, public sidewalk and building face. These areas should access the primary building entry and be treated with specialty paving, plantings and lighting.

Landscaping – Where parking lots abut residential properties, a 10’ buffer is recommended. This buffer should be treated with a continuous planting of evergreen trees and / or a 6’ ht fence. Where parking lots abut the public rights of way, a 5’ buffer is recommended. This buffer should be treated with a continuous planting of salt tolerant trees and shrubs, 3’ maximum height. Interior parking lots should be treated with salt tolerant trees, shrubs and/or groundcover plantings, 3’ maximum height.



Building lighting minimizes light trespass



Outdoor pedestrian plazas are defined by plantings, paving and site furnishings



Landscaping at the building foundation and parking lot area contributes to a quality development



5 ECONOMIC DEVELOPMENT

Study Area #2 – State Road Plaza, State Road / Narragansett Road / Ridgeland Ave (Burbank/Oak Lawn)

Development Concept

This development reconfigures the existing 5-way intersection at Ridgeland Ave / Narragansett Ave / 87th Street. Ridgeland Ave and Narragansett Ave are reoriented as a 4-way signalized intersection with 87th Street. State Road intersects 87th Street approximately 340' to the east. This reconfiguration provides the following:

1. Additional development and outlot sites that reinforce this intersection as a gateway development for the Village of Oak Lawn.
2. More pedestrian friendly crossings by virtue of narrow pedestrian crossing length;
3. A potential signalized intersection for the State Road Mall at State Road / 87th Street

Development Data

	Restaurant	Surface Parking	Total Construction Cost	Total Value	Contribution to Land Costs	Annual Property Taxes	Annual Municipal Sales Taxes
Restaurant 1	11,000	87	\$2,939,087	\$2,700,000	(\$239,087)	\$54,000	\$33,000
Restaurant 2	4,800	24	\$1,326,024	\$1,178,182	(\$147,842)	\$23,564	\$14,400
Relocated Restaurant	10,000		\$2,220,500	\$3,600,000	(\$2,220,500)	\$72,000	\$30,000

Comments

1. Although it appears to require incentives, restaurant site 1 would accommodate multiple national quick service tenants that would have significant savings from standard designs, shared kitchens, and attract business at different times of day and thus allow shared parking. Those savings could make this option possible without incentives. Adhering to design guidelines detailing extensive landscaping might only be feasible with a public private partnership that shares these added costs of those amenities.
2. A national quick service tenant would have significant savings for a standard building on restaurant site 2. Again, adhering to design guidelines detailing extensive landscaping might only be feasible with a public private partnership that shares these added costs of those amenities.
3. Since relocation of Les Brothers is necessary to provide the suggested intersection improvements, the total cost of replacing the restaurant, \$2.2 million, becomes an improvement expense. This analysis assumes that the shopping center parking would serve this site and therefore no parking costs are included in the analysis. The new restaurant would have a higher assessed value than the existing location so it would provide Tax Increment Financing (TIF) revenue.

Study Area #2 - Aerial



Study Area #2 - Concept



5 ECONOMIC DEVELOPMENT

Design Guidelines

Transit Access – a Pace shelter can be supported at the existing posted stop on the west side of Narragansett Ave. for southbound buses. Northbound buses would stop at a far side posted stop.

Vehicular Access and Parking – Multiple curb cuts currently exist in this area. With property consolidations depicted in this scenario, curb cuts are minimized to maximize pedestrian safety.

Building Architecture & Signage – Building architecture should be of high quality design and materials. Finished architectural treatments should be provided at all building elevations, with a focus on special façade treatments facing Ridgeland Ave, Narragansett Ave and 87th Street. Special façade treatments include architectural reveals, storefront windows, fabric awnings, building mounted lighting and attractive signage. Free standing signage should be monument style. Building mounted signage should be compatible with the building architecture. Externally lit signage is preferred. Masonry sign support materials are preferred.

Lighting – Site lighting should be designed such that there is no light trespass onto adjacent properties. Black light pole color is preferred. LED lighting is preferred.



High quality building and signage material should be oriented to Ridgeland Ave / 87th St

Pedestrian Plazas – People spaces are planned for areas facing Narragansett Ave/Ridgeland Ave/State Rd, located between the Pace bus stop, public sidewalks and building faces. These areas should access the primary building entries and be treated with specialty paving, plantings and lighting.

Landscaping – Where parking lots abut residential properties, a 10' buffer is recommended. This buffer should be treated with a continuous planting of evergreen trees and / or a 6' ht fence. Where parking lots abut the public rights of way, a 5' buffer is recommended. This buffer should be treated with a continuous planting of salt tolerant trees and shrubs, 3' maximum height. Interior parking lots should be treated with salt tolerant trees, shrubs and/or groundcover plantings, 3' maximum height.



Outdoor dining plaza is defined by paving and site furnishings



5 ECONOMIC DEVELOPMENT

Study Area #3 – Medical Office, 99th Street and Southwest Highway (Oak Lawn)

Development Concept

This development supports Southwest Highway as a Medical Office corridor. The proposed three story building is oriented towards Southwest Highway with parking located at grade below and beside the building.

Development Data

	Office	Surface Parking	Covered Parking	Total Construction Cost	Total Value	Contribution to Land Cost	Annual Property Taxes	Annual Municipal Sales Taxes
Medical Office	30,000	35	48	\$8,093,083	\$8,181,818	\$88,735	\$163,636	N/A

Comments

1. The high visibility of this location and proximity to other medical uses may allow higher rents that allow market rate development.
2. 99th Place on street parking is necessary to satisfy the requirements for this site but was not added to the developer cost because the Village builds and maintains that parking.

Study Area #3 - Aerial



Study Area #3 - Concept



5 ECONOMIC DEVELOPMENT

Design Guidelines

Transit Access – Pace bus access does not exist along Southwest Highway east of Ridgeland. Improved streets and sidewalks along 99th Place would connect riders to existing Pace stops along Ridgeland Avenue, north and south of 99th Place.

Vehicular Access and Parking – Curb cuts are consolidated to maximize pedestrian safety. Multiple curb at Southwest Highway are consolidated in this scenario.

Building Architecture & Signage – Building architecture should be of high quality design and materials. Finished architectural treatments should be provided at all building elevations, with a focus on special façade treatments facing Southwest Highway. Special façade treatments include architectural reveals, window pattern, building mounted lighting and attractive signage. Free standing signage should be monument style. Building mounted signage should be compatible with the building architecture. Externally lit signage is preferred. Masonry sign support materials are preferred.

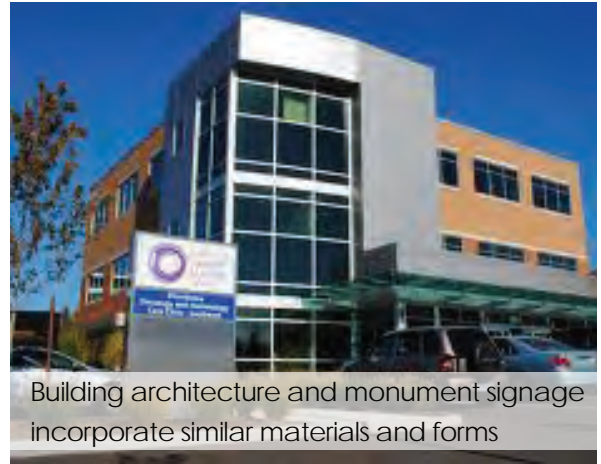
Lighting – Site lighting should be designed such that there is no light trespass onto adjacent properties. Black light pole color is preferred. LED lighting is preferred.



High quality office building with surface parking below the building structure

Pedestrian Plazas – Plaza spaces are planned for intersection areas at 99th St/Southwest Hwy and 99th Pl/Southwest Hwy. These are intended to be visually enhanced plaza areas and be treated with specialty paving, plantings and lighting.

Landscaping – Where parking lots abut residential properties, a 10’ buffer is recommended. This buffer should be treated with a continuous planting of evergreen trees and / or a 6’ ht fence. Where parking lots abut the public rights of way, a 5’ buffer is recommended. This buffer should be treated with a continuous planting of salt tolerant trees and shrubs, 3’ maximum height. Interior parking lots should be treated with salt tolerant trees, shrubs and/or groundcover plantings, 3’ maximum height.



Building architecture and monument signage incorporate similar materials and forms



Site landscaping includes foundation plantings, parking lot plantings and street trees



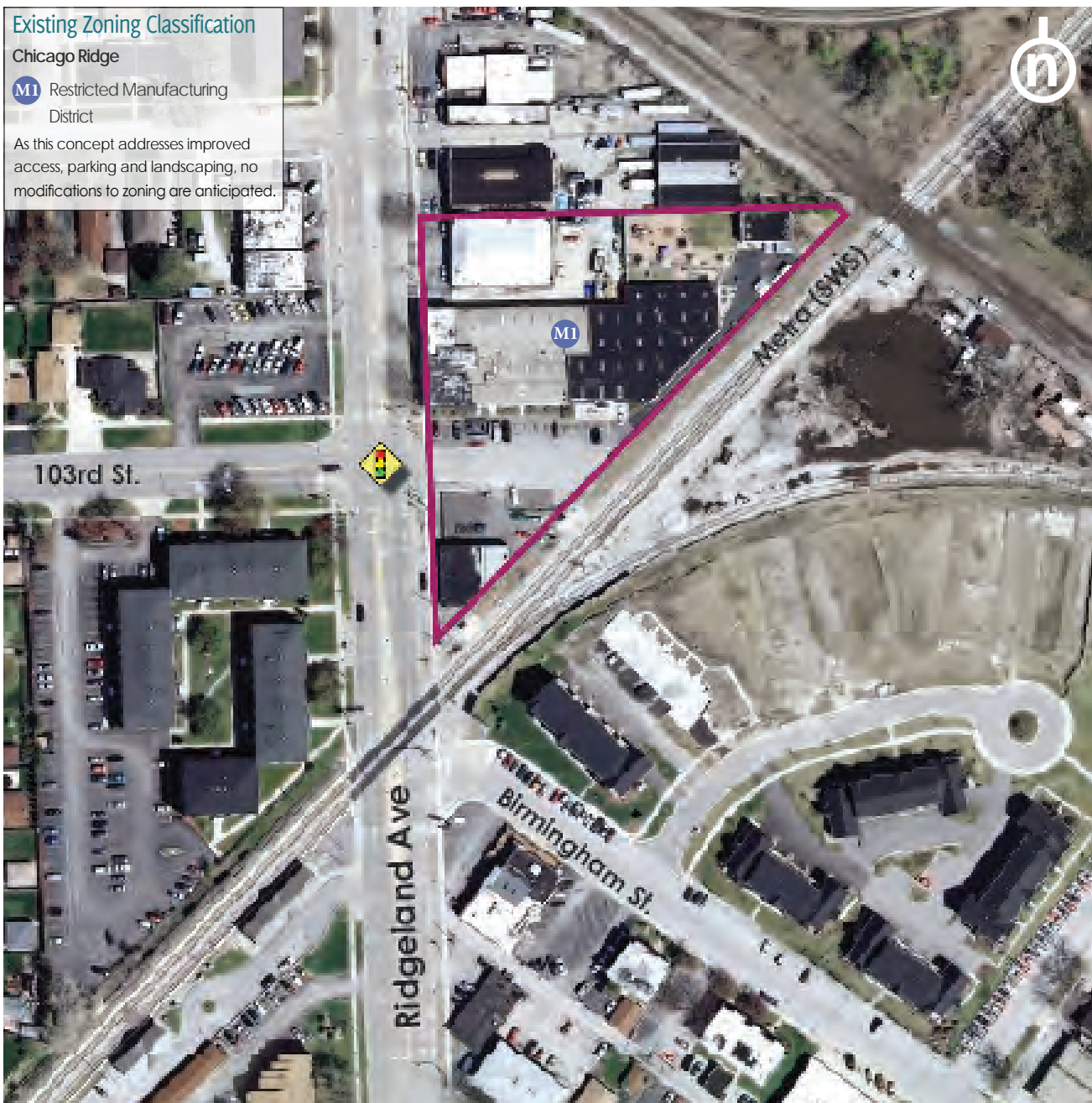
5 ECONOMIC DEVELOPMENT

Study Area #4 – Penny Lane School, 103rd Street and Ridgeland Ave (Chicago Ridge)

Development Concept

This enhancement plan depicts improved access and circulation that can be made to the existing property tenant with property acquisition towards the existing properties to the south. Improved access to this private school facility would improve safety for drop off functions and pedestrian traffic in the area.

Study Area #4 - Aerial



Study Area #4 - Concept



5 ECONOMIC DEVELOPMENT

Design Guidelines

Transit Access – Improved pedestrian crossings provide better transit access to the Chicago Ridge Metra Station and to Pace stops at 103rd Street and near the Metra Station. Better definition of pedestrian crossing locations, signage, safety improvements, and curb bump outs should all be considered.

Vehicular Access and Parking – Curb cuts are minimized along both street faces to maximize pedestrian safety. Existing 103rd Street ROW located south of the school is vacated and reconfigured as part of this scenario to establish a clear route for through traffic and to minimize unintended vehicular traffic near school property. Additional signage is required to prohibit truck movements into the school area.

Building Architecture & Signage – In this scenario, the school building remains intact. Building enhancements may include special treatments facing Ridgeland Avenue, such as paint, improved signage, awnings and building mounted signage. There are opportunities to add free standing monument style signage. Externally lit signage is preferred. Masonry sign support materials are preferred.

Lighting – Site lighting should be designed such that there is no light trespass onto adjacent properties. Black light pole color is preferred. LED lighting is preferred.



