



CHAPTER 5: IMPLEMENTATION STRATEGY

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

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

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

TABLE 5-1: IMPLEMENTATION OF PLAN ELEMENTS

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

VILLAGE OF BEDFORD PARK

EXISTING CONDITIONS

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

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

ECONOMIC DEVELOPMENT GOALS

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

KEY TRANSPORTATION NEEDS

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

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

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

VILLAGE OF BRIDGEVIEW

EXISTING CONDITIONS

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

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

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

ECONOMIC DEVELOPMENT GOALS

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

KEY TRANSPORTATION NEEDS

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

TABLE 5-3: ACTION ITEMS, VILLAGE OF BRIDGEVIEW

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

CITY OF BURBANK

EXISTING CONDITIONS

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

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

ECONOMIC DEVELOPMENT GOALS

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

KEY TRANSPORTATION NEEDS

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

TABLE 5-4: ACTION ITEMS, CITY OF BURBANK

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

VILLAGE OF OAK LAWN

EXISTING CONDITIONS

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

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

ECONOMIC DEVELOPMENT GOALS

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

KEY TRANSPORTATION NEEDS

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

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

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

VILLAGE OF CHICAGO RIDGE

EXISTING CONDITIONS

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

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

ECONOMIC DEVELOPMENT GOALS

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

KEY TRANSPORTATION NEEDS

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

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

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

CITY OF PALOS HILLS

EXISTING CONDITIONS

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

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

ECONOMIC DEVELOPMENT GOALS

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

KEY TRANSPORTATION NEEDS

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

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

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

VILLAGE OF WORTH

EXISTING CONDITIONS

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

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

ECONOMIC DEVELOPMENT GOALS

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

KEY TRANSPORTATION NEEDS

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

TABLE 5-8: ACTION ITEMS, VILLAGE OF WORTH

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

CITY OF PALOS HEIGHTS

EXISTING CONDITIONS

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

ECONOMIC DEVELOPMENT GOALS

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

KEY TRANSPORTATION NEEDS

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

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

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

VILLAGE OF ORLAND PARK

EXISTING CONDITIONS

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

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

ECONOMIC DEVELOPMENT GOALS

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

KEY TRANSPORTATION NEEDS

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

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

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

VILLAGE OF TINLEY PARK

EXISTING CONDITIONS

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

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

ECONOMIC DEVELOPMENT GOALS

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

KEY TRANSPORTATION NEEDS

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

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

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