EXISTING CONDITIONS REPORT

May 2019
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INTRODUCTION
The Purpose of the Existing Conditions Report

The Existing Conditions Report for the Matteson Streetscape Improvement Plan will summarize data collected to date to provide a context for planning recommendations. The consultant team has conducted research and analysis to understand the issues and opportunities of the US-30 and Cicero Avenue Corridors. This analysis will inform future policy recommendations for land use, transportation, economic, streetscape improvements, and urban design strategies.

The Planning Process

The planning process for the Matteson Streetscape Improvement Plan consists of four tasks. The Existing Conditions Report documents the work completed in Phase One.

- **Phase 1 Evaluate** - The “kick-off” for the project involved an initial meeting with the Village Mayor and Staff to frame the direction of the Streetscape Improvement Plan. During this phase, the consultant team reviewed past plans and began collecting study area data from a variety of data sources to evaluate each Corridor’s characteristics.
- **Phase 2 Investigate** - In the second phase of the project, the consultant team will conduct public outreach activities to solicit input from Village residents, business owners, Steering Committee members, and Village leadership. Public engagement will include key person interviews and a public workshop. The Existing Conditions Report and the input received will guide the consultant team to draft a set of vision and goals for the Village to review and public to validate.
- **Phase 3 Enrich** - In this phase, the Vision and Goals Statement will provide the consultant team a framework to develop Key Recommendations for the Draft Streetscape Improvement Plan. The consultant team will also host a second public workshop to gain public input on the Key Recommendations. The input received will inform the draft Streetscape Improvement Plan for the Village and Steering Committee members’ review.
- **Phase 4 Envision** - The consultant team will incorporate input received from the Village and Steering Committee members to finalize the Streetscape Improvement Plan. The final plan will also include an implementation and phasing plan. The final draft plan will be presented to the Village for formal adoption.
Village of Matteson
US Route 30/Cicero Avenue Streetscape Improvement Plan

**Project Schedule**

<table>
<thead>
<tr>
<th>Phase 1: Evaluate</th>
<th>Task</th>
<th>Date</th>
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<tbody>
<tr>
<td>Kick-Off Meeting</td>
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<tr>
<td>Data Collection and Analysis</td>
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<td>5.31.19</td>
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<tr>
<td>Review of Previous Plans, Studies and Reports</td>
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<tr>
<td>Public Engagement Plan</td>
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<tr>
<td>Steering Committee Meeting</td>
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<tr>
<td>Deliverables: Existing Conditions Report</td>
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<tr>
<th>Phase 2: Investigate</th>
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<tr>
<td>Key Person Interviews</td>
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<td>Public Meeting 1: Community Visioning</td>
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<td>Vision, Goals, and Objectives</td>
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<td>Steering Committee Meeting</td>
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<td>Deliverables: Vision and Goals Statement</td>
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<tr>
<th>Phase 3: Enrich</th>
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<tr>
<td>Key Recommendations</td>
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<tr>
<td>Draft Streetscape Improvement Plan</td>
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<td>Steering Committee Meeting</td>
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<td>Public Meeting 2: Draft Plan Open House</td>
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<td>Steering Committee Meeting</td>
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<td>Deliverables: Key Recommendations, Draft Plan</td>
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<tr>
<th>Phase 4: Envision</th>
<th>Task</th>
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<td>Final Streetscape Improvement Plan</td>
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<tr>
<td>Implementation and Phasing Plan</td>
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<td>Final Revisions</td>
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<td>Village Board Meeting</td>
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<td>Plan Adoption</td>
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<td>Deliverables: Final Streetscape Plan</td>
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- Tasks
- Review Meeting
- Public Engagement

December 7, 2018
rev. 5.13.19
Community Engagement Plan

A robust public engagement process was created for the plan to gather input from stakeholders, Village leadership and staff, regional transportation and transit agencies, community organizations, business owners, and residents. The input received will inform the Streetscape Improvement Plan’s challenges and opportunities, vision, and key recommendations.

Kick-Off Meeting

The planning process began with a kick-off meeting with the Village President and Staff. The meeting included an overview of the project’s planning process and schedule, public engagement plan, project logistics of the Streetscape Improvement Plan. There was a discussion about the successes and lessons learned from the Village’s previous planning processes. A visioning exercise was conducted with meeting participants to gain insights into their perceptions of the Village. Meeting minutes are included in the appendices.

Next Steps

The consultant team is working with Village Staff to establish a Steering Committee for the Streetscape Improvement Plan. The committee will consist of various stakeholders, including residents, business leaders, community organizations, and elected and appointed Village officials. They will review and provide input to the planning process.

The consultant team and the Village will plan to host a public workshop to exhibit the findings of the Existing Conditions Report to the community. The workshop will also be an opportunity for Village residents to identify issues and opportunities for the Corridors. They will help form the basis of policy and design recommendations for the Streetscape Improvement Plan.
Review of Past Plans, Reports, and Studies

Comprehensive Development Plan & Land Use Intensity Map (1987)

Overview
- The Village of Matteson Comprehensive Development Plan ensures future development within the Village fulfills the Village-wide goals and regional position as an economic center in the South suburbs.
- The Plan presents the Village’s long-term vision, outlines a policy framework that guides decision-making, and ensures property owners that their investments are protected by a reasonable land use policy.
- The Plan established a set of specific policy recommendations that focused on urban design, housing, sustainability, housing, and transportation. These policies informed the creation of the Land Use Intensity Map, which acts as the Village’s land use guide and identifies what types and density of development are allowed in each zone.
- The Comprehensive Development Plan has established several development policies for regional commercial uses. For example, future developments should provide sufficient pedestrian access and address Village’s needs. Future commercial developments also need to demonstrate to the Village how they would impact local traffic volume and capacity.

Successes
- The Comprehensive Development Plan has been effective in prioritizing development and investment along the US-30 and Cicero Avenue Corridors as well as other parts of the Village.
- It informed the Village that implementing improvements on its commercial Corridors including streetscaping on US-30 and Cicero Avenue is important to the Village’s success.
- The Village has consistently updated its Land Use Intensity Map to reflect changing trends in and around the Village.

Lessons Learned
- The 1987 Comprehensive Development Plan recommends that the Village improve the Corridors’ visual appearance. Because the Plan focuses the Village as a whole, it does not provide specific streetscaping strategies. For example, there were no recommendations on planting palettes or precedent research on streetscape improvements.
- The Lincoln Mall has been demolished since the adoption of the Comprehensive Development Plan and presents an opportunity for new land uses in a prominent area at the intersection of the two Corridors. Future (re)developments in this area will likely prompt a revision to the Village’s Land Use Intensity Map.
- This plan is now over thirty years old. The Village should consider updating its Comprehensive Plan.


Overview
- The Design Guidelines are intended to encourage high quality (re)development and renovation within the Village. This document applies to the land use types designated on the Village’s Land Use Intensity Map.
- The Design Guidelines includes guidance on various design elements, such as: building massing and orientation, garages and driveways, building materials, parking and vehicular access, pedestrian-oriented street patterns, and open space and landscaping.

Successes
- This document sets expectations for preferred architectural elements and communicates these expectations to developers, reducing possible delays in the permit application process.
- The Village’s Design Guidelines ensure future (re)development and renovation of properties are consistent with the vision established in the 1987 Comprehensive Development Plan.

Lessons Learned
- The Village will need to review its Design Guidelines periodically to ensure the document encourages desired development elements for future redevelopment at the Lincoln Mall site.
211th Street Metra Station Study and Implementation Plan (2012)

Overview

• This planning document built upon the 2007 Transit-Oriented Development Study for the 211th Street Metra Station. It examines the implementation mechanisms to enable Matteson, Park Forest, and Olympia Fields to realize the vision from the 2007 Plan.

• This Plan recommended the Villages to:
  ◦ Create design guidelines for the Lincoln Highway Corridor that would address public and private development projects, in addition to creating a unified streetscape plan.
  ◦ Develop and adopt regulations that are conducive transit-oriented developments.
  ◦ Update the 2007 Plan’s market analysis and pro-forma for the plan’s preferred development concept.
  ◦ Evaluate and utilize the most effective financial incentives to facilitate transit-oriented development around the 211th Street Metra Station.

