



167th Street Shared Roadway Facility (Complete Street Conversion)

Village of Tinley Park, Cook County

The problem

167th Street, with a 40' pavement width, stretches east-west across the entire Village, serving as a two-lane, two-way residential urban collector. Despite the ample pavement area, the curbside parking areas eliminated the efficient use of this safe, low-speed roadway by bicyclists. With four municipal parks and 2 recreational trails adjacent to 167th Street, there are many desirable destinations for bicyclists along the route. It became clear that it was necessary to find a safe shared usage within the existing pavement area that benefits both motorists and bicyclists.

The solution

The project solution will successfully transform the roadway by adding a significant amount of safe roadway space for bicyclists while minimally affecting parking capacity. In accordance with funding usage guidelines, the Village created a solution with very minimal cost impacts without altering the existing cross section. The solution included:

- Modifying the proposed pavement marking plan to incorporate a combination of shared lanes and exclusive bicycle lanes through intersection approaches
- Maintaining parking lanes by utilizing 1' of gutter in order to keep an 8' parking lane
- Widening vehicle lanes to 13' in order to accommodate shared vehicle/bicycle traffic
- Supplementing existing street signage to indicate/conform to the new traffic pattern.

The process

Due to the revised striping plan, additional clearances were needed from IDOT prior to plan approval:

- Three years of Crash Data was analyzed
- Speed limit was confirmed to not exceed 35 mph
- No parking was eliminated
- Both the signage and striping plans were reviewed by IDOT and peer-reviewed by a second consultant to ensure the new plan met all applicable standards.

Funding Sources: The roadway was already programmed for STP resurfacing funds through South Suburban Mayors & Managers. With the only additional expenses being pavement striping and signage, the project was still awarded for less than the programmed amount.

Overview

The resurfacing of 167th Street provided an opportunity for the Village to incorporate a new roadway striping scheme, in line with the Village's commitment to a 'Complete Streets' philosophy of design, resulting in 3.6 additional miles of bicycle lanes which supplemented an existing 2.5 mile multi-use path.

CMAP Resources

- [Access Management Strategy Paper](#)
- [Urban Design Strategy Paper](#)
- [Bicycling Strategy Paper](#)
- [GO TO 2040 Chapter on Livable Communities](#)

GO TO 2040

Recommendation: Regional Mobility -

Prioritize maintenance and modernization projects when making investment decisions.



A complete street.

For more information

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Community considerations

Maintaining the existing curbside parking was a priority, as it was anticipated that residents would object to a loss of roadside parking. Through careful examination of State design guidelines and the use of the gutter width for parking, curbside parking was maintained under the new striping plan.

Outcomes

Upon completion of construction, the Village will have added 3.6 additional miles of bicycle lanes onto their existing network. It also extends the reach of an existing shared-use path which stretches 2.5 miles, terminating at the public library and the 80th Avenue METRA station.

Lessons learned

This project can serve as a model for future projects that intend to take a 'Complete Streets' philosophy of design, especially in urban, developed areas.

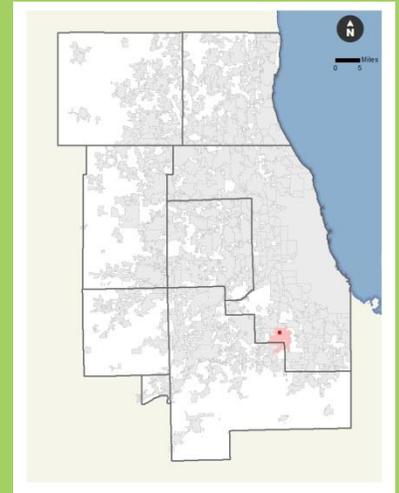
Many residential, two lane collectors were originally installed with a similarly large 40-foot cross section. Using this project as an example, it has been demonstrated that a municipality can accommodate continuous bicycle travel at minimal additional cost to roadway resurfacing.

Related keywords: Bicycle, shared lane, sign, signage, striping, transportation

Contact Lindsay Banks (lbanks@cmap.illinois.gov) to submit a case study.

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Location Map:



Additional Resources

- [FHWA Report on "Road Diets"](#)
- [Various articles on Walkability](#)