An organized vehicular circulation and drop off pattern with clearly defined pedestrian crossings contribute to a safer school environment.

Pedestrian Plazas – People spaces are planned for areas facing Ridgeland Ave, located between the intersection, public sidewalk and building face. This area should access the primary building entry and be treated with specialty paving, plantings and lighting.

Landscaping – Where the expanded parking lot abuts the public rights of way, a 5' buffer is recommended. This buffer should be treated with a continuous planting of salt tolerant trees and shrubs, 3' maximum height. Interior parking lots should be treated with salt tolerant trees, shrubs and/or groundcover plantings, 3' maximum height. Where the parking area abuts Railroad ROW, a 10' buffer is recommended including a continuous planting of evergreen trees and access control fencing.



5 ECONOMIC DEVELOPMENT

Study Area #5 – Chicago Ridge Downtown Infill and Façade Enhancements, 105th St to 108th St (Chicago Ridge)

Development Concept

This development supports Chicago Ridge’s transit oriented downtown area as the cultural and civic center of the Village. Improvements to existing building facades and parking lots are recommended. Two opportunities for infill developments include infill Restaurant and Medical Office. In both scenarios, buildings are located at the sidewalk face with parking provided at nearby or adjacent parcels.

Development Data

	Office	Restaurant	Surface Parking	Total Construction Cost	Total Value	Contribution to Land Costs	Annual Property Taxes	Annual Municipal Sales Taxes
Restaurant		8,000	62	\$2,196,562	\$1,963,636	(\$232,926)	\$39,273	\$24,000
Office	9,000		17	\$2,173,517	\$2,454,545	\$281,028	\$49,091	N/A

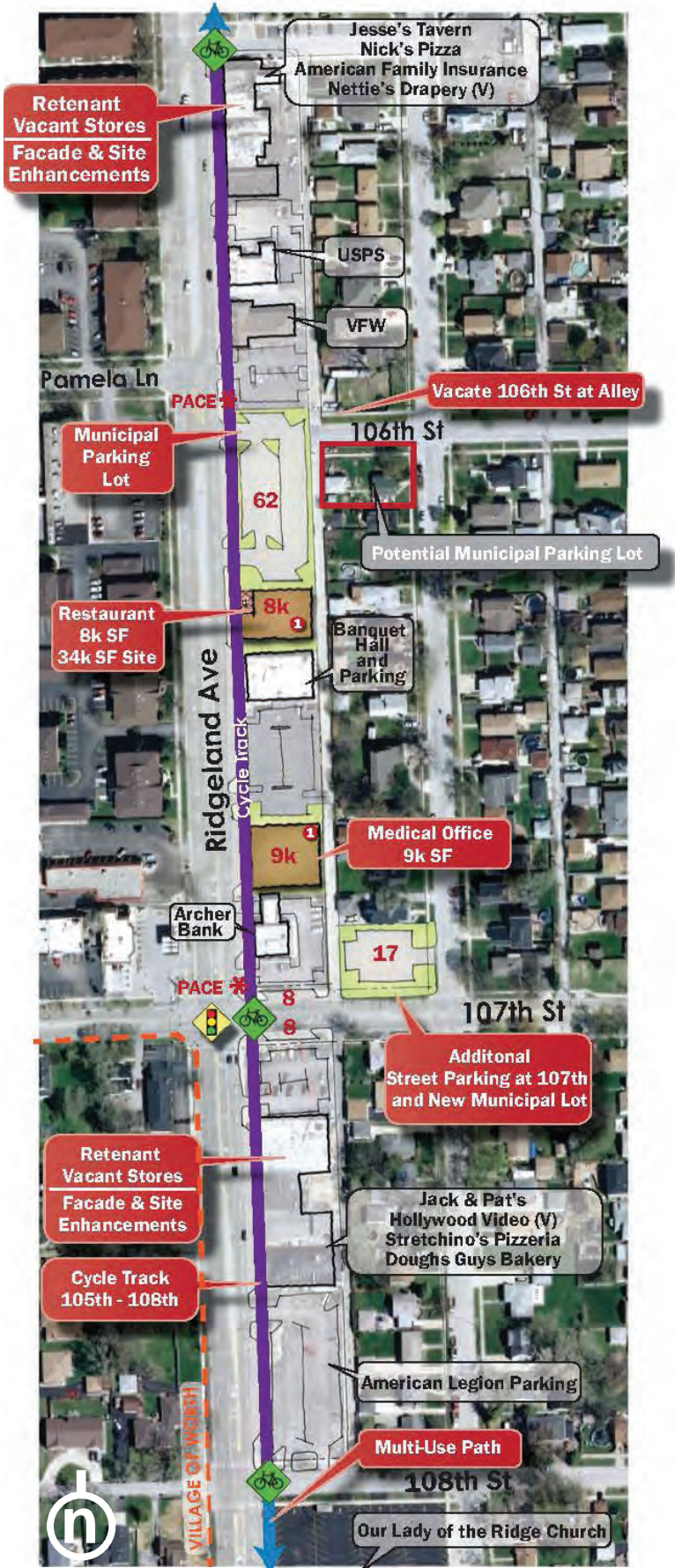
Comments

1. The restaurant concept fails to meet market rate standards due to the high cost of both new restaurant equipment and parking. If the Village created a municipal lot rather than the developer creating a dedicated lot to park this new business, the developer would save \$375,000. With other potential savings in labor and restaurant equipment, this concept could require no additional public investment.
2. The 8,000 square feet could accommodate two restaurants that attract customers at different times of day.
3. The medical office is under parked and business may consider negotiating to lease spaces from the adjacent banquet hall. Alternatively, this business may partner with the Village to utilize planned on street spaces at 107th Street and in a planned municipal lot.

Study Area #5 - Aerial



Study Area #5 - Concept



5 ECONOMIC DEVELOPMENT

Design Guidelines

Transit Access – Improved sidewalks provide access to the Metra Station and Pace bus stops along Ridgeland Ave.

Vehicular Access and Parking – The restaurant infill is depicted within proposed vacated 106th Street ROW, thereby reducing access to Ridgeland Ave. Restaurant parking requires two curb cuts. Medical Office parking requires spaces provided in a proposed Village owned lot at 107th Street and Oxford Ave and on street spaces at 107th St.

Building Architecture & Signage – Building enhancements may include special treatments facing Ridgeland Avenue, such as paint, improved signage, awnings and building mounted signage. New building architecture should be of high quality design and materials. Finished architectural treatments should be provided at all building elevations, with a focus on special façade treatments facing Ridgeland Ave. Special façade treatments include architectural reveals, storefront windows, fabric awnings, building mounted lighting and attractive signage. Building mounted signage should be compatible with the building architecture. Externally lit signage is preferred.

Lighting – Site lighting should be designed such that there is no light trespass onto adjacent properties. Black light pole color is preferred. LED lighting is preferred.



Facade details such as storefront windows attractive signage and lighting contribute to a pedestrian friendly environment.

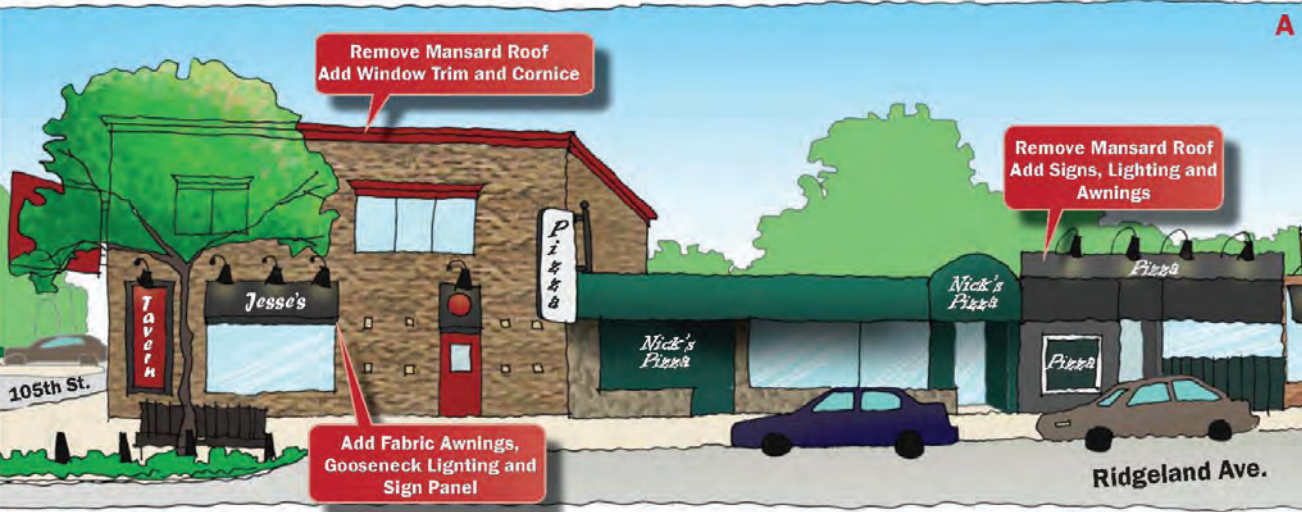
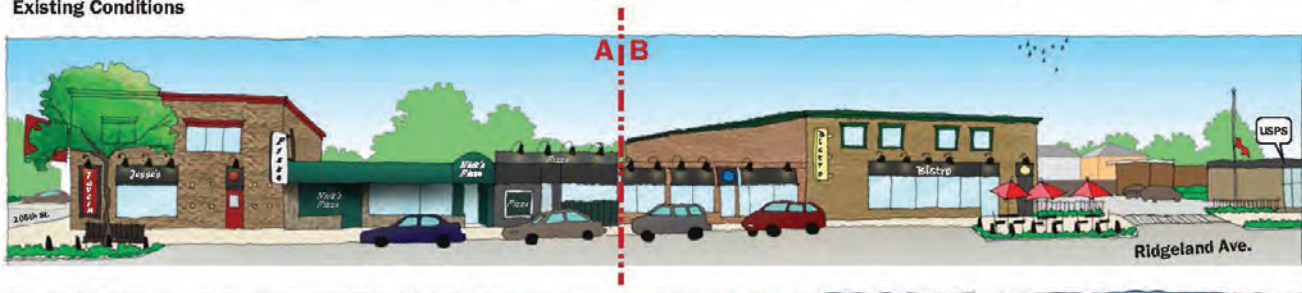
Pedestrian Plazas – People spaces are planned for areas facing Ridgeland Ave, located in front of the proposed restaurant as an outdoor dining plaza. This area should access the primary building entry and be treated with specialty paving, café table and chairs, plantings and lighting.

Landscaping – Where parking lots abut the alley, a 5' buffer is recommended. This buffer should be treated with a 6' ht fence and shrub plantings, 3' ht. Where parking lots abut the public rights of way, a 5' buffer is recommended. This buffer should be treated with a continuous planting of salt tolerant trees and shrubs, 3' maximum height. Interior parking lots should be treated with salt tolerant trees, shrubs and/or groundcover plantings, 3' maximum height.

Facade Enhancements



Existing Conditions



Non structural buildings improvements such as awnings, signage, lighting and paint are methods to enhance facade appearance for relatively low cost.

5 ECONOMIC DEVELOPMENT

Study Area #6 – Worth TIF, 111th St and Ridgeland Ave (Worth)

Development Concept

This development supports the intersection of 111th Street and Ridgeland Ave as a mixed use residential, office and commercial development. This development falls within the Village's TIF area. Three story apartment buildings are oriented to maximize views at Stahlak Park. A two story office and one story commercial building is located along 111th Street to maximize access and visibility. Buildings are served by surface parking lots that are interconnected along a common landscaped boulevard.

Development Data

	Office	Bank	Residential	Surface Parking	Total Construction Cost	Total Value	Contribution to Land Costs	Annual Property Taxes	Annual Municipal Sales Taxes
Office	16,000			48	\$3,926,500	\$3,927,273	\$733	\$78,545	N/A
Bank		4,000		20	\$1,232,000	\$1,090,909	(\$141,091)	\$21,818	N/A
Apartments			43,200	48	\$9,761,000	\$10,044,000	\$283,000	\$200,880	N/A

Comments

1. In addition to the construction costs, there are going concerns that must be purchased for implementation of this concept. The TIF may also need amendments if residential uses are added.
2. An interested bank would have a prototype building that could be constructed at a cost it would find acceptable.
3. The apartment concept is luxury units netting the owner \$1.55 per square foot per month making a one-bedroom at least \$1,100 and a two-bedroom at least \$1,400. Student housing for nearby Trinity Christian College may be an option.

Study Area #6 - Aerial



Existing Zoning Classification
 Worth
 B2 General Business District
 The Village may consider rezoning these parcels from 'B2' to a Planned Unit Development (PUD)

Study Area #6 - Concept



2.83 Acre Site
 Apartment Buildings (2)
 3 Story
 48 du
 48 Cars (1/du)
 Office
 2 Story
 16 SF
 48 Cars (3/1000)
 Bank
 1 Story
 4k SF
 20 Cars (5/1000)
 116 Cars Required
 128 Cars Shown



5 ECONOMIC DEVELOPMENT

Design Guidelines

Transit Access – Improved sidewalks provide pedestrian access to the existing Pace bus stop at 111th St.

Vehicular Access and Parking – Curb cuts are minimized along both street faces to maximize pedestrian safety. Multiple curb cuts currently exist at Ridgeland Ave and 111th St. In the redevelopment scenarios, curb cuts are consolidated.