Successes

• This Plan provides justification for the Village to develop and adopt a Corridor Streetscape Plan for Lincoln Highway and Cicero Avenue Corridors.

Lessons Learned

• Successful implementation will require strong collaboration between IDOT, Park Forest, Matteson, and Olympia Fields.

• The Corridor Plan’s future recommendations will need to align with the vision established in this Plan.

South Suburban Retail Investment Study (2012)

Overview

• This study examines investment opportunities in a study area comprised of Matteson, Olympia Fields, Park Forest, and Richton Park. The Study proposes solutions that would improve the quantity and quality of shopping and dining options in the study area.

• The study area is unique due to a combination of high income and majority of African-American population.

• Property tax rates within the study area’s commercial development is higher than those in other areas, potentially deterring potential investors.

• The study area has fewer employees than in other areas but with higher concentration of stores, especially restaurants

• The Lincoln Mall does not attract clusters of stores as anticipated.

• The study examined what can communities do to address any deterrents that are contributing to the retailers’ perspective of the study area. Diversity plays a role and can assist in improving the community’s image.
• Some solutions proposed include: communicate the market’s unique assets to potential investors to site retail within the study area; utilize a “carrot-and-stick” approach to improve aging commercial properties, explore how local educational resources and programs can improve businesses’ profitability; promote economic development’s best practices; explore solutions to the County’s property tax inequities; promote constructive public-private partnerships.

Successes
• The study was used to successfully support an Illinois Ike Disaster Recovery Program grant to conduct a more in-depth economic development and land use study of the commercial properties around the intersection of US-30 and Cicero Avenue.

Lessons Learned
• The Lincoln Mall has underperformed and lacks the ability to attract investment into Matteson. This prompts exploration of alternative land uses at the Lincoln Mall site.

Village of Matteson Economic Development and Land Use Master Plan (2014)

Overview
• In 2008, parts of the Village’s main Commercial Corridors, US-30 and Cicero Avenue, were flooded, which left significant impacts to the Village’s economy.
• The Village of Matteson received Illinois “Ike” Disaster Recovery Program funds to identify and address Village’s recovery needs as a result of flooding. These funds have been used to create this Plan to ensure the Village’s Commercial Corridors remain competitive.
• The Plan also provided recommendations for improvements to the Village’s stormwater management. The Plan’s study area includes the two primary Commercial Corridors within the Village.

Successes
• Proposed strategies to redevelop the Village’s prominent commercial sites, including the Lincoln Mall and Matteson Plaza.
• Recommended gateway and wayfinding as important ingredients to give the Village a brand identity.
• Evaluated the Village’s economic development incentives, including TIF and Business Districts.
• Concluded that the Lincoln Highway/Governor’s Highway TIF was not generating sufficient revenues and the Village should consider dissolving or reforming it.
• Leveraged infrastructure improvement projects as opportunities to improve the Corridors’ stormwater management.

Lessons Learned
• The Streetscape Improvement Plan’s recommendations for the commercial corridors, including the former Lincoln Mall area, need to be coordinated with the recommendations of the Economic Development and Land Use Master Plan.
Connecting Cook County – 2040 Long Range Transportation Plan (2016)

Overview
- Connecting Cook County is Cook County’s first long-term transportation strategic plan in 70 years. This Plan will guide the County on where and how to fully invest in transportation to enable the County to better attract and retain businesses, people, and talent.
- The Plan established five policy priorities that will shape the County’s transportation system and Capital Improvement Program, which are: prioritize transit and other transportation alternatives, support the region’s role as North America’s freight capital, promote equal access to opportunities, maintain and modernize what already exists, and increase investments in transportation.

Successes
- This plan aims to improve coordination between multiple levels of government in implementing transportation enhancements in Cook County.
- This plan emphasizes the importance of how alternative modes of transportation can be catalyst for economic development and more diverse employment opportunities.

Lessons Learned
- Current and future transportation improvement projects in the Village should follow the principles established in this Plan and the ON TO 2050 Regional Plan to be eligible for additional funding.

Lincoln Mall Repositioning Study (2016)

Overview
- This study was intended to determine the best use for the redevelopment of the Lincoln Mall site. This included an analysis of the future market potential and feasibility for office, residential, hospitality, retail, and specialty development.
- The study recommended the Village establish a walkable Town Center at the Lincoln Mall site. The Town Center was recommended to incorporate Carson Pirie Scott department store into the retail mix, either within the district or as an outlot, multi-family apartments above ground-floor retail, public plazas, and open space.

Successes
- This study led to the creation of the Village’s Economic Development and Land Use Master Plan.

Lessons Learned
- The study demonstrated that developments in the Village should accommodate people of various backgrounds and generations.

ON TO 2050 Regional Plan (2019)

Overview
- The ON TO 2050 Regional Plan reinforces and updates the recommendations from the GO TO 2040 Regional Plan.
- The Plan established three main principles: Inclusive Growth, Resilience, and Prioritized Investment, which guide the plan’s recommendations.
- The recommendations are organized into five chapters - community, prosperity, environment, governance, and mobility.

Successes
- ON TO 2050 Plan provides CMAP a basis for reviewing applications for the Local Technical Assistance program. This program awarded the Village of Matteson consultant assistance in developing a Streetscape Improvement Plan.

Lessons Learned
- The recommendations of the Streetscape Improvement Plan must affirm the guiding principles ON TO 2050 has established.
- Investments in the Village that can achieve success in multiple metrics, such as linking transportation and housing, should be prioritized.
- Promoting a multi-modal transportation network is vital in improving residents’ quality of life.
- Inter-jurisdictional cooperation can be an effective tool to improve public finances and residents’ quality of life.
Regional Context

The Village of Matteson is located approximately 26 miles south of downtown Chicago in Cook County, Illinois. It is considered an outer-ring suburb of Chicago with an area of approximately 9.3 square miles. The Village of Matteson is well positioned in the region with convenient access to the City of Chicago, connections to the Chicagoland region and the State of Indiana. I-57 passes through the Village and the Lincoln Highway (US-30) provides a critical east-west connection to the Village. The Metra Electric District commuter train serves the Village with other nearby stations located along the Village’s eastern border.
The Character of the Corridors

Lincoln Highway (US-30) is the Village’s primary east-west thoroughfare. The land uses along this corridor are predominately residential between Harlem and Central Avenue. Large single-family detached homes in residential subdivisions front the Corridor in this stretch of roadway. The exception is Manheim Chicago, a prominent auto-auction business, that is planning to expand its operations towards the north side of the Corridor. There are plans for some of the existing agricultural parcels along the US-30 to accommodate residential and senior-living developments.

The Village’s commercial activities are concentrated on Lincoln Highway between Central Avenue and Governors Highway. One of the major nodes, located southwest of Lincoln Highway and I-57, is a 110-acre cluster of automobile dealerships, known as the Matteson Auto Mall. Its landmark signage, acts as a gateway, and informs travelers on I-57 that they have arrived in Matteson. Another important commercial node is the Lincoln Mall site. Due to declining sales, the Lincoln Mall was recently demolished. This site is a significant redevelopment opportunity for the Village.

East of Governors Highway, Lincoln Highway transitions back to residential land uses. The Corridor also shares a border with Olympia Fields. Old Matteson, a traditional residential neighborhood, is located by Lincoln Highway and the 211th Street Metra Station. The houses there are generally smaller than those west of I-57 and the neighborhood resemble more of a traditional compact neighborhood.

Cicero Avenue shares a similar function as Lincoln Highway do in accommodating high volumes of traffic and commercial activities. Cicero Avenue differs from Lincoln Highway that it has a concentration of civic institutions. The Village Commons is the civic center for Matteson and includes the Village Hall and the Police Station. Adjacent tracts of land are currently undeveloped but it is anticipated these will be developed as residential. Gateway signages on Cicero Avenue at the north and south side of Matteson’s borders are important elements in creating a sense of arrival and formal entry into the Village.
History of the Corridors

The Village of Matteson began with German settlers who created a town at the juncture between the Illinois Central and Michigan Central Railroads in the 1850s. The Village was named after the Illinois Governor Joel Matteson, and it was formally incorporated in 1889 with a population of about 500 people.

