


CONNECTING

COOK COUNTY

The Village of
South Holland
 Faith, Family & Fun

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ROAD DIETING IN SOUTH HOLLAND & THE LONG RANGE TRANSPORTATION PLAN

CMAP Bicycle and Pedestrian Task Force
 September 21, 2016

Department of Transportation and Highways

170TH STREET – ROAD DIET



Construction Costs - \$6,800,000

- Federal STP - \$4,354,000
- State SRF - \$56,000
- Cook County MFT - \$2,390,000

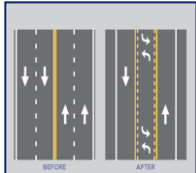
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ROAD DIET – A DEFINITION

- The purposeful reduction of traveled lanes in favor of other uses (vegetation, bicycle facilities, pedestrian facilities, parking, etc.) through an existing roadway corridor
- The most common application of road diets occurs on roadways carrying 4 total lanes, with 2 thru-lanes in each direction and no median or turn lane separating the opposing traffic
- This application is utilized to "diet" these roadways and convert them to 3 lane roadways, one thru-lane in each direction separated by a bi-directional left turn lane




In this Road Diet, a four-lane undivided road is converted to a three-lane cross section with two-way left turn lanes. While Road Diets can improve safety and accommodate both vehicles and non-motorized transportation modes, they may not be appropriate or feasible in all locations.

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DECIDING TO IMPLEMENT – FACTORS TO CONSIDER


- **Biggest Factor:** ADT, average daily traffic
- Studies vary as to the maximum ADT that will benefit from a Road Diet, but a general rule is that any roadway under 20,000 VPD may benefit from going on its own Diet
 - With 1980's widening projects beginning at 8,000 VPD, the number of roadways falling into this range is quite apparent



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PROJECT EXAMPLES

- **Village of South Holland**

 - Population: 22,000
 - 80% West of IL-94 (Bishop Ford Expressway)
 - 20% East of IL-94
 - Cottage Grove serves as one of three north-south arterials through the Village
 - 170th Street serves as one of only two roadways that cross the expressway



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RECENT APPLICATIONS – 170TH STREET

- **South Park Ave to I-94 1.2 Mile Mixed Use Zoning**
 - 70+ Residential Driveways
 - Access to 4 Schools
 - 3 Churches
 - Commercial Establishments
 - Community Fitness Center
 - At-Grade Railroad Crossing





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170TH STREET – ROAD DIET



Off-street
Multi-use path
(South side of street)



On-street
bike lanes
(both sides of street)



Off-street
Multi-use path
(South side of street)



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170TH STREET – ROAD DIET

Before Construction



Figure 1 – Originally, there were 4 lanes.



Figure 3 – This is the intersection of Cottage Grove Ave and 170th street before bike lanes.

After Construction



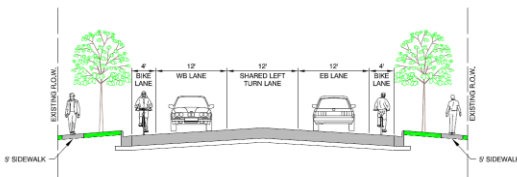
Figure 2 – Now there's 2 lanes, 2 bike lanes, and a center turn lane.




Figure 4 – This is the same intersection after construction with bike lanes.

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170TH STREET – ROAD DIET



170TH STREET ROAD DIET



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ROAD DIET – COTAGE GROVE AVENUE

- From 170th Street to US Route 6 – 1.0 Mile
 - Cook County Jurisdiction
 - Three Schools
 - ADT: 14,000
 - 70+ Residential Driveways
 - Three Churches
 - Existing 4-lane undivided cross section

COTTAGE GROVE AVENUE EXISTING TYPICAL SECTION

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ROAD DIET – COTAGE GROVE AVENUE

COTTAGE GROVE AVENUE ROAD DIET

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ROAD DIET – OAK PARK AVENUE

- From 183rd Street to Metra Station
 - Tinley Park Jurisdiction
 - Improved by adding bike lanes
 - Mixed-Use Corridor – Residential and Commercial
 - Selected for TAP Funding
 - Central Middle School
 - Existing 3-lane cross section


OAK PARK AVENUE PROPOSED TYPICAL SECTION

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ADDITIONAL ROAD DIETS

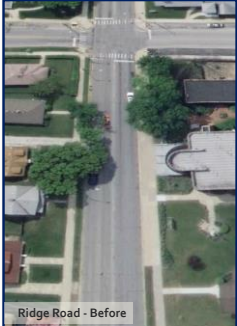
- **Reconstruction not necessary for a Road Diet**
 - Village of Lansing, Ridge Road
 - ADT: 12,500
 - 4-10' lanes from Torrence Avenue to Burnham Avenue – 1.0 Mile
 - Downtown three-lane corridor from Burnham Avenue to State Line Road
- **Solution?**
 - Re-striping during regularly programmed resurfacing
 - Nearly zero additional cost
 - STP Funding (LAFO)






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RIDGE ROAD



Ridge Road - Before



Ridge Road - After

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PRESIDENT'S VISION FOR LRTP



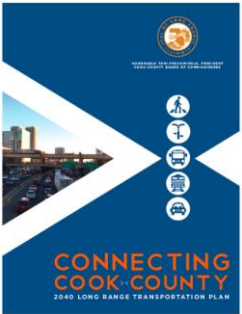
- **Economic and Community Health Depend on Transportation**
- **Time for Strong Leadership**
- **County Uniquely Positioned**
- **This Plan is a CALL TO ACTION**



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CONNECTING COOK COUNTY

- Launched Plan in 2013
- Investigated Existing Conditions
- Compiled Needs and Set Goals
- Involved the Public
- Consulted with Experts & Leaders
- Created the Final Plan



Approved by Cook County Board on August 3, 2016

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PRIORITIES

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THE PRIORITIES

- Prioritize Transit and Other Transportation Alternatives
- Support the Region's Role as North America's Freight Capitol
- Promote Equal Access to Opportunities
- Maintain and Modernize What Already Exists
- Increase Investments in Transportation







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TRANSIT & ALTERNATIVES



- **Improved Transit is Essential**
 - Addresses Congestion
 - Meets Mobility Needs of those Without Cars
- **Alternate Modes are Critical to Connecting Residents to Schools, Stores, Work and more**
 - Walking
 - Biking
 - Car Sharing
 - Ride Sharing



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FREIGHT CAPITAL



- **Freight as an Economic Driver**
- **Challenges**
- **Competition**
- **Must Make Plans, Policies and Investments**
 - Retain and Strengthen Market Share
 - With Solid Public Benefits



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EQUAL ACCESS



- **Services & Opportunities Not Equally Distributed**
- **Disproportionately Affects African Americans and Residents of South Cook County**
- **Fully Use Human, Transportation, Real Estate and Business Assets**
- **Conducive to Business Expansion**
- **Jobs More Broadly Accessible**



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MAINTAIN & MODERNIZE



- Failure to Maintain Creates Long-Term Issues
- Bring Average Pavement Quality to "Good Condition"
 - Need \$60M/Year for Next 10 Years
- Use New Practices and Technologies to Improve Capacity



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INVEST

- Even with better and more collaborative spending practices, current revenues are not sufficient to adequately address the County's transportation needs.



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PRIORITIZE TRANSIT





Transit Priority on Expressways




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TRANSIT & ALTERNATIVES

Rosemont Station
Transportation Center and
Transit-Oriented Development



A Walk Along The 606



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PROVIDE EQUAL ACCESS



156th Street west of Halsted




South Suburban Truck Route Improvements



Center Street South of 359th





THANK YOU

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