Building Architecture & Signage – Building architecture should be of high quality design and materials. Finished architectural treatments should be provided at all building elevations, with a focus on special façade treatments facing Ridgeland Ave and 111th St. Special façade treatments for office and commercial include a minimum of masonry materials at the first floors, architectural reveals, window patterning, building mounted lighting and attractive signage. Façade treatments for residential include a minimum of masonry materials at the first floor, transitioning to siding or EIFS materials at the upper stories. Free standing signage should be monument style. Building mounted signage should be compatible with the building architecture. Externally lit signage is preferred. Masonry sign support materials are preferred.

Lighting – Site lighting should be designed such that there is no light trespass onto adjacent properties. Black light pole color is preferred. LED lighting is preferred.



Building entrances are oriented towards Ridgeland Ave / 111th St and include masonry materials.



Building lighting is designed to highlight major building features and minimize light trespass.



Curb cuts are minimized providing for continuous sidewalk and parkway areas.

Pedestrian Plazas – People spaces are planned for areas surrounding the proposed internal roundabout. These areas should access the primary building entries and be treated with specialty paving, plantings and lighting.

Landscaping – Where parking lots abut residential properties, a 10' buffer is recommended. This buffer should be treated with a continuous planting of evergreen trees and / or a 6' ht fence. Where parking lots abut the public rights of way, a 5' buffer is recommended. This buffer should be treated with a continuous planting of salt tolerant trees and shrubs, 3' maximum height. Interior parking lots should be treated with salt tolerant trees, shrubs and/or groundcover plantings, 3' maximum height.



Building entrances and pedestrian plaza areas are defined by pavements, landscaping and building canopies.



Landscape treatments are applied to building foundation, parking and parkway areas.



5 ECONOMIC DEVELOPMENT

Study Area #7 – Former Dominick’s Commercial Center, 127th St and Ridgeland Ave (Palos Heights)

Development Concept

This development supports the Ridgeland Ave and 127th St commercial center as a mixed use community center. Vacant Dominick’s building and restaurant outlot building are intended to remain along the east side of the property. This concept assumes that the large format building is reused by a new tenant.

Development Data

	Office	Restaurant	Residential	Surface Parking	Garage Parking	Total Cost	Total Value	Contribution to Land Cost	Annual Property Taxes	Annual Municipal Sales Taxes
Building A		2,400		10		\$950,635	\$864,000	(\$86,635)	\$17,280	\$7,200
Building B	7,200		18,900	39	22	\$6,054,039	\$6,728,523	\$647,484	\$134,570	N/A
Building C	7,200		18,900	39	22	\$6,054,039	\$6,728,523	\$647,484	\$134,570	N/A
Total	14,400	2,400	37,800	88	44	\$13,058,713	\$14,321,045	\$1,262,332	\$286,421	\$7,200
Remaining Structures										\$240,000

Comments

1. This concept represents the culmination of a sequential redevelopment of this center where the western sections of the center are demolished and its viable tenants moved into the ground floor of new residential properties or other vacant Palos Heights commercial space. All but the grocery store and the two restaurants facing 27th Street are redeveloped.
2. Providing garage parking for the residential units makes them luxury units convertible to condominiums at a later date. This analysis assumes monthly rents of \$1,575 per month for a one-bedroom unit.
3. This concept does not include relocation costs and enhancements to the remaining buildings and landscaping that would entail cost sharing.
4. The recent closing of Dominick’s makes this an opportune time to consider public/private partnership that creates a redevelopment that maintains most of the existing sales tax revenue.

Study Area #7 - Aerial



Existing Zoning Classification

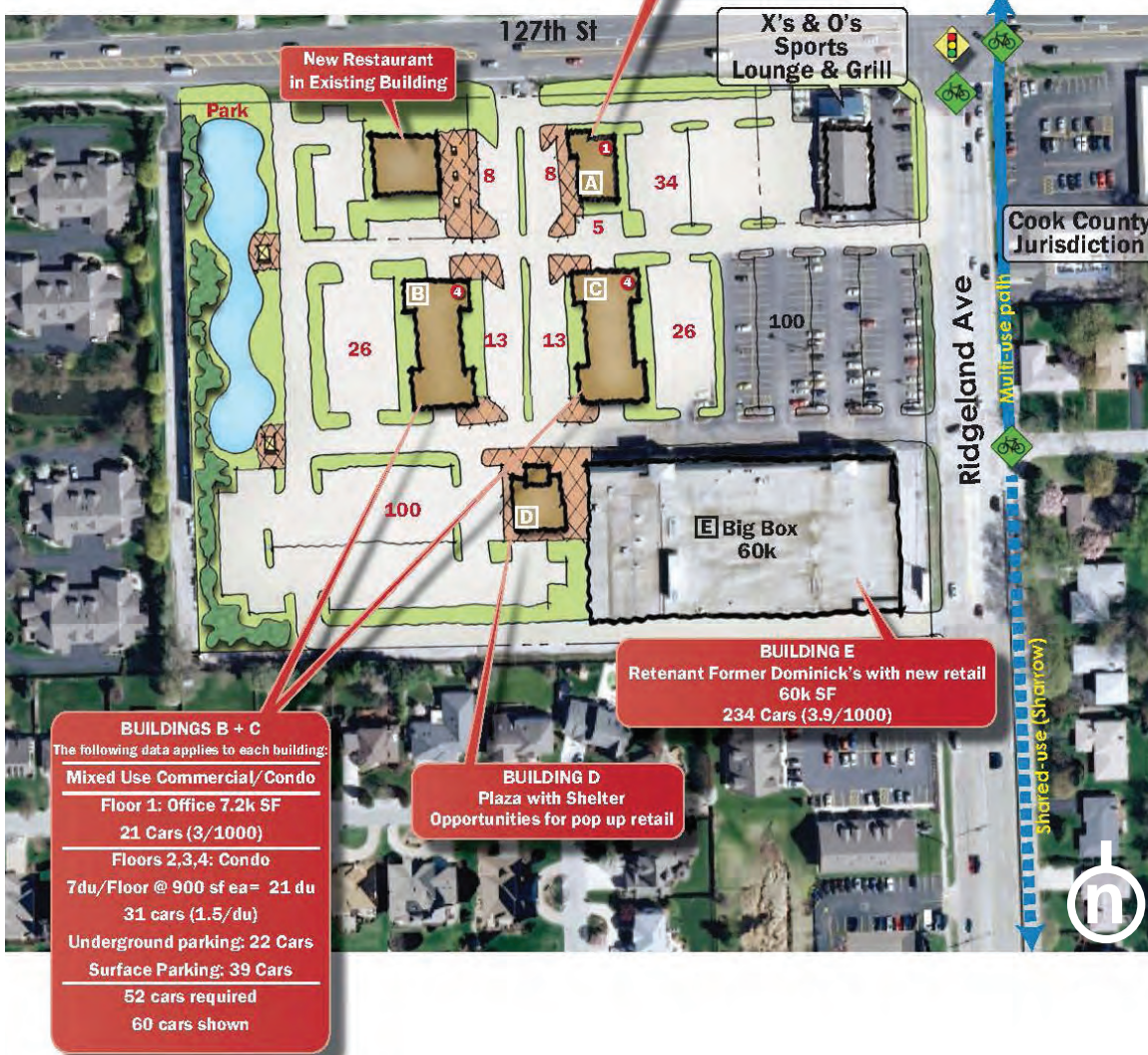
Palos Heights

B Business District

The City may consider rezoning these parcels from 'B' to Planned Unit Development (PUD)

Cook County
Jurisdiction

Study Area #7 - Concept



5 ECONOMIC DEVELOPMENT

Design Guidelines

Transit Access – Pace service would operate as usual at the existing posted stop at Ridgeland Ave. north of 111th.

Vehicular Access and Parking – The number of curb cuts depicted in this development scenario is the same as exists today: Three curb cuts along 127th St and Two curb cuts along Ridgeland Ave.

Building Architecture & Signage – Building architecture should be of high quality design and materials. Finished architectural treatments should be provided at all building elevations visible from public ROW, with a focus on special façade treatments facing 127th St and Ridgeland Ave. Special façade treatments for the existing Dominick's building include paint, signage, awnings and storefront windows.

Special façade treatments for office and commercial include a minimum of masonry materials at the first floors, architectural reveals, window patterning, building mounted lighting and attractive signage. Façade treatments for residential include a minimum of masonry materials at the first floor, transitioning to siding or EIFS materials at the upper stories. Free standing signage should be monument style. Building mounted signage should be compatible with the building architecture. Externally lit signage is preferred. Masonry sign support materials are preferred.

Lighting – Site lighting should be designed such that there is no light trespass onto adjacent properties. Black light pole color is preferred. LED lighting is preferred.



Storefront features including windows, awnings and signage are oriented towards the street.



Wide sidewalks, landscape plantings and attractive facades contribute to a pedestrian oriented environment.



Upper floor units are set back behind ground floor spaces providing articulation and interest in the building facade.

Pedestrian Plazas – People spaces are planned for areas surrounding the proposed internal roundabout and between buildings. These areas provide a direct east west pedestrian connection and should access the primary building entries. Recommended treatments include specialty paving, plantings and lighting.

Landscaping – Where parking lots abut residential properties, a 10' buffer is recommended. This buffer should be treated with a continuous planting of evergreen trees and / or a 6' ht fence. Where parking lots abut the public rights of way, a 5' buffer is recommended. This buffer should be treated with a continuous planting of salt tolerant trees and shrubs, 3' maximum height. Interior parking lots should be treated with salt tolerant trees, shrubs and/or groundcover plantings, 3' maximum height.



Outdoor dining is defined by paving lighting and trellis structures.



Masonry materials and storefront windows are dominant features at the first floor.



Well defined signage and lighting contribute to an attractive development.



PART 6

URBAN DESIGN



Introduction

Corridor communities recognize that arterial corridors are opportunities to demonstrate community identity via improved roadway lighting, landscaping, wayfinding signage, decorative paving and seasonal planters.

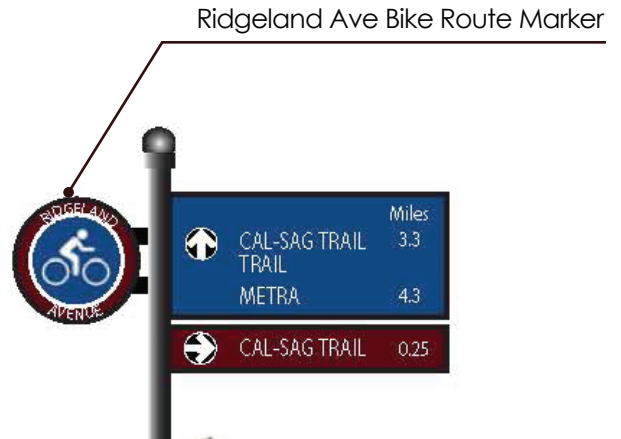
Burbank has developed a modern roadway section along Narragansett Ave including on street parking, bump outs, bus pads, roadway lighting and interconnected sidewalks. Oak Lawn's Town Center area along 95th Street, includes decorative roadway lighting, paving treatments, and plantings. Chicago Ridge Downtown includes decorative roadway lighting and paving treatments. Worth has implemented design treatments along 111th Avenue, including directional signage, decorative paving and seasonal planter pots. Alsip is engaged in current efforts to enhance the quality of Pulaski Road, including planned streetscape improvements. Palos Heights has developed the Harlem Avenue streetscape to support the Village's downtown area, including landscape plantings, decorative paving, banners and signage.

Corridor communities have demonstrated an interest in improved urban design treatments along Ridgeland Avenue. As the nature of this corridor is primarily residential, urban design treatments should be compatible with the nature of the corridor. Importance is given to safe and attractive pedestrian and bike connectivity over highly decorative flourishes. In addition, corridor communities are encouraged to continue to express individual community identity within the framework of established urban design treatments. The following urban design typologies are recommended to support the motorized and non-motorized transportation concepts highlighted in earlier sections.

A unified approach to wayfinding signage provides clear and consistent direction to pedestrians and bicyclists traveling along and across the corridor. Wayfinding signage is also a useful tool to alert motorists to nearby designated pedestrian and bike routes. The wayfinding signage concept is prepared to visually unify the corridor as a whole while also providing opportunities for individual community identity. The sign concepts are prepared to meet the design standards outlined in the Manual on Uniform Traffic Control Devices (MUTCD).



Community Identity Marker



Ridgeland Ave Bike Route Marker

Vehicular Wayfinding Enlargement

Vehicular Wayfinding Enlargement



Vehicular Wayfinding

Bike Route

Identity Markers



Ridgeland Ave Bike Route



Village of Chicago Ridge



Village of Oak Lawn



City of Burbank



City of Palos Heights



Village of Worth



Village of Alsip

Community identity can be incorporated into wayfinding signage to unify the corridor while also providing clear and consistent directions to motorists and bicyclists.

6 URBAN DESIGN



The bike counter shown above is an interactive streetscape amenity which counts daily, monthly and yearly bike trips for bicyclists who pass.

Landscaped Medians



Landscaped medians along Ridgeland Ave should maintain open views and incorporate salt tolerant trees, shrubs, and groundcover.

Intersection Crossings



Intersection crossings should incorporate clear pavement markings to designate pedestrian and bicycle use areas.