After World War II, the Village of Matteson steadily grew, reaching a population of around 3,200 in 1960. In the 1970s, its population grew to around 4,700 and more than doubled to about 10,200 by 1980. During this time, Lincoln Mall opened its doors in Matteson and became one of the largest shopping malls in the United States. In 2000, there were about 13,000 people residing in Matteson. The population growth brought greater diversity to Matteson’s population. African-Americans began as a minority in 1970, but they now outnumber the Village’s white population by two-to-one.

The Village of Matteson has grown substantially over the past fifty years. What began as a 40-acre parcel by the two major rail lines, the Village has grown considerably. It currently occupies more than eight square miles (~5,120 acres) of land. By 2000, there were about 4,700 housing units within the Village, and nearly two/thirds of them were constructed within the last thirty years. The Village’s original center by the Matteson Metra Station is referred to as, “Old Matteson.” This area retains characteristics of a traditional village, but most commercial activities are now concentrated along the Lincoln Highway (US-30).
Market & Demographic Analysis

Market Development Highlights

• **Residential** – Multi-family residential (MFR) developments that are mixed-income may require tax credits to maintain affordability to working families and to attract younger families to the Matteson submarket. Senior housing remains an option as well for MFR development. There is a need for denser housing options and housing types to diversify the Village’s housing supply beyond single-family homes.

• **Retail** – Growth is limited to the Lincoln Highway (US-30), and there may be the possibility of creating a small neighborhood node around the Matteson Metra Station to service the Metra commuters and Old Matteson.

• **Office** – Remains soft and is limited for suburban large office users. A study should be made to review the potential of creating a “live-work-play environment” around the office buildings. Live-Work-Play is defined as a mixed-use area of residential density, employment density, and retail/entertainment density in one location. This creates an 18-hour environment or neighborhood with these uses rotating their intensity throughout the day.

• **Industry** – Has been and remains relatively strong along I-57, especially for logistics and warehousing needs. Industrial development growth may be slowing due to world economic conditions, which may slow growth along I-57 and in Matteson. Reuse of some former “big box” spaces for industrial logistics is possible if they are compatible with their surrounding land uses.

For purposes of this socio-economic overview of the Existing Conditions Report, a 15-minute walk time was used to set two neighborhood-level submarkets. The reason is because the Village has a master plan for the Lincoln Mall area that features walkable infill neighborhood elements. The Plan aims to create greater residential and retail density by fostering a pedestrian-friendly environment.

The submarkets are:
- Intersection of Lincoln Highway and Cicero Avenue
- Matteson Metra Station

The map above exhibits these submarket areas. The analysis will compare the submarkets and the Village, as a whole, to understand how these areas have conform or deviate from the Village-wide trends.
**Population**

Matteson population has continued to grow; though more slowly over the past decade. The Cicero and Lincoln submarket have been predominately commercial with limited residential development. Though this area experienced significant population growth between 2000 and 2010, growth has slowed down. The Matteson Metra Station submarket experienced a similar trend.

**Households**

The total number of households has also risen in Matteson. Despite this, the number of households in the Cicero and Lincoln submarket and Matteson Metra Station submarket is projected to slightly decline between 2018 and 2023. Exact reasons for the decline are unknown, but the growing economy in the Chicagoland region presents opportunities to spur population and household growth in Matteson.

### Table 1: Population (2000-2023)

<table>
<thead>
<tr>
<th></th>
<th>Population</th>
<th>Village-wide</th>
<th>% Chg</th>
<th>Cicero &amp; Lincoln</th>
<th>% Chg</th>
<th>Matteson Metra Station</th>
<th>% Chg</th>
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<tbody>
<tr>
<td>2000</td>
<td>13,775</td>
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<td>1,186</td>
<td>38.0%</td>
<td>4,351</td>
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<td>2010</td>
<td>19,009</td>
<td></td>
<td>38.0%</td>
<td>1,274</td>
<td>7.4%</td>
<td>4,724</td>
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<td>2018</td>
<td>19,377</td>
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<td>1.9%</td>
<td>1,268</td>
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<td>4,656</td>
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<td>2023*</td>
<td>19,467</td>
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<td>0.5%</td>
<td>1,260</td>
<td>-0.6%</td>
<td>4,612</td>
<td>-0.9%</td>
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*Projection from ESRI’s Business Analyst software. Source: ESRI & RATIO

### Table 2: Households (2000-2023)

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<thead>
<tr>
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<th>Households</th>
<th>Village-wide</th>
<th>% Chg</th>
<th>Cicero &amp; Lincoln</th>
<th>% Chg</th>
<th>Matteson Metra Station</th>
<th>% Chg</th>
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<tr>
<td>2000</td>
<td>4,916</td>
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<td>476</td>
<td>370%</td>
<td>1,603</td>
<td>79%</td>
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<tr>
<td>2010</td>
<td>6,735</td>
<td></td>
<td>370%</td>
<td>542</td>
<td>13.9%</td>
<td>1,730</td>
<td>-1.4%</td>
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<tr>
<td>2018</td>
<td>6,844</td>
<td></td>
<td>1.6%</td>
<td>544</td>
<td>0.4%</td>
<td>1,705</td>
<td>-1.1%</td>
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<td>2023*</td>
<td>6,857</td>
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<td>0.2%</td>
<td>542</td>
<td>-0.4%</td>
<td>1,687</td>
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*Projection from ESRI’s Business Analyst software. Source: ESRI & RATIO
Housing Units

While the Village of Matteson has experienced significant housing unit growth since 2000, both submarkets have increased in housing units too. Overall, the Village kept a relatively low housing vacancy rate through 2010 near the heights of the recession with a 5% vacancy rate. The housing stock around Cicero & Lincoln Corridor kept its vacancy rates relatively low as well. The Matteson Metra Station area is estimated to have about a 9% housing vacancy rate in 2018, and the vacancy rate is projected to edge up to 10% by 2023.

Zillow projects Matteson’s housing market will continue to experience increases in home prices by around 1.9% through 2019, which is a slightly higher than the increase of home price of 1.6% in 2018. They indicate that the housing market is overall healthy. This also suggests that Matteson’s housing market could likely absorb additional housing units, especially multi-family residential units and limited amount of single-family residential units. The Village currently has an effective homeownership rate of 78%. 73% in Cicero/Lincoln Corridor and 61% in the Matteson Metra Station Area. They may indicate that the Village can absorb additional multi-family units without significantly impacting home values since the share of multi-family units would remain relatively low.

Table 3: Housing Units (2000-2023)

<table>
<thead>
<tr>
<th>Housing Units</th>
<th>Village-wide</th>
<th>% Share</th>
<th>Cicero &amp; Lincoln</th>
<th>% Share</th>
<th>Matteson Metra Station</th>
<th>% Share</th>
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<tbody>
<tr>
<td>2000</td>
<td>5,057</td>
<td></td>
<td>488</td>
<td></td>
<td>1,663</td>
<td></td>
</tr>
<tr>
<td>% Owner</td>
<td>4,096</td>
<td>81%</td>
<td>390</td>
<td>80%</td>
<td>1,197</td>
<td>72%</td>
</tr>
<tr>
<td>% Rental</td>
<td>809</td>
<td>16%</td>
<td>83</td>
<td>17%</td>
<td>399</td>
<td>24%</td>
</tr>
<tr>
<td>% Vacant</td>
<td>151</td>
<td>3%</td>
<td>15</td>
<td>3%</td>
<td>11</td>
<td>4%</td>
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<tr>
<td>2010</td>
<td>7,086</td>
<td></td>
<td>571</td>
<td></td>
<td>1,863</td>
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</tr>
<tr>
<td>% Owner</td>
<td>5,598</td>
<td>79%</td>
<td>428</td>
<td>75%</td>
<td>1,192</td>
<td>64%</td>
</tr>
<tr>
<td>% Rental</td>
<td>1,133</td>
<td>16%</td>
<td>114</td>
<td>20%</td>
<td>540</td>
<td>29%</td>
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<tr>
<td>% Vacant</td>
<td>354</td>
<td>5%</td>
<td>29</td>
<td>5%</td>
<td>130</td>
<td>7%</td>
</tr>
<tr>
<td>2018</td>
<td>7,199</td>
<td></td>
<td>579</td>
<td></td>
<td>1,863</td>
<td></td>
</tr>
<tr>
<td>% Owner</td>
<td>5,615</td>
<td>78%</td>
<td>423</td>
<td>73%</td>
<td>1,136</td>
<td>61%</td>
</tr>
<tr>
<td>% Rental</td>
<td>1,151</td>
<td>16%</td>
<td>122</td>
<td>21%</td>
<td>558</td>
<td>30%</td>
</tr>
<tr>
<td>% Vacant</td>
<td>359</td>
<td>5%</td>
<td>35</td>
<td>6%</td>
<td>167</td>
<td>9%</td>
</tr>
<tr>
<td>2023*</td>
<td>7,266</td>
<td></td>
<td>583</td>
<td></td>
<td>1,867</td>
<td></td>
</tr>
<tr>
<td>% Owner</td>
<td>5,667</td>
<td>78%</td>
<td>426</td>
<td>73%</td>
<td>1,139</td>
<td>61%</td>
</tr>
<tr>
<td>% Rental</td>
<td>1,162</td>
<td>16%</td>
<td>117</td>
<td>20%</td>
<td>541</td>
<td>29%</td>
</tr>
<tr>
<td>% Vacant</td>
<td>435</td>
<td>6%</td>
<td>41</td>
<td>7%</td>
<td>187</td>
<td>10%</td>
</tr>
</tbody>
</table>

*Projection from ESRI’s Business Analyst software. Source: ESRI & RATIO

The Village has a need to increase housing density within and around the former Lincoln Mall site, and it has it has plans to do so. Doing so would contribute to the commercial activities’ viability at Cicero & Lincoln. Furthermore, there may be an opportunity to create a denser neighborhood node or TOD around the Matteson Metra Station. The existing grid-like street grid provides a series of small blocks that are walkable and can be conducive for small redevelopment efforts to increase residential density to diversify Matteson housing stock and improve the Village’s retail/commercial market.
Population Age & Educational Attainment

The Village population is aging as indicated by the increasing median age from 2010 through 2023. A diversified housing stock of multi-family and townhome options may attract younger residents to Matteson. The Village’s share of college-educated adults (36%-39%) is on par with that of the regional average.

Income and Home Values

Matteson is considered a middle-class community with higher household incomes than several peer communities. Overall, the Village’s median household income (MHI) is $70,701 in 2018 and is anticipated to increase to $77,789 by 2023. The Cicero and Lincoln submarket has and is expected to follow the Village-wide trend. The Matteson Metra Station submarket has a lower MHI at $59,962 in 2018. This is only projected to increase by an additional $5,000 to reach $64,691 by 2023. This indicates that new housing options in the Matteson Metra Station area should have some units priced at an affordable level to meet the level of household incomes in this area.

The data shows that the Cicero and Lincoln submarket has a strong household income base, which may be able to attract and sustain market-rate rents. Given recent rising construction costs for nearly all residential markets throughout the nation, it may be necessary for the Village to consider promoting some affordable units in new housing developments within and around this submarket area.

Table 4: Age & Educational Attainment (2010-2023)

<table>
<thead>
<tr>
<th>Median Age</th>
<th>Village-wide</th>
<th>% Chg</th>
<th>Cicero &amp; Lincoln</th>
<th>% Chg</th>
<th>Matteson Metra Station</th>
<th>% Chg</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>38.2</td>
<td></td>
<td>42.7</td>
<td></td>
<td>37.2</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>40.1</td>
<td>5.0%</td>
<td>44.5</td>
<td>4.2%</td>
<td>39</td>
<td>4.8%</td>
</tr>
<tr>
<td>2023*</td>
<td>40.5</td>
<td>1.0%</td>
<td>44.8</td>
<td>0.7%</td>
<td>39.6</td>
<td>1.5%</td>
</tr>
<tr>
<td>2018 College Educated</td>
<td>38.0%</td>
<td></td>
<td>38.6%</td>
<td></td>
<td>36.4%</td>
<td></td>
</tr>
</tbody>
</table>

*Projection from ESRI’s Business Analyst software. Source: ESRI & RATIO

Table 5: Income & Home Values (2018 & 2023)

<table>
<thead>
<tr>
<th>Median Household Income (MHI)</th>
<th>Village-wide</th>
<th>% Chg</th>
<th>Cicero &amp; Lincoln</th>
<th>% Chg</th>
<th>Matteson Metra Station</th>
<th>% Chg</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>$70,701</td>
<td></td>
<td>$69,800</td>
<td></td>
<td>$59,962</td>
<td></td>
</tr>
<tr>
<td>2023*</td>
<td>$77,789</td>
<td>10.0%</td>
<td>$76,591</td>
<td>9.7%</td>
<td>$64,691</td>
<td>7.9%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Median Home Value</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>$188,967</td>
<td></td>
<td>$189,486</td>
<td></td>
<td>$133,298</td>
<td></td>
</tr>
<tr>
<td>2023*</td>
<td>$213,654</td>
<td>13.1%</td>
<td>$208,889</td>
<td>10.2%</td>
<td>$142,216</td>
<td>6.7%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Housing Affordability Ratio</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>2.67</td>
<td></td>
<td>2.71</td>
<td></td>
<td>2.22</td>
<td></td>
</tr>
<tr>
<td>2023*</td>
<td>2.75</td>
<td>2.8%</td>
<td>2.73</td>
<td>0.5%</td>
<td>2.20</td>
<td>-1.1%</td>
</tr>
</tbody>
</table>

*Projection from ESRI’s Business Analyst software. Source: ESRI & RATIO

The Village’s Housing Affordability Ratio is lower than that in the Chicago Metro area, which is around 4.0 ratio of Median Home Value to Median Household Income. This makes Matteson an attractive area for younger families. Any ratio below 3.0 is considered affordable. This demonstrates that the housing market is considered affordable Village-wide and within the two submarket areas.

It also should be noted that Matteson Metra Station submarket’s projected decrease in housing affordability ratio of 2.22 in 2018 and 2.20 in 2023 is considered negligible. The trend still demonstrates that the housing stock in this submarket and Village-wide will remain affordable relative to the greater Chicagoland region, which has a housing affordability ratio of 4.0.
Race

Matteson is a diverse community. It has a majority Black population but has attracted additional persons who are of White, Hispanic, and Asian ethnicity since 2010. The table to the right illustrates the existing and anticipated share of the population that is increasing across all races while the share of Blacks remains the majority race within the Village. This applies to Village-wide and the two submarkets. The diverse household composition can be conducive in expanding housing demand in Matteson for both single-family and multi-family housing units.

Table 6: Race (2010-2023)