6 URBAN DESIGN

Sidewalks Abutting On-Street Parking



Curb bump-outs, widened sidewalks, street furnishings, lights and tree plantings support a pedestrian friendly streetscape that would enhance on-street parking in Chicago Ridge and interior roadways of development sites

Sidewalks With Green Parkways



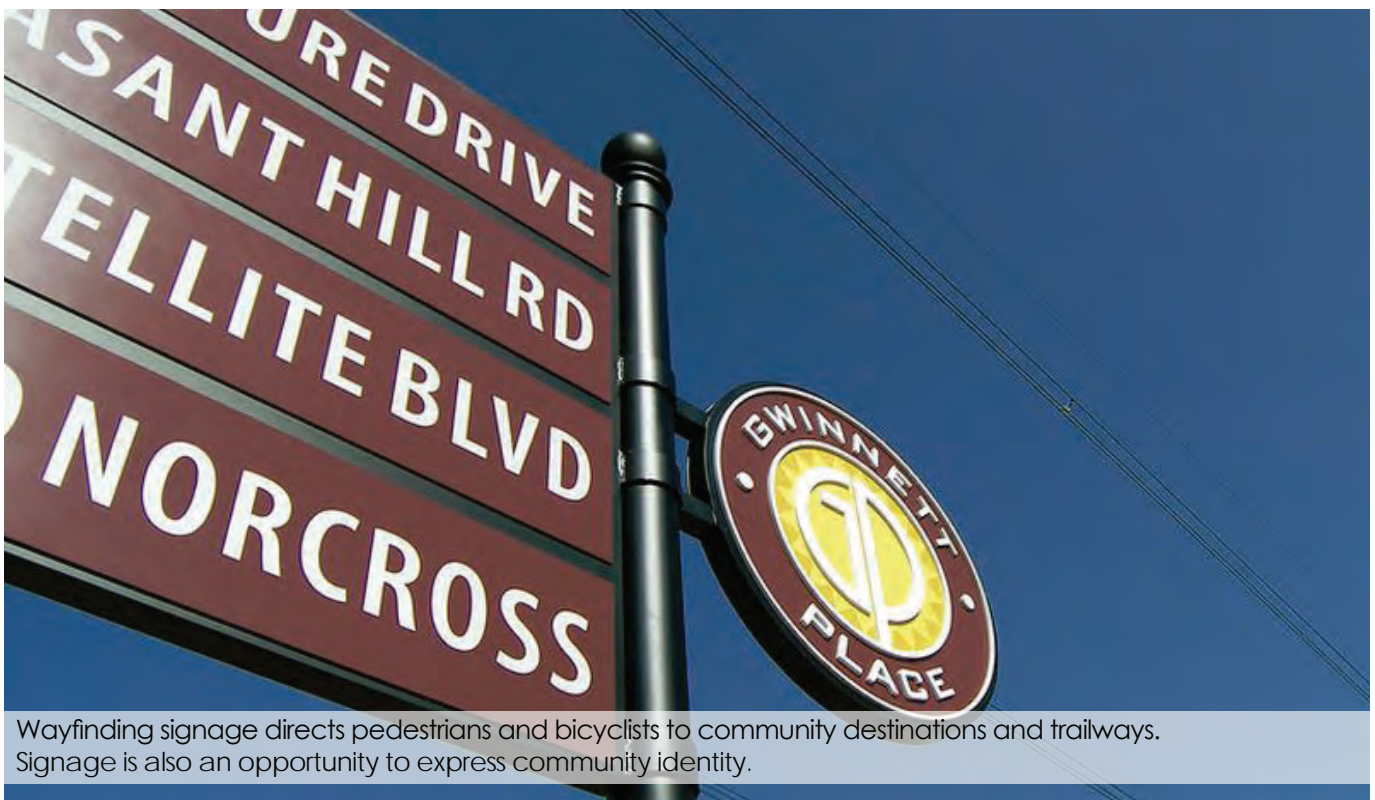
Shade tree plantings and lawn parkways would enhance corridor parkways and community areas.

Lighting



Decorative roadway lighting and traffic signals provide a unified appearance to the corridor area.

Signage



Wayfinding signage directs pedestrians and bicyclists to community destinations and trailways. Signage is also an opportunity to express community identity.

6 URBAN DESIGN

Site Furnishings for Pedestrians



Pedestrian activity centers, such as Downtown Chicago Ridge and trail heads, should be supported by a site furnishings palette that is durable and attractive.

Site Furnishings for Bikes and Transit



PACE Bus Shelter

Bike Repair Station



Custom Bike Rack

Transit and bicyclist nodes, such as the Chicago Ridge Metra Station, Chicago Ridge Mall, PACE bus stops and trail heads, should be supported by furnishings that support bike and transit use.

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PART 7

IMPLEMENTATION STRATEGIES



1) Introduction and Summary

The urban form and character of Ridgeland Avenue is the product of a long history of development. As such, implementation will likely occur over time and will require coordination between the Cook County Department of Transportation and Highways, Corridor Communities and Transit Agencies. The Implementation Strategy provides a framework within which communities and agencies can make decisions and monitor progress incrementally.

The Draft Implementation Strategy includes the following sections:

1	Introduction and Summary
2	Transportation Goals and Objectives
3	Transportation Improvement Budget
4	Enhancement Funding Opportunities
5	Community Development Opportunity Sites



The following summary table depicts key implementation goals associated with a potential development schedule for near term, mid term and long term recommendations. Plan recommendations are further described on the following pages.

IMPLEMENTATION SUMMARY			
Plan Recommendation	Near Term (<5 years)	Mid Term (6-10 years)	Long Term (10+ years)
Transportation Recommendations			
Identify funding sources for transportation improvements			
Develop corridor wide bicycle network and bicycle-supportive amenities			
Develop Ridgeland Avenue 8'-0" - 10'-0" off-street multi-use trail			
Improve pedestrian amenities along corridor			
Improve bus access along the corridor			
Improve pedestrian access to the Chicago Ridge Metra station			
Roadway/Intersection Improvements			
Development Opportunity Sites			
79th St & Narragansett Ave (Burbank)			
87th St & Ridgeland Ave (Burbank/Oak Lawn)			
99th St & Southwest Hwy (Oak Lawn)			
Chicago Ridge Downtown Enhancements (Chicago Ridge)			
111th St & Ridgeland Ave TIF (Worth)			
Alsip Business Park (Alsip)			
127th St & Ridgeland Ave (Palos Heights)			

2) Transportation Goals and Objectives

GOAL	OBJECTIVES/ACTIONS (examples of applicable funding opportunities in parenthesis - refer to funding opportunities table for additional information)	AGENCY	Short-term (<5yrs)	Medium term (6-10 yrs)	Long term (10+ yrs)	Segment
Identify funding sources for transportation improvements	Apply for roadway-related grants (STP, CMAQ) (ON-GOING)	municipalities, Cook Co., SSMMA	X	X	X	1-7
	Apply for transit-related grants (RTA, CMAP) (ON-GOING)	municipalities, Pace, RTA	X	X	X	1-7
	Apply for bike/ped-related grants (RTA, CMAP, ITEP, SRTS), (ON-GOING)	municipalities, Cook Co., CMAP	X	X	X	1-7
	Apply for multi-modal funding grants (TIGER, CMAQ, TCSP, ITEP, IDNR) (ON-GOING)	municipalities, Cook Co., CMAP, IDOT	X	X	X	1-7
Develop corridor wide bicycle network and bicycle-supportive amenities	Complete local bicycle/pedestrian plans	municipalities	X			1-7
	Work with private property owners to incorporate bicycle-supportive facilities such as bike parking, repair, and access (ON-GOING)	municipalities	X	X	X	1-7
	Outreach to major destinations and municipalities, such as Metra, Village Halls, libraries, Chicago Ridge Mall, Trinity Christian College, and schools to promote bicycling (ON-GOING)	municipalities	X	X	X	1-7
Develop Ridgeland Avenue 10' off-street multi-use trail along the corridor	Secure consultant services to conduct engineering & design analysis for off-street multi-use path	Cook County	X			1-7
	Develop per-mile cost estimates for off-street multi-use path	Cook County	X			1-7
	Identify intersection improvements at locations crossed by multi-use path, including green pavement and bicycle signals as needed	Cook County	X	X		1-7
	Identify and apply for funding to design and construct off-street multi-use path, such as ITEP and IDNR programs	Cook County, municipalities	X	X		1-7
	Coordinate linkage between Ridgeland multi-use trail with Cal-Sag Trail	Cook County, CCFPD	X	X		5, 6
	Coordinate linkage between Ridgeland multi-use trail with Stony Creek Trail	Cook County, Oak Lawn	X	X		3
	Coordinate linkage between Ridgeland multi-use trail with Tinley Creek Regional Trail	Cook County, CCFPD	X	X		7
	Construction of off-street multi-use path	Cook County		X	X	1-7
Prepare design and implement signage/roadway markings for on-street shared use segments	Alsip		X		5	

7 IMPLEMENTATION

OVERALL TRANSPORTATION GOALS AND OBJECTIVES (continued)						
Improve pedestrian environment along the corridor	Correct ADA-deficient sidewalks	municipalities, Cook Co.	X			1-7
	Complete sidewalk gaps	municipalities, Cook Co.	X			1-7
	Repair deficient sidewalks (ON-GOING)	municipalities, Cook Co.	X	X	X	1-7
	Pedestrian improvements to Chicago Ridge Mall	Oak Lawn, Chicago Ridge, Chicago Ridge Mall	X			2, 3
	Pedestrian improvements to Trinity Christian College and athletic fields	Worth, Alsip, Cook County, TCC	X			6
	Pedestrian improvements to Shepard High School	Palos Heights, Cook County, Shepard HS	X			6
	Pedestrian improvements to Simmons Middle School	Oak Lawn, Oak Lawn School District	X			2
Improve bus access along the corridor	Identify projects and funding to improve pedestrian environment, such as RTA, CMAQ, ITEP, SRTS, TSCP, (ON-GOING)	municipalities, Cook Co.	X	X	X	1-7
	Establish consistent placement & design of Pace bus stops throughout the corridor, including transition to posted stops	municipalities, Pace	X	X		1-5
	Conduct market study for flexible transit to service Near North Cal Sag Industrial Area	Pace, Alsip	X			5
	Identify and apply for funding to implement flexible transit to serve Near North Cal Sag Industrial Area, such as RTA Job Access Reverse Commute (JARC) or New Freedom (NF)	Pace, Alsip	X	X		5
	Coordinate with private property owners to ensure good pedestrian access between Pace bus stops and adjacent businesses (ON-GOING)	municipalities, Pace, property owners	X	X	X	1-5
	Pace bus stop design and location to be coordinated with Cook County (ON-GOING)	Cook County, municipalities, Pace	X	X	X	1-5
Improve pedestrian access to Chicago Ridge Metra station	Coordinate with Pace 95th St. Corridor Study	Pace, Chicago Ridge	X	X		2, 3
	Continue Palos Heights community shuttle	Palos Heights	X	X	X	6, 7
	Complete engineering & design for Metra crossing concept	Cook County, Metra, Chicago Ridge	X			3, 4
	Construction of Metra crossing improvements	Cook County, Metra		X		3, 4
	Develop plan for and initiate railroad education & enforcement program (ON-GOING)	Chicago Ridge	X	X	X	3, 4
Roadway/Intersection Improvements	including Pace 95th Street Corridor (Pace), 95th Street Corridor (Oak Lawn / CMAP), Harlem Avenue Corridor (SW Conf of Mayors) and Cicero Ave Corridor (SW Conf of Mayors).	municipalities, Cook Co., Pace, SW Conference of Mayors	X	X	X	1-7
	Enhance pedestrian crossings at intersections by adding high visibility crosswalks and countdown signals	Cook County		X		1-7
	Ensure adequate crossing times at signalized intersections	Cook County, municipalities		X		1-7
	Consolidate curb cuts to reduce vehicular/ped/bike conflicts	municipalities, Cook Co.		X		1-7
	State Road/Narragansett/Ridgeland roadway realignment & intersection improvements	Cook County, Burbank, Oak Lawn			X	1, 2
	Landscaped medians at selected locations	Cook County		X	X	1-7
	Evaluate potential for traffic signal at Ridgeland & 99th PL	Cook County, Chicago Ridge, Oak Lawn	X			3
	Evaluate intersection reconfiguration at Ridgeland & 106th	Cook County, Chicago Ridge	X			4
	Evaluate potential for pedestrian crossing with median refuge at Ridgeland & 123rd	Cook County, Palos Heights	X			6
	New/improved streetscape elements (lighting, signage, plantings, etc.)	Cook County, municipalities	X	X		1-7