<table>
<thead>
<tr>
<th>Race</th>
<th>Village-wide</th>
<th>% Share</th>
<th>Cicero &amp; Lincoln</th>
<th>% Share</th>
<th>Matteson Metra Station</th>
<th>% Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>19,009</td>
<td></td>
<td>1,274</td>
<td></td>
<td>4,722</td>
<td></td>
</tr>
<tr>
<td>White</td>
<td>3,098</td>
<td>16.3%</td>
<td>224</td>
<td>17.6%</td>
<td>1,469</td>
<td>31.1%</td>
</tr>
<tr>
<td>Black</td>
<td>14,960</td>
<td>78.7%</td>
<td>977</td>
<td>76.7%</td>
<td>2,932</td>
<td>62.1%</td>
</tr>
<tr>
<td>Hispanic</td>
<td>817</td>
<td>4.3%</td>
<td>54</td>
<td>4.2%</td>
<td>312</td>
<td>6.6%</td>
</tr>
<tr>
<td>Asian</td>
<td>190</td>
<td>1.0%</td>
<td>25</td>
<td>2.0%</td>
<td>42</td>
<td>0.9%</td>
</tr>
<tr>
<td>Other</td>
<td>760</td>
<td>4.0%</td>
<td>47</td>
<td>3.7%</td>
<td>279</td>
<td>5.9%</td>
</tr>
<tr>
<td>2018</td>
<td>19,375</td>
<td></td>
<td>1,267</td>
<td></td>
<td>4,656</td>
<td></td>
</tr>
<tr>
<td>White</td>
<td>3,449</td>
<td>17.8%</td>
<td>234</td>
<td>18.5%</td>
<td>1,509</td>
<td>32.4%</td>
</tr>
<tr>
<td>Black</td>
<td>14,686</td>
<td>75.8%</td>
<td>940</td>
<td>74.2%</td>
<td>2,747</td>
<td>59.0%</td>
</tr>
<tr>
<td>Hispanic</td>
<td>1,008</td>
<td>5.2%</td>
<td>66</td>
<td>5.2%</td>
<td>382</td>
<td>8.2%</td>
</tr>
<tr>
<td>Asian</td>
<td>271</td>
<td>1.4%</td>
<td>34</td>
<td>2.7%</td>
<td>56</td>
<td>1.2%</td>
</tr>
<tr>
<td>Other</td>
<td>969</td>
<td>5.0%</td>
<td>57</td>
<td>4.5%</td>
<td>345</td>
<td>7.4%</td>
</tr>
<tr>
<td>2023</td>
<td>19,466</td>
<td></td>
<td>1,261</td>
<td></td>
<td>4,611</td>
<td></td>
</tr>
<tr>
<td>White</td>
<td>3,562</td>
<td>18.3%</td>
<td>245</td>
<td>19.4%</td>
<td>1,545</td>
<td>33.5%</td>
</tr>
<tr>
<td>Black</td>
<td>14,424</td>
<td>74.1%</td>
<td>908</td>
<td>72.0%</td>
<td>2,610</td>
<td>56.6%</td>
</tr>
<tr>
<td>Hispanic</td>
<td>1,207</td>
<td>6.2%</td>
<td>77</td>
<td>6.1%</td>
<td>443</td>
<td>9.6%</td>
</tr>
<tr>
<td>Asian</td>
<td>350</td>
<td>1.8%</td>
<td>42</td>
<td>3.3%</td>
<td>65</td>
<td>1.4%</td>
</tr>
<tr>
<td>Other</td>
<td>1,110</td>
<td>5.7%</td>
<td>66</td>
<td>5.2%</td>
<td>392</td>
<td>8.5%</td>
</tr>
</tbody>
</table>

Source: RATIO's analysis of ESRI’s data (2018).
2018 Employment by Industry and Occupation

Just over half of the people who live within Matteson (52%) work in the service industries. Of the 9,649 (52%) jobs in Matteson, 5,027 are employed in service industries. This trend also applies to the Cicero and Lincoln submarket (59%) and the Matteson Metra Station submarket (49%). For the Village, the only other industry that has a double-digit percentage share of employees is transportation/utilities at 11%. In the Cicero and Lincoln submarket, the only other double-digit shares of employment are Finance, Insurance, and Real Estate (F.I.R.E.) at 11%. The Matteson Metra Station submarket possesses greater diversity of industries with double-digit share of employment. The Matteson Metra Station and the Old Plank Road Trail may play a role by expanding transportation access to these jobs. This may also indicate a greater likelihood that the Matteson Metra Station submarket may attract a more economically diverse resident base.

Table 7: Employment by Industry (2018)

<table>
<thead>
<tr>
<th>2018 Employment by Industry</th>
<th>Village-wide</th>
<th>% Share</th>
<th>Cicero &amp; Lincoln</th>
<th>% Share</th>
<th>Matteson Metra Station</th>
<th>% Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Employment</td>
<td>9649</td>
<td></td>
<td>550</td>
<td></td>
<td>2338</td>
<td></td>
</tr>
<tr>
<td>Ag/Mining</td>
<td>10</td>
<td>0%</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Construction</td>
<td>425</td>
<td>4%</td>
<td>8</td>
<td>2%</td>
<td>103</td>
<td>4%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>666</td>
<td>7%</td>
<td>39</td>
<td>7%</td>
<td>147</td>
<td>6%</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>48</td>
<td>1%</td>
<td>0</td>
<td>0%</td>
<td>26</td>
<td>1%</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>772</td>
<td>8%</td>
<td>22</td>
<td>4%</td>
<td>229</td>
<td>10%</td>
</tr>
<tr>
<td>Transportation/Utilities</td>
<td>1206</td>
<td>13%</td>
<td>50</td>
<td>9%</td>
<td>288</td>
<td>12%</td>
</tr>
<tr>
<td>Information</td>
<td>203</td>
<td>2%</td>
<td>10</td>
<td>2%</td>
<td>23</td>
<td>1%</td>
</tr>
<tr>
<td>F.I.R.E.</td>
<td>656</td>
<td>7%</td>
<td>62</td>
<td>11%</td>
<td>260</td>
<td>11%</td>
</tr>
<tr>
<td>Services</td>
<td>5027</td>
<td>52%</td>
<td>322</td>
<td>59%</td>
<td>1148</td>
<td>49%</td>
</tr>
<tr>
<td>Public Admin</td>
<td>637</td>
<td>7%</td>
<td>38</td>
<td>7%</td>
<td>115</td>
<td>5%</td>
</tr>
</tbody>
</table>

Source: ESRI & RATIO
In Matteson, 66% of residents are employed in white-collar (office/retail) related work and 45% are employed in Management or Professional occupations. While the Matteson Metra Station submarket has a high share of residents employed in “blue-collar” jobs, I-57, which Matteson is located along, is home to a significant number of logistics and warehousing operations and facilities. This may explain the double-digit share of employment in Transportation and Material Moving occupations.

Most Matteson residents Village-wide around and within the two submarkets commute to work. They likely have employment outside of the Village - which is demonstrated by the ratio of employment to residents which is below 0.5. If the ratio were to be higher than 0.5, then the reverse may be true. Interestingly within the Cicero and Lincoln submarket, it is likely that many residents work in and around the Corridor due to its very high employment to resident ratio of 3.66. The Matteson Metra Station submarket has an employee to resident ratio of 0.12. This indicates that most residents likely leave the area for work. This may also demonstrates that living within proximity of a Metra station provides residents greater transportation options for commuting in the Chicagoland region.

Table 8: Employment by Occupation (2018)

<table>
<thead>
<tr>
<th>2018 Employment by Occupation</th>
<th>Village-wide</th>
<th>% Share</th>
<th>Cicero &amp; Lincoln</th>
<th>% Share</th>
<th>Matteson Metra Station</th>
<th>% Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Employment</td>
<td>9,649</td>
<td></td>
<td>550</td>
<td></td>
<td>2,336</td>
<td></td>
</tr>
<tr>
<td>White Collar</td>
<td>6,310</td>
<td>66%</td>
<td>334</td>
<td>61%</td>
<td>1,503</td>
<td>64%</td>
</tr>
<tr>
<td>Management</td>
<td>1,505</td>
<td>16%</td>
<td>50</td>
<td>9%</td>
<td>306</td>
<td>13%</td>
</tr>
<tr>
<td>Professional</td>
<td>2,769</td>
<td>29%</td>
<td>192</td>
<td>35%</td>
<td>594</td>
<td>25%</td>
</tr>
<tr>
<td>Sales</td>
<td>753</td>
<td>8%</td>
<td>32</td>
<td>6%</td>
<td>217</td>
<td>9%</td>
</tr>
<tr>
<td>Admin Support</td>
<td>1,283</td>
<td>13%</td>
<td>60</td>
<td>11%</td>
<td>386</td>
<td>17%</td>
</tr>
<tr>
<td>Services</td>
<td>1,447</td>
<td>15%</td>
<td>114</td>
<td>21%</td>
<td>215</td>
<td>9%</td>
</tr>
<tr>
<td>Blue Collar</td>
<td>1,883</td>
<td>19%</td>
<td>102</td>
<td>20%</td>
<td>618</td>
<td>27%</td>
</tr>
<tr>
<td>Farming/Forestry/Fishing</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Construction/Extraction</td>
<td>280</td>
<td>3%</td>
<td>8</td>
<td>2%</td>
<td>75</td>
<td>3%</td>
</tr>
<tr>
<td>Installation/Maintenance</td>
<td>232</td>
<td>2%</td>
<td>25</td>
<td>5%</td>
<td>129</td>
<td>6%</td>
</tr>
<tr>
<td>Production</td>
<td>425</td>
<td>4%</td>
<td>32</td>
<td>6%</td>
<td>105</td>
<td>5%</td>
</tr>
<tr>
<td>Transportation/Material Moving</td>
<td>946</td>
<td>10%</td>
<td>37</td>
<td>7%</td>
<td>309</td>
<td>13%</td>
</tr>
</tbody>
</table>