**RIDGELAND AVENUE CORRIDOR PLAN
DRAFT IMPLEMENTATION STRATEGY**

SEGMENT 1: 79TH - 87TH

MUNICIPALITIES: Burbank, Oak Lawn

GOAL	OBJECTIVES/ACTIONS (examples of applicable funding opportunities in parenthesis - refer to funding opportunities table for additional information)	SPECIFIC LOCATIONS	AGENCY	Short-term (<5yrs)	Medium-term (6-10 yrs)	Long-term (10+ yrs)	Segment
Identify funding sources for transportation improvements	Apply for roadway-related grants (STP, CMAQ) (ON-GOING)		Burbank, Cook Co., SSMMA	X	X	X	1-7
	Apply for transit-related grants (RTA, CMAP) (ON-GOING)		Burbank, Pace, RTA	X	X	X	1-7
	Apply for bike/ped-related grants (RTA, CMAP, ITEP, SRTS), (ON-GOING)		Burbank, Cook Co. CMAP	X	X	X	1-7
	Apply for multi-modal funding grants (TIGER, CMAQ, TCSP, ITEP, IDNR) (ON-GOING)		Burbank, Cook Co., CMAP, IDOT	X	X	X	1-7
Develop corridor wide bicycle network and bicycle-supportive amenities	Complete local bicycle/pedestrian plan		Burbank	X			1
	Work with private property owners to incorporate bicycle-supportive facilities such as bike parking, repair, and access (ON-GOING)		Burbank	X	X	X	1
	Outreach to major destinations and municipalities, such as Metra, Village Halls, libraries, Chicago Ridge Mall, Trinity Christian College, and schools to promote bicycling (ON-GOING)		Burbank	X	X	X	1
Develop Ridgeland Avenue 10' off-street multi-use trail along the corridor	Secure consultant services to conduct engineering & design analysis for off-street multi-use path		Cook County	X			1-7
	Develop per-mile cost estimates for off-street multi-use path		Cook County	X			1-7
	Identify intersection improvements at locations crossed by multi-use path, including green pavement and bicycle signals as needed		Cook County	X	X		1-7
	Identify and apply for funding to design and construct off-street multi-use path, such as ITEP and IDNR programs		Cook County, municipalities	X	X		1-7
	Construction of off-street multi-use path		Cook County		X	X	1-7
Improve pedestrian environment along the corridor	Correct ADA-deficient sidewalks	TBD	Burbank, Cook Co.	X			1
	Complete sidewalk gaps	TBD	Burbank, Cook Co.	X			1
	Repair deficient sidewalks (ON-GOING)	TBD	Burbank, Cook Co.	X	X	X	1
	Identify projects and funding to improve pedestrian environment, such as RTA, CMAQ, ITEP, SRTS, TSCP, (ON-GOING)	TBD	Burbank, Cook Co.	X	X	X	1
Improve bus access along the corridor	Establish consistent placement & design of Pace bus stops throughout the corridor, including transition to posted stops	TBD	Burbank, Pace	X	X		1
	Coordinate with private property owners to ensure good pedestrian access between Pace bus stops and adjacent businesses (ON-GOING)	TBD	Burbank, Pace, property owners	X	X	X	1
	Pace bus stop design and location to be coordinated with Cook County (ON-GOING)	TBD	Cook County, Burbank, Pace	X	X	X	1
Roadway/Intersection Improvements	Coordinate improvements with current community corridor initiatives, including Pace 95th Street Corridor (Pace), 95th Street Corridor (Oak Lawn / CMAP), Harlem Avenue Corridor (SW Conf of Mayors) and Cicero Ave Corridor (SW Conf of	TBD	Burbank, Cook Co., Pace, SW Conference of Mayors	X	X	X	1
	Enhance pedestrian crossings at intersections by adding high visibility crosswalks and countdown signals	85th Pl., 86th St.	Cook County		X		1
	Ensure adequate crossing times at signalized intersections	79th St., 87th St.	Cook County, Burbank, Oak Lawn		X		1
	Consolidate curb cuts to reduce vehicular/ped/bike conflicts	79th St.	municipalities, Cook Co.		X		1
	87th/State Road/Narragansett/Ridgeland roadway realignment & intersection improvements		Cook County, Burbank, Oak Lawn			X	1, 2
	New/improved streetscape elements (lighting, signage, plantings, etc.)	TBD	Cook County, Burbank, Oak Lawn	X	X		1

7 IMPLEMENTATION

RIDGELAND AVENUE CORRIDOR PLAN DRAFT IMPLEMENTATION STRATEGY SEGMENT 2: 87TH - 95TH

MUNICIPALITIES: Oak Lawn

GOAL	OBJECTIVES/ACTIONS (examples of applicable funding opportunities in parenthesis - refer to funding opportunities table for additional information)	SPECIFIC LOCATIONS	AGENCY	Short-term (<5yrs)	Medium term (6-10 yrs)	Long term (10+ yrs)	Segment
Identify funding sources for transportation improvements	Apply for roadway-related grants (STP, CMAQ) (ON-GOING)		Oak Lawn, Cook Co., SSMMA	X	X	X	1-7
	Apply for transit-related grants (RTA, CMAP) (ON-GOING)		Oak Lawn, Pace, RTA	X	X	X	1-7
	Apply for bike/ped-related grants (RTA, CMAP, ITEP, SRTS) (ON-GOING)		Oak Lawn, Cook Co., CMAP	X	X	X	1-7
	Apply for multi-modal funding grants (TIGER, CMAQ, TCSP, ITEP, IDNR) (ON-GOING)		Oak Lawn, Cook Co., CMAP, IDOT	X	X	X	1-7
Develop corridor wide bicycle network and bicycle-supportive amenities	Complete implementation of local bicycle/pedestrian plan		Oak Lawn	X			2
	Work with private property owners to incorporate bicycle-supportive facilities such as bike parking, repair, and access (ON-GOING)		Oak Lawn	X	X	X	2
	Outreach to major destinations and municipalities, such as Metra, Village Halls, libraries, Chicago Ridge Mall, Trinity Christian College, and schools to promote bicycling (ON-GOING)		Oak Lawn	X	X	X	2
Develop Ridgeland Avenue 10' off-street multi-use trail along the corridor	Secure consultant services to conduct engineering & design analysis for off-street multi-use path		Cook County	X			1-7
	Develop per-mile cost estimates for off-street multi-use path		Cook County	X			1-7
	Identify intersection improvements at locations crossed by multi-use path, including green pavement and bicycle signals as needed		Cook County	X	X		1-7
	Identify and apply for funding to design and construct off-street multi-use path, such as ITEP and IDNR programs		Cook County, municipalities	X	X		1-7
	Coordinate linkage between Ridgeland multi-use trail with Stony Creek Trail		Cook County, Oak Lawn	X	X		2
	Construction of off-street multi-use path		Cook County		X	X	2
Improve pedestrian environment along the corridor	Correct ADA-deficient sidewalks		municipalities, Cook Co.	X			2
	Complete sidewalk gaps		municipalities, Cook Co.	X			2
	Repair deficient sidewalks (ON-GOING)		municipalities, Cook Co.	X	X	X	2
	Pedestrian improvements to Chicago Ridge Mall		Oak Lawn, Chicago Ridge, Chicago Ridge Mall	X			2, 3
	Pedestrian improvements to Simmons Middle School - signage, marked crosswalks, reduced curb cuts		Oak Lawn, Oak Lawn School District	X			2
	Identify projects and funding to improve pedestrian environment, such as RTA, CMAQ, ITEP, SRTS, TSCP, (ON-GOING)		Oak Lawn, Cook Co.	X	X	X	2
Improve bus access along the corridor	Establish consistent placement & design of Pace bus stops throughout the corridor, including transition to posted stops		Oak Lawn, Pace	X	X		2
	Coordinate with private property owners to ensure good pedestrian access between Pace bus stops and adjacent businesses (ON-GOING)		Oak Lawn, Pace, property owners	X	X	X	2
	Pace bus stop design and location to be coordinated with Cook County (ON-GOING)		Cook County, Oak Lawn, Pace	X	X	X	2
	Coordinate with Pace 95th St. Corridor Study		Pace, Chicago Ridge, Oak Lawn	X	X		2, 3
Roadway/Intersection Improvements	Coordinate improvements with current community corridor initiatives, including Pace 95th Street Corridor (Pace), 95th Street Corridor (Oak Lawn / CMAP), Harlem Avenue Corridor (SW Conf of Mayors) and Cicero Ave Corridor (SW Conf of Mayors).	TBD	Oak Lawn, Chicago Ridge, Cook Co., Pace, SW Conference of Mayors	X	X	X	2,3
	Enhance pedestrian crossings at intersections by adding high visibility crosswalks and countdown signals	87th St., 89th Pl., 91st St., 93rd St., 95th St.	Cook County		X		2
	Ensure adequate crossing times at signalized intersections	95th St.	Cook County, municipalities		X		2
	Consolidate curb cuts to reduce vehicular/ped/bike conflicts	87th St.	Oak Lawn, Cook Co.		X		2
	State Road/Narragansett/Ridgeland roadway realignment & intersection improvements		Cook County, Burbank, Oak Lawn			X	1, 2
	Landscaped medians at selected locations	TBD	Cook County		X	X	2

**RIDGELAND AVENUE CORRIDOR PLAN
DRAFT IMPLEMENTATION STRATEGY
SEGMENT 3: 95TH - 103RD**

MUNICIPALITIES: Oak Lawn, Chicago Ridge

GOAL	OBJECTIVES/ACTIONS (examples of applicable funding opportunities in parenthesis - refer to funding opportunities table for additional information)	SPECIFIC LOCATIONS	AGENCY	Short-term (<5yrs)	Medium term (6-10 yrs)	Long term (10+ yrs)	Segment
Identify funding sources for transportation improvements	Apply for roadway-related grants (STP, CMAQ) (ON-GOING)		Oak Lawn, Chicago Ridge, Cook Co., SSMMA				1-7
	Apply for transit-related grants (RTA, CMAP) (ON-GOING)		Oak Lawn, Chicago Ridge, RTA, CMAP				1-7
	Apply for bike/ped-related grants (RTA, CMAP, ITEP, SRTS) (ON-GOING)		Oak Lawn, Chicago Ridge, Cook Co., CMAP				1-7
	Apply for multi-modal funding grants (TIGER, CMAQ, TCSP, ITEP, IDNR) (ON-GOING)		Oak Lawn, Chicago Ridge, Cook Co., IDOT				1-7
Develop corridor wide bicycle network and bicycle supportive amenities	Complete local bicycle/pedestrian plans		Oak Lawn, Chicago Ridge	X			3
	Work with private property owners to incorporate bicycle-supportive facilities such as bike-parking, repair, and access (ON-GOING)		Oak Lawn, Chicago Ridge	X	X	X	3
	Outreach to major destinations and municipalities, such as Metra, Village Halls, libraries, Chicago Ridge Mall, Trinity Christian College, and schools to promote bicycling (ON-GOING)		Oak Lawn, Chicago Ridge	X	X	X	3
Develop Ridgeland Avenue 10' off-street multi-use trail along the corridor	Secure consultant services to conduct engineering & design analysis for off-street multi-use path		Cook County	X			1-7
	Develop per-mile cost estimates for off-street multi-use path		Cook County	X			1-7
	Identify intersection improvements at locations crossed by multi-use path, including green pavement and bicycle signals as needed		Cook County	X	X		1-7
	Identify and apply for funding to design and construct off-street multi-use path, such as ITEP and IDNR programs		Cook County, Oak Lawn, Chicago Ridge	X	X		1-7
	Coordinate linkage between Ridgeland multi-use trail with Stony Creek Trail		Cook County, Oak Lawn	X	X		3
	Construction of off-street multi-use path		Cook County		X	X	1-7
Improve pedestrian environment along the corridor	Correct ADA-deficient sidewalks		municipalities, Cook Co.	X			3
	Complete sidewalk gaps		municipalities, Cook Co.	X			3
	Repair deficient sidewalks (ON-GOING)		municipalities, Cook Co.	X	X	X	3
	Pedestrian improvements to Chicago Ridge Mall - marked crosswalks, designated pedestrian paths from Ridgeland, bike racks		Oak Lawn, Chicago Ridge, Chicago Ridge Mall	X			3
	Identify projects and funding to improve pedestrian environment, such as RTA, CMAQ, ITEP, SRTS, TCSP (ON-GOING)		municipalities, Cook Co.	X	X	X	3
Improve bus access along the corridor	Establish consistent placement & design of Pace bus stops throughout the corridor, including transition to posted stops		Oak Lawn, Chicago Ridge, Pace	X	X		3
	Coordinate with private property owners to ensure good pedestrian access between Pace bus stops and adjacent businesses (ON-GOING)		Oak Lawn, Chicago Ridge, Pace, property owners	X	X	X	3
	Pace bus stop design and location to be coordinated with Cook County (ON-GOING)		Cook County, Oak Lawn, Pace	X	X	X	3
	Coordinate with Pace 95th St. Corridor Study		Pace, Chicago Ridge, Oak Lawn	X	X		3
Improve pedestrian access to Chicago Ridge Metra station	Complete engineering & design for Metra crossing concept		Cook County, Metra, Chicago Ridge	X			3,4
	Construction of Metra crossing improvements		Cook County, Metra		X	X	3,4
	Develop plan for and initiate railroad education & enforcement program (ON-GOING)		Chicago Ridge, Metra	X	X	X	3,4
Roadway/Intersection Improvements	Coordinate improvements with current community corridor initiatives, including Pace 95th Street Corridor (Pace), 95th Street Corridor (Oak Lawn / CMAP), Harlem Avenue Corridor (SW Conf of Mayors) and Cicero Ave Corridor (SW Conf of Mayors).	TBD	Chicago Ridge, Cook Co., Pace, SW Conference of Mayors	X	X	X	3,4
	Enhance pedestrian crossings at intersections by adding high visibility crosswalks and countdown signals	95th St., 97th St.	Cook County		X		3
	Ensure adequate crossing times at signalized intersections	95th St.	Cook County, municipalities		X		3
	Consolidate curb cuts to reduce vehicular/ped/bike conflicts	Southwest Hwy, 99th Pl.	municipalities, Cook Co.		X		3
	Evaluate potential for new traffic signal at Ridgeland & 99th Pl		Cook County, Chicago Ridge, Oak Lawn	X			3
	Landscaped medians at selected locations	TBD	Cook County		X	X	3
	New/improved streetscape elements (lighting, signage, plantings, etc.)	TBD	Cook County, Chicago Ridge, Oak Lawn	X	X		3

7 IMPLEMENTATION

RIDGELAND AVENUE CORRIDOR PLAN DRAFT IMPLEMENTATION STRATEGY

SEGMENT 4: 103RD - 111TH

MUNICIPALITIES: Chicago Ridge, Worth

GOAL	OBJECTIVES/ACTIONS (examples of applicable funding opportunities in parenthesis - refer to funding opportunities table for additional information)	SPECIFIC LOCATIONS	AGENCY	Short-term (<5yrs)	Medium term (6-10 yrs)	Long term (10+ yrs)	Segment
Identify funding sources for transportation improvements	Apply for roadway-related grants (STP, CMAQ) (ON-GOING)		Chicago Ridge, Worth, Cook Co., SSMA	X	X	X	1-7
	Apply for transit-related grants (RTA, CMAP) (ON-GOING)		Chicago Ridge, Worth, RTA	X	X	X	1-7
	Apply for bike/ped-related grants (RTA, CMAP, ITEP, SRTS), (ON-GOING)		Chicago Ridge, Worth, Cook Co., CMAP	X	X	X	1-7
	Apply for multi-modal funding grants (TIGER, CMAQ, TCSP, ITEP, IDNR) (ON-GOING)		Chicago Ridge, Worth, Cook Co., CMAP, IDOT	X	X	X	1-7
Develop corridor wide bicycle network and bicycle-supportive amenities	Complete local bicycle/pedestrian plans		Chicago Ridge, Worth	X			4
	Work with private property owners to incorporate bicycle-supportive facilities such as bike parking, repair, and access (ON-GOING)		Chicago Ridge, Worth	X	X	X	4
	Outreach to major destinations and municipalities, such as Metra, Village Halls, libraries, Chicago Ridge Mall, Trinity Christian College, and schools to promote bicycling (ON-GOING)		Chicago Ridge, Worth	X	X	X	4
Develop Ridgeland Avenue 10' off-street multi-use trail along the corridor	Secure consultant services to conduct engineering & design analysis for off-street multi-use path		Cook County	X			1-7
	Develop per-mile cost estimates for off-street multi-use path		Cook County	X			1-7
	Identify intersection improvements at locations crossed by multi-use path, including green pavement and bicycle signals as needed		Cook County	X	X		1-7
	Identify and apply for funding to design and construct off-street multi-use path, such as ITEP and IDNR programs		Cook County, municipalities	X	X		1-7
	Construction of off-street multi-use path		Cook County		X	X	1-7
Improve pedestrian environment along the corridor	Correct ADA-deficient sidewalks		Chicago Ridge, Worth, Cook Co.	X			4
	Complete sidewalk gaps		Chicago Ridge, Worth, Cook Co.	X			4
	Repair deficient sidewalks (ON-GOING)		Chicago Ridge, Worth, Cook Co.	X	X	X	4
	Identify projects and funding to improve pedestrian environment, such as RTA, CMAQ, ITEP, SRTS, TCSP (ON-GOING)		Chicago Ridge, Worth, Cook Co.	X	X	X	4
Improve bus access along the corridor	Establish consistent placement & design of Pace bus stops throughout the corridor, including transition to posted stops		Chicago Ridge, Worth, Pace	X	X		4
	Coordinate with private property owners to ensure good pedestrian access between Pace bus stops and adjacent businesses (ON-GOING)		Chicago Ridge, Worth, Pace	X	X	X	4
	Pace bus stop design and location to be coordinated with Cook County (ON-GOING)		Cook County, Chicago Ridge, Worth, Pace	X	X	X	4
Improve pedestrian access to Chicago Ridge Metra station	Complete engineering & design for Metra crossing concept		Cook County, Metra, Chicago Ridge	X			3, 4
	Construction of Metra crossing improvements		Cook County, Metra		X	X	3, 4
	Develop plan for and initiate railroad education & enforcement program (ON-GOING)		Chicago Ridge, Metra	X	X	X	3, 4
Roadway/Intersection Improvements	Coordinate improvements with current community corridor initiatives, including Pace 95th Street Corridor (Pace), 95th Street Corridor (Oak Lawn / CMAP), Harlem Avenue Corridor (SW Conf of Mayors) and Cicero Ave Corridor (SW Conf of Mayors).	TBD	Chicago Ridge, Cook Co., Pace, SW Conference of Mayors	X	X	X	3, 4
	Enhance pedestrian crossings at intersections by adding high visibility crosswalks and countdown signals	103rd, 107th, 108th, 109th, 110th, 111th	Cook County		X	X	4
	Ensure adequate crossing times at signalized intersections	103rd, 111th	Cook County, Chicago Ridge, Worth		X		4
	Consolidate curb cuts to reduce vehicular/ped/bike conflicts	TBD	Cook County, Chicago Ridge, Worth		X		4
	Landscaped medians at selected mountable median locations	TBD	Cook County		X	X	4
	Evaluate intersection reconfiguration at Ridgeland & 106th		Cook County, Chicago Ridge	X			4
	New/improved streetscape elements (lighting, signage, plantings, etc.)	TBD	Cook County, Chicago Ridge, Worth	X	X		4

**RIDGELAND AVENUE CORRIDOR PLAN
DRAFT IMPLEMENTATION STRATEGY**

SEGMENT 5: 111TH - CAL SAG **MUNICIPALITIES: Worth, Alsip**

GOAL	OBJECTIVES/ACTIONS (examples of applicable funding opportunities in parenthesis - refer to funding opportunities table for additional information)	SPECIFIC LOCATIONS	AGENCY	Short-term (<5yrs)	Medium term (6-10 yrs)	Long term (10+ yrs)	Segment
Identify funding sources for transportation improvements	Apply for roadway-related grants (STP, CMAQ) (ON-GOING)		Worth, Alsip, Cook Co., SSIMMA	X	X	X	1-7
	Apply for transit-related grants (RTA, CMAP) (ON-GOING)		Worth, Alsip, RTA	X	X	X	1-7
	Apply for bike/ped-related grants (RTA, CMAP, ITEP, SRTS), (ON-GOING)		Worth, Alsip, Cook Co., CMAP	X	X	X	1-7
	Apply for multi-modal funding grants (TIGER, CMAQ, TCSP, ITEP, IDNR) (ON-GOING)		Worth, Alsip, Cook Co., CMAP, IDOT	X	X	X	1-7
Develop corridor wide bicycle network and bicycle-supportive amenities	Complete local bicycle/pedestrian plans		Worth, Alsip	X			5
	Work with private property owners to incorporate bicycle-supportive facilities such as bike parking, repair, and access (ON-GOING)		Worth, Alsip	X	X	X	5
	Outreach to major destinations and municipalities, such as Metra, Village Halls, libraries, Chicago Ridge Mall, Trinity Christian College, and schools to promote bicycling (ON-GOING)		Worth, Alsip	X	X	X	5
Develop Ridgeland Avenue 10' off-street multi-use trail along the corridor	Secure consultant services to conduct engineering & design analysis for off-street multi-use path		Cook County	X			1-7
	Develop per-mile cost estimates for off-street multi-use path		Cook County	X			1-7
	Identify intersection improvements at locations crossed by multi-use path, including green pavement and bicycle signals as needed		Cook County	X	X		1-7
	Identify and apply for funding to design and construct off-street multi-use path, such as ITEP and IDNR programs		Cook County, municipalities	X	X		1-7
	Coordinate linkage between Ridgeland multi-use trail with Cal-Sag Trail		Cook County, CCFPD	X	X		5, 6
	Construction of off-street multi-use path		Cook County		X	X	1-7
Improve pedestrian environment along the corridor	Prepare design and implement signage/roadway markings for on-street shared use segments		Alsip		X		5
	Correct ADA-deficient sidewalks	TBD	Worth, Alsip, Cook County	X			5
	Complete sidewalk gaps	TBD	Worth, Alsip, Cook County	X			5
	Repair deficient sidewalks (ON-GOING)	TBD	Worth, Alsip, Cook County	X	X	X	5
Improve bus access along the corridor	Identify projects and funding to improve pedestrian environment, such as RTA, CMAQ, ITEP, SRTS, TSCP, (ON-GOING)	TBD	Worth, Alsip, Cook County	X	X	X	5
	Conduct market study for flexible transit to service Near North Cal Sag Industrial Area		Pace, Alsip	X			5
Roadway/Intersection Improvements	Identify and apply for funding to implement flexible transit to serve Near North Cal Sag Industrial Area, such as RTA Job Access Reverse Commute (JARC) or New Freedom (NF)		Pace, Alsip	X	X		5
	Coordinate improvements with current community corridor initiatives, including Pace 95th Street Corridor (Pace), 95th Street Corridor (Oak Lawn / CMAP), Harlem Avenue Corridor (SW Conf of Mayors) and Cicero Ave Corridor (SW Conf of Mayors).	TBD	Worth, Alsip, Cook Co., Pace, SW Conference of Mayors	X	X	X	5
	Enhance pedestrian crossings at intersections by adding high visibility crosswalks and countdown signals	111th, Wood Ave., Home Ave.	Cook County		X		5
	Ensure adequate crossing times at signalized intersections	111th	Cook County, Worth, Alsip	X			5
	Consolidate curb cuts to reduce vehicular/ped/bike conflicts	TBD	Cook County, Worth, Alsip	X			5
	Landscaped medians at selected locations		Cook County		X	X	5
New/improved streetscape elements (lighting, signage, plantings, etc.)		TBD	Cook County, Worth, Alsip	X	X		5

7 IMPLEMENTATION

RIDGELAND AVENUE CORRIDOR PLAN DRAFT IMPLEMENTATION STRATEGY

SEGMENT 6: CAL SAG - 127TH

MUNICIPALITIES: Alsip, Palos Heights

GOAL	OBJECTIVES/ACTIONS (examples of applicable funding opportunities in parenthesis - refer to funding opportunities table for additional information)	SPECIFIC LOCATIONS	AGENCY	Short-term (<5yrs)	Medium term (6-10 yrs)	Long term (10+ yrs)	Segment
Identify funding sources for transportation improvements	Apply for roadway-related grants (STP, CMAQ) (ON-GOING)		Alsip, Palos Hts, Cook Co., SSMMMA	X	X	X	1-7
	Apply for transit-related grants (RTA, CMAP) (ON-GOING)		Alsip, Palos Hts, RTA	X	X	X	1-7
	Apply for bike/ped-related grants (RTA, CMAP, ITEP, SRTS) (ON-GOING)		Alsip, Palos Hts, CMAP	X	X	X	1-7
	Apply for multi-modal funding grants (TIGER, CMAQ, TCSP, ITEP, IDNR) (ON-GOING)		Alsip, Palos Hts, CMAP, IDOT	X	X	X	1-7
Develop corridor wide bicycle network and bicycle-supportive amenities	Complete local bicycle/pedestrian plans		Alsip, Palos Heights	X			6
	Work with private property owners to incorporate bicycle-supportive facilities such as bike parking, repair, and access (ON-GOING)		Alsip, Palos Heights	X	X	X	6
	Outreach to major destinations and municipalities, such as Metra, Village Halls, libraries, Chicago Ridge Mall, Trinity Christian College, and schools to promote bicycling (ON-GOING)		Alsip, Palos Heights	X	X	X	6
Develop Ridgeland Avenue 10' off-street multi-use trail along the corridor	Secure consultant services to conduct engineering & design analysis for off-street multi-use path		Cook County	X			1-7
	Develop per-mile cost estimates for off-street multi-use path		Cook County	X			1-7
	Identify intersection improvements at locations crossed by multi-use path, including green pavement and bicycle signals as needed		Cook County	X	X		1-7
	Identify and apply for funding to design and construct off-street multi-use path, such as ITEP and IDNR programs		Cook County, municipalities	X	X		1-7
	Coordinate linkage between Ridgeland multi-use trail with Cal-Sag Trail		Cook County, CCFPD	X	X		5, 6
	Construction of off-street multi-use path		Cook County		X	X	1-7
Improve pedestrian environment along the corridor	Correct ADA-deficient sidewalks	TBD	Cook County, Alsip, Palos Heights	X			6
	Complete sidewalk gaps	TBD	Cook County, Alsip, Palos Heights	X			6
	Repair deficient sidewalks (ON-GOING)	TBD	Cook County, Alsip, Palos Heights	X	X	X	6
	Pedestrian improvements to Trinity Christian College and athletic fields - wayfinding signage, completed sidewalk network, crosswalks, bike racks		Cook County, Alsip, Palos Heights	X			6
	Pedestrian improvements to Shepard High School - completed sidewalk network, crosswalks, bike racks, signage		Palos Heights, Cook County, Shepard HS	X			6
	Identify projects and funding to improve pedestrian environment, such as RTA, CMAQ, ITEP, SRTS, TCSP (ON-GOING)		Cook County, Alsip, Palos Heights	X	X	X	6
Improve bus access along the corridor	Continue Palos Heights community shuttle (ON-GOING)		Palos Heights	X	X	X	6
Roadway/Intersection Improvements	Coordinate improvements with current community corridor initiatives, including Pace 95th Street Corridor (Pace), 95th Street Corridor (Oak Lawn / CMAP), Harlem Avenue Corridor (SW Conf of Mayors) and Cicero Ave Corridor (SW Conf of Mayors).	TBD	Alsip, Palos Heights, Cook Co., Pace, SW Conference of Mayors	X	X	X	6
	Enhance pedestrian crossings at intersections by adding high visibility crosswalks and countdown signals	College Dr., 122nd, 123rd, 124th, 125th, 126th Pl., 127th	Cook County		X		6
	Ensure adequate crossing times at signalized intersections	127th	Cook County, Alsip, Palos Heights	X			6
	Consolidate curb cuts to reduce vehicular/ped/bike conflicts	TBD	Cook County, Alsip, Palos Heights	X			6
	Landscaped medians at selected locations	TBD	Cook County, Alsip, Palos Heights		X	X	6
	Evaluate potential for pedestrian crossing with median refuge at Ridgeland & 123rd		Cook County, Palos Heights	X			6
	New/improved streetscape elements (lighting, signage, plantings, etc.)	TBD	Cook County, Alsip, Palos Heights	X	X		6