Source: ESRI & RATIO

Table 9: Employee to Residents Ratio (2018)

<table>
<thead>
<tr>
<th>Employment Cluster &lt;0.5 Employees to Residents Ratio</th>
<th>Village-wide</th>
<th>Cicero &amp; Lincoln</th>
<th>Matteson Metra Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018 Employees</td>
<td>7,780</td>
<td>4,641</td>
<td>545</td>
</tr>
<tr>
<td>2018 Residents</td>
<td>19,377</td>
<td>1,268</td>
<td>4,656</td>
</tr>
<tr>
<td>2018 Emp to Res Ratio</td>
<td>0.40</td>
<td>3.66</td>
<td>0.12</td>
</tr>
</tbody>
</table>

Source: ESRI & RATIO
### Economic Development Opportunities

In the 2016 market analysis for the Lincoln Mall area, Hunden Strategic Partners indicated several potential development markets for this area, as identified by the blue dashed boxes.

While these market assessments were conducted in 2016, they anticipated future absorption by market opportunity. The Cicero and Lincoln submarket remains challenging for "big box" retail, however, it is a good location for casual sit-down restaurants due to the high traffic volume along Lincoln Highway (US-30) and the Village’s relatively strong median household income level. There is still demand for market-rate multi-family apartments and senior living complexes. Also, the Village may find an opportunity with a youth sports complex development. Other market opportunities were weak or would require significant public subsidies for successful implementation.

### Table 10: Opportunity Matrix & Likely Public Incentive Level

<table>
<thead>
<tr>
<th>Market Opportunity</th>
<th>Low</th>
<th>Medium</th>
<th>High</th>
<th>Public Incentive Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional Retail</td>
<td>X</td>
<td></td>
<td></td>
<td>15-25%</td>
</tr>
<tr>
<td>Boutique/ Specialty Retail</td>
<td>X</td>
<td></td>
<td></td>
<td>15-25%</td>
</tr>
<tr>
<td>Big Box Retail</td>
<td></td>
<td>X</td>
<td></td>
<td>15-25%</td>
</tr>
<tr>
<td>Grocery</td>
<td></td>
<td>X</td>
<td></td>
<td>15-25%</td>
</tr>
<tr>
<td>Outlet Mall</td>
<td></td>
<td>X</td>
<td></td>
<td>15-25%</td>
</tr>
<tr>
<td>Full-Service Hotel</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Select-Service Hotel</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waterpark Hotel</td>
<td></td>
<td>X</td>
<td></td>
<td>15-25%</td>
</tr>
<tr>
<td>Fast Casual Restaurant</td>
<td></td>
<td></td>
<td>X</td>
<td>0-5%</td>
</tr>
<tr>
<td>Casual Sit-Down Restaurant</td>
<td></td>
<td></td>
<td>X</td>
<td>5-15%</td>
</tr>
<tr>
<td>Higher-End Restaurant</td>
<td></td>
<td></td>
<td>X</td>
<td>15-25%</td>
</tr>
<tr>
<td>Multi-Tenant Large Office</td>
<td>X</td>
<td></td>
<td></td>
<td>25-30%</td>
</tr>
<tr>
<td>Single Multi-Tenant Small Office</td>
<td></td>
<td></td>
<td>X</td>
<td>15-25%</td>
</tr>
<tr>
<td>Multi-family</td>
<td></td>
<td></td>
<td>X</td>
<td>5-15%</td>
</tr>
<tr>
<td>Senior Living</td>
<td></td>
<td></td>
<td>X</td>
<td>5-10%</td>
</tr>
<tr>
<td>Condo/Townhomes</td>
<td></td>
<td></td>
<td>X</td>
<td>15-25%</td>
</tr>
<tr>
<td>Youth Sports Complex</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Public Plaza/Amphitheater</td>
<td></td>
<td>X</td>
<td></td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Hunden Strategic Partners
**Residential**
With residential rents ranging between $0.95/SF and $1.25/SF (zillow.com), it is likely that mixed-income or tax-credit affordable and/or senior housing development is possible in Matteson. These developments may require local incentives in the form of Tax Increment Finance (TIF) or other tools to reduce developers’ costs and/or to improve long-term project’s cash-flow. It may be possible to complete a smaller redevelopment effort in and around the Matteson Metra Station submarket. This is due to the area’s grid-like street network and smaller-sized buildable lots and buildings, requiring developers fewer capital costs. This area could be turned into a TIF district should the Village proactively attract a developers’ interest into this area.

**Retail**
Rents range from $6/SF to $35/SF (Loop.Net). Retail has an oversupply of space. Several smaller retail locations appear to be attracting stronger rents, but most vacant storefronts will likely need to be reprogrammed for other uses. The Village has longstanding plans to do so, and it is recommended it continue these efforts in and around the Lincoln Mall and Cicero & Lincoln submarket.

**Office**
Office rent ranges from $12/SF to $19/SF (Loop.Net) with some higher-class A office space attracting higher rents. Overall, the area has a number of larger office buildings in its inventory that contributes to an oversupply of suburban office space. The Plan will identify opportunities for promoting an 18-hour live-work-play environment in order to attract greater office tenants and revitalize the Village’s soft office market.

**Industrial**
The I-57 industrial market has been robust and continues to be a relatively strong sector on Chicago’s south side. It has been led by logistics and warehouse industries, and Matteson has had some success with its real estate along the I-57 Corridor. This market remains relatively strong despite market fluctuations and recent events concerning U.S.’s international trade. Parts of the Lincoln Mall site may potentially be reprogrammed for industrial logistics purposes if other market uses are slow to respond to the availability of the real estate. Colliers International anticipates that the industrial market is slowing its pace of growth worldwide and this may likely affect the growth rate of real estate uses along the I-57 Corridor and the Cicero & Lincoln submarket.
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Land use patterns play a significant role in shaping the physical character of Matteson. The Village has completed several guiding policy documents, such as the Comprehensive Development Plan, Land Use Intensity Map, and the Zoning Ordinance. The Planning and Zoning Commission and the Village Board enforce and interpret these policies. This chapter will examine the existing land use patterns, how the Village’s current zoning ordinance impacts land use, and will identify issues and opportunities.

Land Use Intensity Map

As part of the Village’s Comprehensive Development Plan, the Land Use Intensity Map guides the level of intensity of developments occurring within the Village of Matteson. The map identifies seven different intensity levels. These levels identify desired land uses and intensity, what roadways they should be serviced with, and how to reduce land use conflicts against other intensity levels. It should be noted that the Land Use Intensity Map provides a more general view of land uses. The Village’s Zoning Ordinance and Zoning Map controls what uses are permissible on each property within the Village.

The Village has been updating this map over the years to reflect changing market conditions and as a planning toolkit to accommodate future and potential developments in the Village. The following are descriptions of the Land Use Intensity Map’s intensity levels from the Village’s 1987 Comprehensive Development Plan.

Regional High Intensity

A regional high intensity area is a characterized by its high visibility, freeway proximity, and superior roadway accessibility. A mixture of high intensity uses with higher than usual densities that generate high levels of traffic, parking and daily activity are expected in these areas. The uses are expected to include major commercial centers, large office complexes, high density residential structures and some office-distribution centers. The area must be insulated from low intensity activities and must move large volumes of traffic with minimal impact on adjacent uses.