**RIDGELAND AVENUE CORRIDOR PLAN
DRAFT IMPLEMENTATION STRATEGY
SEGMENT 7: 127TH - 135TH** **MUNICIPALITIES: Palos Heights**

GOAL	OBJECTIVES/ACTIONS (examples of applicable funding opportunities in parenthesis - refer to funding opportunities table for additional information)	SPECIFIC LOCATIONS	AGENCY	Short-term (<5yrs)	Medium term (6-10 yrs)	Long term (10+ yrs)	Segment
Identify funding sources for transportation improvements	Apply for roadway-related grants (STP, CMAQ) (ON-GOING)		Palos Hts, Cook Co., SSMMA	X	X	X	1-7
	Apply for transit-related grants (RTA, CMAP) (ON-GOING)		Palos Hts, Pace, RTA	X	X	X	1-7
	Apply for bike/ped-related grants (RTA, CMAP, ITEP, SRTS), (ON-GOING)		Palos Hts, Cook Co., CMAP	X	X	X	1-7
	Apply for multi-modal funding grants (TIGER, CMAQ, TCSP, ITEP, IDNR) (ON-GOING)		Palos Hts, Cook Co., CMAP, IDOT	X	X	X	1-7
Develop corridor wide bicycle network and bicycle-supportive amenities	Complete local bicycle/pedestrian plans		Palos Heights	X			7
	Work with private property owners to incorporate bicycle-supportive facilities such as bike parking, repair, and access (ON-GOING)		Palos Heights	X	X	X	7
	Outreach to major destinations and municipalities, such as Metra, Village Halls, libraries, Chicago Ridge Mall, Trinity Christian College, and schools to promote bicycling (ON-GOING)		Palos Heights	X	X	X	7
Develop Ridgeland Avenue 10' off-street multi-use trail along the corridor	Secure consultant services to conduct engineering & design analysis for off-street multi-use path		Cook County	X			1-7
	Develop per-mile cost estimates for off-street multi-use path		Cook County	X			1-7
	Identify intersection improvements at locations crossed by multi-use path, including green pavement and bicycle signals as needed		Cook County	X	X		1-7
	Identify and apply for funding to design and construct off-street multi-use path, such as ITEP and IDNR programs		Cook County, municipalities	X	X		1-7
	Coordinate linkage between Ridgeland multi-use trail with Tinley Creek Regional Trail		Cook County, CCFPD		X	X	7
	Construction of off-street multi-use path		Cook County		X	X	1-7
Improve pedestrian environment along the corridor	Correct ADA-deficient sidewalks	TBD	Palos Heights, Cook Co.	X			7
	Complete sidewalk gaps	TBD	Palos Heights, Cook Co.	X			7
	Repair deficient sidewalks (ON-GOING)	TBD	Palos Heights, Cook Co.	X	X	X	7
	Identify projects and funding to improve pedestrian environment, such as RTA, CMAQ, ITEP, SRTS, TCSP, (ON-GOING)	TBD	Palos Heights, Cook Co.	X	X	X	7
Improve bus access along the corridor	Continue Palos Heights community shuttle (ON-GOING)		Palos Heights	X	X	X	7
Roadway/Intersection Improvements	Coordinate improvements with current community corridor initiatives, including Pace 95th Street Corridor (Pace), 95th Street Corridor (Oak Lawn / CMAP), Harlem Avenue Corridor (SW Conf of Mayors) and Cicero Ave Corridor (SW Conf of Mayors).	TBD	Palos Heights, Cook Co., Pace, SW Conference of Mayors	X	X	X	7
	Enhance pedestrian crossings at intersections by adding high visibility crosswalks and countdown signals	127th, 128th, Westgate Valley Dr., Shadow Creek, 135th	Cook County		X		7
	Ensure adequate crossing times at signalized intersections	127th	Palos Heights, Cook Co.	X			7
	Consolidate curb cuts to reduce vehicular/ped/bike conflicts	TBD	Palos Heights, Cook Co.	X			7
	Landscaped medians at selected locations	TBD	Cook County		X	X	7
	New/improved streetscape elements (lighting, signage, plantings, etc.)			X	X		7

3) Transportation Improvement Budget

The following budget estimate is provided for preliminary budgeting purposes only. Further evaluation of the existing conditions and refinement of the proposed improvements, including coordination with Cook County Department of Transportation and Highways, is necessary to fully understand the costs to construct the proposed improvements. Quantity takeoffs are derived from Ridgeland Avenue Concept plans dated February 2014. Plans are based on aerial photography, GIS data, and field observations. Construction costs will vary based on actual site conditions to be determined once a topographic survey is completed in future phases. Costs are based on a General Contractor project delivery method assuming a public bidding process and payment of prevailing wages. Unit costs shown are from past experience on similar projects. Actual costs will vary based on economic conditions and other factors at the time of bidding. Unforeseen conditions such as utility relocations and adjustments are not accounted for in the budget costs provided. Further study is necessary to determine if conditions exist that will require modification to construct the proposed improvements. Costs are shown separately for each geographic area. Combining multiple areas together in one bid package will likely result in lower unit costs based on economies of scale. Costs do not include property acquisition or establishment of easements if necessary.

Note: The southern intersection limit in each segment is counted on the first exhibit and excluded on the second.

Segment 1: 79th Street to 87th Street/State Road				
New Sidewalk				
	0 Miles @	\$ 400,000.00	=	\$ -
Enhanced Ped Crossings Striping				
	2 Locations @	\$ 1,500.00	=	\$ 3,000.00
ADA dome plates				
	5 Locations @	\$ 5,000.00	=	\$ 25,000.00
Multi-use path				
	1 Mile @	\$ 700,000.00	=	\$ 700,000.00
Green pavement				
	8 Intersections @	\$ 20,000.00	=	\$ 160,000.00
Cycle track				
	0 Miles @	\$ 700,000.00	=	\$ -
Bike Signals				
	1 Intersections @	\$ 50,000.00	=	\$ 50,000.00
Bike Signage				
	3 Signs @	\$ 3,500.00	=	\$ 10,500.00
"Sharrow" Pavement markings				
	0 Locations @	\$ 500.00	=	\$ -
Landscaped Median				
	0 Linear foot @	\$ 600,000.00	=	\$ -
Roadway Improvements Associated with Median				
	0 Miles @	\$ 500,000.00	=	\$ -
Decorative Roadway Lighting				
	50 Locations @	\$ 10,000.00		\$ 500,000.00
Vehicular Directional Signs				
	8 Locations @	\$ 5,000.00		\$ 40,000.00
Parkway Trees				
	100 Locations @	\$ 1,200.00		\$ 120,000.00
Segment 1 Total =				\$ 1,608,500.00

Segment 2: 87th Street to 95th Street					
New Sidewalk					
	0	Miles @	\$ 400,000.00	=	\$ -
Enhanced Ped Crossings Striping					
	1	Locations @	\$ 1,500.00	=	\$ 1,500.00
ADA dome plates					
	35	Locations @	\$ 5,000.00	=	\$ 175,000.00
Multi-use path					
	1	Mile @	\$ 700,000.00	=	\$ 700,000.00
Green pavement					
	10	Intersections @	\$ 20,000.00	=	\$ 200,000.00
Cycle track					
	0	Miles @	\$ 700,000.00	=	\$ -
Bike Signals					
	4	Intersections @	\$ 50,000.00	=	\$ 200,000.00
Bike Signage					
	6	Signs @	\$ 3,500.00	=	\$ 21,000.00
"Sharrow" Pavement markings					
	0	Locations @	\$ 500.00	=	\$ -
Landscaped Median					
	0.5	Miles @	\$ 600,000.00	=	\$ 300,000.00
Raised Concrete Median					
	0.33	Miles @	\$ 500,000.00		\$ 165,000.00
Roadway Improvements Associated with Median					
	0	Miles @	\$ 500,000.00	=	\$ -
Decorative Roadway Lighting					
	50	Locations @	\$ 10,000.00		\$ 500,000.00
Vehicular Directional Signs					
	8	Locations @	\$ 5,000.00		\$ 40,000.00
Parkway Trees					
	100	Locations @	\$ 1,200.00		\$ 120,000.00
Segment 2 Total =					\$ 2,422,500.00

7 IMPLEMENTATION

Segment 3: 95th Street to 103rd Street

New Sidewalk				
	0 Miles @	\$ 400,000.00	=	\$ -
Enhanced Ped Crossings Striping				
	2 Locations @	\$ 1,500.00	=	\$ 3,000.00
ADA dome plates				
	32 Locations @	\$ 5,000.00	=	\$ 160,000.00
Multi-use path				
	1 Mile @	\$ 700,000.00	=	\$ 700,000.00
Green pavement				
	6 Intersections @	\$ 20,000.00	=	\$ 120,000.00
Cycle track				
	0 Miles @	\$ 700,000.00	=	\$ -
Bike Signals				
	5 Intersections @	\$ 50,000.00	=	\$ 250,000.00
Bike Signage				
	3 Signs @	\$ 3,500.00	=	\$ 10,500.00
"Sharrow" Pavement markings				
	0 Locations @	\$ 500.00	=	\$ -
Landscaped Median				
	0.3 Miles @	\$ 600,000.00	=	\$ 180,000.00
Roadway Improvements Associated with Median				
	1 Miles @	\$ 500,000.00	=	\$ 500,000.00
Pedestrian/Bike Underpass				
	1 Underpass @	\$ 3,000,000.00	=	\$ 3,000,000.00
Pedestrian/Bike Bridge				
	1 Bridge @	\$ 500,000.00	=	\$ 500,000.00
New Traffic Signal				
	1 Locations @	\$ 300,000.00	=	\$ 300,000.00
Railroad Pedestrian Gates (at IHB RR)				
	2 Locations @	\$ 20,000.00	=	\$ 40,000.00
Decorative Roadway Lighting				
	50 Locations @	\$ 10,000.00		\$ 500,000.00
Vehicular Directional Signs				
	8 Locations @	\$ 5,000.00		\$ 40,000.00
Parkway Trees				
	100 Locations @	\$ 1,200.00		\$ 120,000.00
Segment 3 Total =				\$ 6,423,500.00

Segment 4: 103rd Street to 111th Street					
New Sidewalk					
	0	Miles @	\$ 400,000.00	=	\$ -
Enhanced Ped Crossings Striping					
	5	Locations @	\$ 1,500.00	=	\$ 7,500.00
ADA dome plates					
	35	Locations @	\$ 5,000.00	=	\$ 175,000.00
Multi-use path					
	0.75	Mile @	\$ 700,000.00	=	\$ 525,000.00
Green pavement					
	9	Intersections @	\$ 20,000.00	=	\$ 180,000.00
Cycle track					
	0.25	Miles @	\$ 700,000.00	=	\$ 175,000.00
Bike Signals					
	4	Intersections @	\$ 50,000.00	=	\$ 200,000.00
Bike Signage					
	4	Signs @	\$ 3,500.00	=	\$ 14,000.00
"Sharrows" Pavement markings					
	0	Locations @	\$ 500.00	=	\$ -
Landscaped Median					
	0.25	Miles @	\$ 600,000.00	=	\$ 150,000.00
Roadway Improvements Associated with Median					
	1	Miles @	\$ 500,000.00	=	\$ 500,000.00
Enhanced Metra Crossing					
	1	Crossing @	\$ 200,000.00	=	\$ 200,000.00
Railroad Pedestrian Gates (at SWS RR)					
	3	Locations @	\$ 67,000.00	=	\$ 201,000.00
Pedestrian Crossing Sign at Metra					
	5	Locations @	\$ 500.00	=	\$ 2,500.00
Decorative Roadway Lighting					
	50	Locations @	\$ 10,000.00	=	\$ 500,000.00
Decorative Pedestrian Lighting					
	15	Locations @	\$ 8,500.00	=	\$ 127,500.00
Vehicular Directional Signs					
	8	Locations @	\$ 5,000.00	=	\$ 40,000.00
Streetscape Walk between 105th-108th					
	20000	Square Feet	\$ 15.00	=	\$ 300,000.00
Landscape Buffer between 105th-108th					
	750	Linear Foot	\$ 75.00	=	\$ 56,250.00
Benches between 105th-108th					
	18	Locations @	\$ 1,500.00	=	\$ 27,000.00
Bike Racks between 105th-108th					
	25	Locations @	\$ 800.00	=	\$ 20,000.00
Parkway Trees					
	20	Locations @	\$ 1,200.00	=	\$ 24,000.00
Median Gateway Plantings					
	300	Linear Foot	\$ 125.00	=	\$ 37,500.00
Segment 4 Total =					\$ 3,462,250.00

7 IMPLEMENTATION

Segment 5: 111th Street to Cal Sag					
New Sidewalk					
	0.5	Miles @	\$ 400,000.00	=	\$ 200,000.00
Enhanced Ped Crossings Striping					
	2	Locations @	\$ 1,500.00	=	\$ 3,000.00
ADA dome plates					
	7	Locations @	\$ 5,000.00	=	\$ 35,000.00
Multi-use path					
	0.75	Mile @	\$ 700,000.00	=	\$ 525,000.00
Green pavement					
	1	Intersections @	\$ 20,000.00	=	\$ 20,000.00
Cycle track					
	0	Miles @	\$ 700,000.00	=	\$ -
Bike Signals					
	1	Intersections @	\$ 50,000.00	=	\$ 50,000.00
Bike Signage					
	8	Signs @	\$ 3,500.00	=	\$ 28,000.00
"Sharrow" Pavement markings					
	4	Locations @	\$ 500.00	=	\$ 2,000.00
Landscaped Median					
	0.15	Miles @	\$ 600,000.00	=	\$ 90,000.00
Raised Concrete Median					
	0.74	Miles @	\$ 500,000.00	=	\$ 370,000.00
Roadway Improvements Associated with Median					
	0.5	Miles @	\$ 500,000.00	=	\$ 250,000.00
Frontage Road Improvements					
	0.5	Miles @	\$ 800,000.00	=	\$ 400,000.00
Retaining Wall at Multi-use path					
	1600	Linear Foot	\$ 200.00	=	\$ 320,000.00
Pedestrian Lighting at Underpasses					
	20	Locations @	\$ 3,500.00	=	\$ 70,000.00
Decorative Roadway Lighting					
	50	Locations @	\$ 10,000.00	=	\$ 500,000.00
Vehicular Directional Signs					
	4	Locations @	\$ 5,000.00	=	\$ 20,000.00
Parkway Trees					
	7	Locations @	\$ 1,200.00	=	\$ 8,400.00
				Segment 5 Total =	\$ 2,891,400.00

Segment 6: Cal Sag to 127th Street

New Sidewalk					
	3	Miles @	\$ 400,000.00	=	\$ 1,200,000.00
Enhanced Ped Crossings Striping					
	10	Locations @	\$ 1,500.00	=	\$ 15,000.00
ADA dome plates					
	26	Locations @	\$ 5,000.00	=	\$ 130,000.00
Multi-use path					
	1	Mile @	\$ 700,000.00	=	\$ 700,000.00
Green pavement					
	5	Intersections @	\$ 20,000.00	=	\$ 100,000.00
Cycle track					
	0	Miles @	\$ 700,000.00	=	\$ -
Bike Signals					
	2	Intersections @	\$ 50,000.00	=	\$ 100,000.00
Bike Signage					
	11	Signs @	\$ 3,500.00	=	\$ 38,500.00
"Sharrow" Pavement markings					
	0	Locations @	\$ 500.00	=	\$ -
Landscaped Median					
	0.25	Miles @	\$ 600,000.00	=	\$ 150,000.00
Raised Concrete Median					
	0.2	Miles @	\$ 500,000.00	=	\$ 100,000.00
Roadway Improvements Associated with Median					
	0.75	Miles @	\$ 500,000.00	=	\$ 375,000.00
Pedestrian Bridge					
	1	Bridge @	#####	=	\$ 10,000,000.00
Trail Connection Ramps					
	0.5	Miles @	\$ 500,000.00	=	\$ 250,000.00
Decorative Roadway Lighting					
	50	Locations @	\$ 10,000.00	=	\$ 500,000.00
Vehicular Directional Signs					
	4	Locations @	\$ 5,000.00	=	\$ 20,000.00
Parkway Trees					
	100	Locations @	\$ 1,200.00	=	\$ 120,000.00
Segment 6 Total =					\$ 13,798,500.00

7 IMPLEMENTATION

Segment 7: 127th Street to 135th Street

New Sidewalk					
	0.4	Miles @	\$ 400,000.00	=	\$ 160,000.00
Enhanced Ped Crossings Striping					
	4	Locations @	\$ 1,500.00	=	\$ 6,000.00
ADA dome plates					
	25	Locations @	\$ 5,000.00	=	\$ 125,000.00
Multi-use path					
	0.8	Mile @	\$ 700,000.00	=	\$ 560,000.00
Green pavement					
	7	Intersections @	\$ 20,000.00	=	\$ 140,000.00
Cycle track					
	0	Miles @	\$ 700,000.00	=	\$ -
Bike Signals					
	2	Intersections @	\$ 50,000.00	=	\$ 100,000.00
Bike Signage					
	5	Signs @	\$ 3,500.00	=	\$ 17,500.00
"Sharrows" Pavement markings					
	8	Locations @	\$ 500.00	=	\$ 4,000.00
Landscaped Median					
	0.25	Miles @	\$ 600,000.00	=	\$ 150,000.00
Raised Concrete Median					
	0.07	Miles @	\$ 500,000.00		\$ 35,000.00
Roadway Improvements Associated with Median					
	0.75	Miles @	\$ 500,000.00	=	\$ 375,000.00
Frontage Road Improvements					
	0.25	Miles @	\$ 800,000.00	=	\$ 200,000.00
Decorative Roadway Lighting					
	50	Locations @	\$ 10,000.00		\$ 500,000.00
Vehicular Directional Signs					
	6	Location @	\$ 5,000.00		\$ 30,000.00
Parkway Trees					
	150	Locations@	\$ 1,200.00		\$ 180,000.00
Segment 7 Total =					\$ 2,582,500.00

Subtotal =	\$ 33,189,150.00
10% Contingency =	\$ 3,318,915.00
Grand Total =	\$ 36,508,065.00

4) Enhancement Funding Opportunities

Name	Category	Subcategory	Project Types	Funding Source	Website
Illinois Transportation Enhancement Program (ITEP)	Transportation	Planning/Implementation	Alternative modes of transportation, enhancements to transportation systems through preservation of visual and cultural resources	IDOT	http://dot.state.il.us/opp/itep.html
Surface Transportation Program (STP)	Transportation	Planning/Implementation	provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities	USDOT (Federal)	http://www.fhwa.dot.gov/safetealu
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	Transportation	Planning/Implementation	supports surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief	Jointly administered by FHWA and the Federal Transit Administration (FTA)	http://www.fhwa.dot.gov/environment/air_quality/cmaq/
Transportation Alternatives Program (TAP)	Transportation	Planning/Implementation	provides funding for transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.	USDOT (Federal)	http://www.fhwa.dot.gov/map21/guidance/quidtap.cfm
Transportation Investment Generating Economic Recovery (TIGER) Grant	Transportation	Planning/Implementation	Investment in road, rail, transit and port projects	USDOT (Federal)	www.dot.gov/tiger/
Illinois Safe Routes to School (SRTS)	Transportation	Planning/Implementation	Projects that encourage walking, biking to and from school for grades K-8. Sidewalks, traffic signals, pavement stripings, signage, bike lanes, bike racks.	National Center for Safe Routes to School	http://www.saferoutesinfo.org/
Illinois Green Infrastructure Grant Program for Stormwater Management (IGIG)	Sustainability	Planning/Implementation	Green Infrastructure / Stormwater Management	EPA	http://www.epa.state.il.us/water/financial-assistance/igig.html
Highway Safety and Improvement Program (HSIP)	Transportation	Planning/Implementation	The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including highway and rail grade crossings.	FHWA	http://safety.fhwa.dot.gov/hsip/
Access to Transit Improvement Program (RTA)	Transportation	Planning/Implementation	The goal of the program is intended to leverage RTA funds with federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding to help implement recommendations contained in RTA-funded Community Planning studies. Funding for this program is dependent on RTA-supported projects being accepted into the CMAQ program.	RTA/CMAQ	local RTA representatives should be contacted
NEA "Our Town" Creative Placemaking Grant	Community Development	Implementation	"Creative placemaking" projects that contribute to the livability of communities and put the arts at their core	National Endowment for the Arts (NEA)	http://www.arts.gov/grants/apply/index.html
Arts Grants (various)	Community Development	Implementation	Various grants for the arts	National Endowment for the Arts (NEA)	http://www.arts.gov/grants/index.html

5) Community Development Opportunity Sites

As the market assessment explained, the communities lining Ridgeland Avenue not only share a road. That connection creates a sub-regional, multi-jurisdictional community where Ridgeland Avenue users cross community boundaries while traveling to jobs, shop, dine, and enjoy the many amenities available along the corridor. Implementing effective economic development along the shared corridor requires both a regional perspective and an approach that addresses processes and programs specific to each community. The Economic Development Goal of the Ridgeland Avenue Corridor Plan is:

Preserve and enhance Ridgeland Corridor's role as an attractive commercial, residential, shopping and dining experience.

The narrative that follows details objectives and action steps for each community to make its segment of the corridor contribute to that vision.

A) CITY OF BURBANK

Objective: Improve the vitality of the four corners at 79th and Narragansett by attracting tenants to fill vacancies.

TASK	WHO	DUE	COST
1	City Staff	Jul-14	staff time
a			
b			
c			
d			
e			
2	City Staff	ongoing	staff time
3	City Staff	ongoing	staff time

B) CITY OF BURBANK, VILLAGE OF OAK LAWN

Objective: Create a public private partnership (3P) framework for long-term enhancement of the 87th & Ridgeland intersection.

TASK	WHO	DUE	COST
1	Village Staff	Jul-14	staff time
a			
b			
c			
2	Village Staff	Jul-14	staff time
3	Village Staff	Jul-14	staff time
4	Village Staff	Jul-14	staff time
a			
b			
5	Village Staff	ongoing	staff time

C) VILLAGE OF OAK LAWN

Objective: Create a 3 P framework for redevelopment of obsolete properties at 99th & Southwest Highway.

TASK	WHO	DUE	COST
1	Village Staff	Jul-14	staff time
a			
b			
c			
d			
2	Village Staff	Sep-14	staff time
3	Village Staff	ongoing	staff time

D) VILLAGE OF CHICAGO RIDGE			
Objective: Provide a framework for Downtown business cooperation to improve overall sales.			
TASK		WHO	DUE COST
1	Encourage businesses to join the Chicago Ridge Worth Chamber of Commerce.	Village Staff & Chamber	ongoing \$5,000 per year
	a Create a Downtown Chicago Ridge Chamber Subcommittee composed of businesses located in that geography.		
	b Consider gifting non-member businesses with one-year of membership.		
	c Consider gifting new businesses with one-year Chamber membership.		
2	Jointly sponsor business development programs with Chamber of Commerce.	Village Staff & Chamber	ongoing \$2,000 per year
	a Seminars on retail sales and profit improvement strategies.		
	b Seek cost savings from providing relationships with services such as web hosting, snow removal, window washing, and others.		
	c Plan joint promotions & events.		
	d streetscape enhancement.		

E) VILLAGE OF CHICAGO RIDGE			
Objective: Establish a façade and site improvement program.			
TASK		WHO	DUE COST
1	Meet with key property owners to determine program needs & likelihood of participation.	Village Staff	Sep-14 & TBD
	a Option 1 is a façade only program that typically contributes 50% of costs with a limit of \$5,000 per property.		
	b Option 2 is a façade and interior upgrades that covers 50% of costs to modernize properties with a limit of \$50,000 per property.		
	c Option 3 is a restaurant focused program that offers up to 20% of costs and a one-year liquor license with a limit of \$100,000 per property.		
	d Option 4 is a site enhancement program that covers 50% of costs to improve parking, landscaping and signage with a limit of \$100,000 per property.		
	e Offer a 10% bonus when 3 or more adjacent businesses participate.		
2	Prepare and pass enabling legislation for the selected program.	Village Board	Jan-15 staff time
3	Set a budget.	Village Board	FY 2015 TBD
4	Provide additional sample drawings for target blocks.	Consultant	Apr-15 \$3,000

7 IMPLEMENTATION

F) VILLAGE OF WORTH

Objective: Encourage development of the 111th Street & Ridgeland Avenue TIF area.

TASK	WHO	DUE	COST	
1	Contact property owners to discuss the Concept Plan.	Village Staff	Jul-14	Staff time
2	Consider rezoning southern parcel from B2 (General Business) to PUD (Planned Unit Development)	Village Staff	Jul-14	Staff time
3	Strictly enforce building, health, and safety codes on target area buildings.	Village Staff	ongoing	Staff time
4	Use the drawings from the concept plan to create a web brochure and printable brochure to promote the property.	Village Staff	Apr-15	\$2,500
5	Contact property owners quarterly to learn how efforts to promote property are progressing.	Village Staff	ongoing	Staff time

G) VILLAGE OF ALSIP

Objective: Support the Alsip business park

TASK	WHO	DUE	COST	
1	Provide prospective businesses interested an Alsip Business Park location with information on supporting businesses such as restaurants, stores and financial institutions located on the corridor.	Village Staff	ongoing	Staff time
2	Improve employee access to jobs in the Alsip Business Park via public transit, such as coordinating with Pace Call N Ride Service	Village Staff	ongoing	Staff time

H) CITY OF PALOS HEIGHTS

Objective: Examine how mixed use development at Ridgeland Avenue & 127th Street could enhance the local economy.

TASK	WHO	DUE	COST	
1	Meet with Vacant Dominick's site property owner.	City Staff	Jul-14	Staff time
	a	Learn plans for site.		
	b	Explain concept plan.		
	c	Discuss public private partnership opportunities including interest in sharing funding of redevelopment vision.		
2	Meet with neighboring Palos Heights property owners to discuss concept plan.	City Staff	Jul-14	Staff time
	a	Outlots owners on the intersection's southwest corner		
	b	Office properties northwest of the intersection.		
	c	Walgreen's property owner		
3	Coordinate with Cook County on opportunities to evaluate all four corners.	City Staff	Sep-14	Staff time
4	Apply for planning funds to create a short-term and long term plan for public private partnership.	City Staff	ongoing	Staff time
5	Consider rezoning parcel from B (Business District) to PUD (Planned Unit Development)	City Staff	ongoing	Staff time

I) COOK COUNTY

Objective: As Cook County controls the southeast quadrant of 127th St and Ridgeland Ave, coordinate with Palos Heights to enhance the local economy.

TASK	WHO	DUE	COST	
1	Meet with property owner to introduce plan and discuss future investment plans.	County Staff	Jul-14	Staff time
2	Promote collaboration with Palos Heights on a mixed use concept to enhance the intersection.	County Staff	Sep-14	Staff time
3	Follow-up quarterly on progress creating a shared vision for the intersection.	County Staff	ongoing	Staff time