Community Intensity Area

This type of land use is characterized as an area which provides services and housing to the entire Village of Matteson and surrounding communities. The area is designed for commercial uses to serve Matteson and adjacent areas, provide medium density residential living units, and consumer service areas. The areas require frontage on a major arterial to accommodate higher traffic volumes produced by these uses.

Neighborhood Intensity Area

An area to provide commercial and service uses to service a neighborhood of the Village. In addition, the area may be used for compatible multi-family development of a density which will not affect surrounding properties. The areas should be centered around the intersection of secondary arterials and collector streets. This area is anticipated to generate lower volumes of traffic, reducing its impact on adjacent low-intensity areas.

Low Intensity Area

The majority of the Village is a low intensity area. The primary use will be single family home development supplemented by low density condominiums, townhouses and garden apartments. The area should be insulated from extremely high intensity activities and buffered from industrial uses. Street patterns should reduce through traffic movement and provide only limited access to arterial streets.

Service Intensity Area

The most common area designed to accept light industrial, heavy commercial and heavy service uses is the service intensity area. This area is intended to have less impact on commercial and residential areas than production intensity. It is also often serves as a buffer to between production and non-production intensity areas. The uses included in this area include light industrial establishments, auto services, warehousing, etc.

Production Intensity Area

This type of area provides for the manufacturing and assembly of products and similar high intensity industrial uses. While heavy industry is not recommended due to its proximity to the community, sufficient distance and buffer should allow medium intensity industries to operate without impact on the remaining community.

Conservation/Recreation Areas

While these areas are limited in total area, they are extremely important to the development of the Village. These areas are designed to be left natural, provide recreation uses or allow only very limited development. Natural features, natural flood reservoirs and other developed recreation sites are included in this area. Especially important are the areas of floodway and floodplain which must be left undeveloped in order to prevent increased risk of flooding as further development occurs.
Existing Land Use Patterns

The Lincoln Highway (US-30) and Cicero Avenue Corridors have diverse land uses. Existing land uses along the Corridors were documented using CMAP’s 2013 Land Use Inventory data. Spot-checks and comparative data analysis were conducted to update the data where needed. These land use patterns were organized into four character zones. The following is a description of existing land use patterns for each of the character zones.

Zone 1
Zone 1 is predominately residential. Existing agricultural land along Lincoln Highway are has been designated to accommodate additional residential and senior living development. The agricultural parcel at the intersection of Lincoln Highway and Cox Avenue will accommodate an expansion of Manheim Chicago, a large auto-dealer and auction to the north.

Zone 2
Zone 2 includes Village’s commercial core. A mix of local- and regional-serving commercial development are clustered within this zone. The former Lincoln Mall redevelopment site is located within this zone as well, and is currently being considered for a transformative mixed-use development.

Zone 3
Zone 3 transitions from commercial to residential and civic uses, including the Village Hall and the Colin Powell Middle School. There is a residential subdivision that is currently under development adjacent to the Village’s civic campus. There are large land as development opportunities.

Zone 4
Zone 4 is predominately residential. The boundary of this zone is the 211th Street Metra Electric District Station on Lincoln Highway and the Matteson Metra Station in Old Matteson. The area surrounding the Matteson Metra Station is older than other residential neighborhoods in the Village and features a more compact physical framework and smaller lot sizes.
EXISTING LAND USE
CHARACTER ZONE 1

Land Use
• Manheim Chicago, a prominent auto dealer/auction in the Village is anticipated to expand south to Lincoln Highway from its current location. This area will remain regional commercial land use.
• Existing agricultural lands along Lincoln Highway are anticipated to house additional residential development, including a senior living facility.
• The Corridor is primarily residential in character. Some residential subdivisions are not fully built out.

Streetscape
• The US-30 Corridor functions primarily as a major thoroughfare.
• Streetscoping is minimal in this zone.
• The sidewalk system is discontinuous and is challenging to navigate for pedestrians. There are few sidewalks in the subdivisions adjacent to Lincoln Highway.

Character & Appearance
• Most residential subdivisions in Zone 1 feature large lots that are significantly setback from the Lincoln Highway.
• There are opportunities for greater pedestrian and bicycle connections.
• There is a gateway opportunity at the intersection of Harlem Avenue and Lincoln Highway.
**EXISTING LAND USE CHARACTER ZONE 2**

**Legend**
- Matteson Municipal Boundary
- Water
- Agriculture
- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Commercial
- Regional Commercial
- Office
- Industrial
- Institutional
- Religious
- Park/Open Space
- Transportation/Utilities
- Vacant

**Land Use**
- Local- and regional-serving commercial businesses are concentrated around the intersection of Lincoln Highway and Cicero Avenue.
- The Matteson Auto Mall (southwest of I-57 and Lincoln Highway) is a substantial cluster of automobile dealerships and communicates arrival in Matteson to I-57 travelers.
- The Lincoln Mall site is a redevelopment opportunity for a mixed-use town center concept.
- Believers Church, a local landmark, is located at the intersection of I-57 and Lincoln Highway.
- There are opportunities to install greater amenities in Notre Dame Park to make this place a destination.
- Undeveloped land creates opportunities for development and additional Village amenities.

**Character & Appearance**
- There are opportunities to install gateway signage at I-57 and the Lincoln Highway interchange.
- Access to the west and east sides of I-57 on Lincoln Highway is only possible by vehicle. Opportunities should be explored to utilize alternative routes to support pedestrian and bicycle access, such as the Old Plank Trail.
- The sidewalk network along the Corridors is discontinuous and hazardous for pedestrians.

**Streetscape**
- Most existing street lights have banners featuring welcome signage announcing arrival in the Village of Matteson.
- Lincoln Highway and Cicero Avenue have parkway buffers with street trees on both sides.
EXISTING LAND USE
CHARACTER ZONE 3

Legend
- Matteson Municipal Boundary
- Water
- Metra Station
- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Commercial
- Mixed-Use
- Office
- Institutional
- Religious
- Park/Open Space
- Transportation/Utilities
- Vacant

Land Use
- The Lincoln Highway Corridor transitions to primarily residential as it approaches the 211th Metra Station.
- O. W. Huth Middle School and Matteson Elementary School are anchors in this zone.
- Access to the 211th and Matteson Metra Stations by car or bus is more safe than by foot or bike. There are plans to explore and promote transit-oriented developments, which would require collaboration between Matteson, Olympia Fields, Park Forest, IDOT, and Metra.

Streetscape
- Sidewalks and parkway buffers with street trees are visible throughout the zone.
- There is a slower traffic speed within Old Matteson than on adjacent major arterials.

Character & Appearance
- The Lincoln Highway Corridor divides Matteson and Olympia Fields in this zone only.
- Old Matteson features a compact neighborhood and closely spaced homes.
- Most single-family homes in this zone have access to rear alleys.
- Students routinely walk to O. W. Huth Middle School and Matteson Elementary School.
EXISTING LAND USE
CHARACTER ZONE 4

Land Use
- This zone includes primarily civic and residential land uses fronting Cicero Avenue.
- Village Hall, Colin Powell Middle School, and the Matteson Community Center are anchors in this zone.
- Vacant land are development opportunities.

Streetscape
- Gateway signage is installed south of the intersection between Cicero Avenue and Vollmer Road.
- There are opportunities to install a greater diversity of landscape planting to enhance the experience of traveling along Cicero Avenue.

Character & Appearance
- There is an opportunity to implement a continuous sidewalk network.
- Establishment of a unique identity for this zone should coordinate with new development.
Current Zoning
Regulatory controls, in the form of ordinances, dictate the use and appearance of properties within the municipal limits. They are intended to ensure the safety, health, and welfare of the public by:

• reducing land use incompatibilities,
• reducing hazards,
• mitigating nuisances,
• protecting natural features and resources, and;
• promoting a visually attractive environment

Regulatory controls are critical in shaping an attractive environment and positive experience along Cicero Ave and Lincoln Highway. If used effectively, they can be conducive to attracting new investment and growth.

Zone 1 Observations
• Given Manheim Chicago is planning to expand southwards, zoning in the affected parcels will need to be consistent with the zoning district that Manheim Chicago is currently under. It is also important to ensure there is sufficient buffer between the planned expansion of Manheim and adjacent residential subdivisions.
• The Village's Zoning Map suggests that the northeast corner of Lincoln Highway and Harlem Avenue will permit commercial and residential uses.
• Landscape buffer requirements will need to be enforced to reduce land use conflicts between non-residential and residential development.

Zone 2 Observations
• Most non-residential development in Zone 2 are zoned as Mixed Use District (MXD). This zoning district permits both commercial and office uses.
• Some developments are zoned as C-4 Highway Commercial. This zoning district focuses on promoting larger-scale commercial development along arterials. However, the resulting commercial developments generally looks similar to those within the MXD.
• The only development in Matteson that is zoned as C-3 Regional Shopping Center is the Marketplace at Matteson. The notable difference between C-3 and MXD zoning districts is that the former permits commercial development larger than 15,000 square feet while the latter doesn’t. Also, the former doesn’t permit residential land uses while the latter allow residential developments with a special use permit.

Zone 3 Observations
• The area between I-57 and Cicero Avenue in this Zone will see a combination of higher-density residential, civic, park, office, and commercial developments due to the MXD zoning designation.
• Undeveloped lands east of Cicero Avenue are anticipated to accommodate additional commercial developments. The Village seems to have an oversupply of commercial lots. This presents opportunities to explore other land uses that may better improve Village residents’ quality of life.

Zone 4 Observations
• The Zoning Ordinance requires non-residential buildings fronting Cicero Avenue have at least a 50 feet front yard setback. This presents opportunities to explore alternative methods, such as landscaping, to create stronger relationships between the public right-of-way and private properties.
• The residential density zoning districts in this Zone promote more compact housing units under tighter lot sizes. This foster a character that resembles of a traditional residential Village.
• Current zoning designations within Matteson and around the 211th Street Metra Station mostly conform to the vision established by the 211th Metra Station Implementation Study.
• Though the Village zoned the area around the Matteson Metra Station for neighborhood-serving commercial establishments, they are mostly concentrated along the Lincoln Highway. Some parcels near the Matteson Metra Station are large surface parking lots, creating opportunities to review the Village's parking standards.
Gateway & Wayfinding

The US-30 and Cicero Avenue Corridors pass through multiple areas and communities. Gateways play a role in creating a sense of arrival in Matteson for travelers on these Corridors. It is arguably one of the main elements in promoting a positive impression of Matteson. Existing gateway signages in Matteson are typically comprised of a monument signage at the side of a roadway with landscaping planted around its base.

Existing Matteson Gateway Signage

The Village of Matteson currently has gateway signage at the northern and southern edges of its municipal boundary along Cicero Avenue. It also has sign at the southern portion of Governors Highway. There is no gateway signage along the Lincoln Highway Corridor, which presents an opportunity to implement it at this location. Mark W. Stricker Memorial Bridge and the Matteson Auto Mall function similarly to gateway signage.

Mark W. Stricker Memorial Bridge

This is one of the few overpasses above I-57 in Matteson. Though I-57 gives Matteson a strategic and advantage over peer communities, it may act as a barrier to movement between the two sides of the Interstate. The bridge enables village residents to drive, bike, or walk along the Village Commons to better access different parts of the Village. This bridge/overpass stands out as it has decorative railings and light post. Travelers driving through I-57 will instantly recognize the Stricker Bridge and will know that they are in the Village of Matteson.

Matteson Auto Mall

The Matteson Auto Mall is a cluster of auto dealerships located at the southwest corner of the I-57/US-30 interchange. The development features a pylon sign that advertises the various auto dealers in the development. Based on stakeholders’ input from the Kick-Off Meeting, many I-57 travelers know they are in Matteson when they see the signage and as they are approaching the I-57/Lincoln Highway interchange.
Olympia Fields Gateway Signage

At the east end of Governors Highway, the Lincoln Highway Corridor becomes a dividing line between Olympia Fields to the north and Matteson to the south. The Corridor features gateway signage for both communities at this location. There is a gateway signage featuring Olympia Fields at the north side of the Corridor by the CVS Pharmacy and the 211th Metra Station. However, there are no gateway signs featuring the Village of Matteson. The only indicator for Matteson is the Matteson Fire Department Headquarters located across from the CVS Pharmacy. There is an opportunity to utilize landscaping on parkway buffers to better communicate to travelers that they are in Matteson.

Gateway Opportunities at I-57 Interchange & Lincoln Highway

The interchange between I-57 and Lincoln Highway is the main vehicular entrance into the Village of Matteson. There is an opportunity to decorate the Lincoln Highway overpass with different set of railings, street lighting, plantings, and façades of support beams. This would significantly improve the sense of area and first impression of I-57 travelers entering into Matteson. Other gateway opportunities exists on the western edge of the Lincoln Highway and the intersection of Lincoln Highway and Governors Highway.

Profile: Mayor Mark W. Stricker

The Mark W. Stricker Memorial Bridge was dedicated to Matteson’s former President, Mark W. Stricker, in July 13, 2009. Mark W. Stricker was a retired school teacher who served the Village of Matteson for over 25 years as the President as well as a volunteer for the Matteson Fire Department. Part of his legacy was fighting to attract businesses to move into Matteson, including the now-demolished Lincoln Mall, which used to serve as Matteson’s economic anchor.
EXISTING GATEWAY & WAYFINDING

Legend
- Matteson Municipal Boundary
- Metra Station
- Existing Trail
- Existing Matteson Gateway
- Matteson Auto Mall
- Mark W. Stricker Memorial Bridge
- Existing Village of Olympia Fields Signage
- Gateway Opportunity
- I-57 Gateway Opportunity

Existing Village of Olympia Fields Signage
Gateway Opportunity
I-57 Gateway Opportunity

0 0.5 10.25 Mile North
EXISTING GATEWAY & WAYFINDING
Legend
The Village of Matteson is served by a broad range of transportation infrastructure ranging from expressways, high-capacity arterial roadways, Metra commuter rail service, Pace bus service, bicycle trails and an expansive pedestrian system. The commercial land uses within the Lincoln Highway (US-30) and Cicero Avenue Corridors, in particular, benefit from proximity to these facilities. This economic success, on the other hand, contributes to an environment of wider rights-of-way and higher volumes and speeds, which create challenges for pedestrian and bicycle access to and within the Corridors. As a result, few residents walk to local destinations.

The Streetscape Improvement Plan for the Lincoln Highway and Cicero Avenue Corridors will address short-comings in the transportation system, improve safety for pedestrians and bicyclists, increase connectivity between Matteson’s neighborhoods and commercial areas, and enhance access to public transit.

### Assessment of Existing Transportation Conditions

This section describes the existing transportation system within the Lincoln Highway and Cicero Avenue Corridors of the Village of Matteson, including its roadway network, public transit services, freight rail carriers, and bicycle and pedestrian accommodations. The information was obtained from various sources, including the Village of Matteson, Cook County Department of Transportation and Highways (CCDTH), Regional Transportation Authority (RTA), Metra, Pace, and Illinois Department of Transportation (IDOT), as well as previous studies conducted for the Village of Matteson and its neighboring communities, visual assessments and field reviews.

### Table 1: Roadway Functional Classifications, Jurisdiction, and Traffic Volume

<table>
<thead>
<tr>
<th>Functional Classification</th>
<th>Roadway</th>
<th>Jurisdiction</th>
<th>Annual Average Daily Traffic¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeways</td>
<td>I-57</td>
<td>IDOT</td>
<td>54,500 – 90,000</td>
</tr>
<tr>
<td>Major Arterials</td>
<td>US 30 (Lincoln Highway)²</td>
<td>IDOT</td>
<td>17,400 - 34,700</td>
</tr>
<tr>
<td></td>
<td>IL 50 (Cicero Avenue)</td>
<td>IDOT</td>
<td>16,700 - 17,500</td>
</tr>
<tr>
<td></td>
<td>Harlem Avenue (IL 43) – North of US 302</td>
<td>IDOT</td>
<td>15,800</td>
</tr>
<tr>
<td>Minor Arterials</td>
<td>Crawford Avenue/Pulaski Road</td>
<td>IDOT</td>
<td>12,600 – 19,700</td>
</tr>
<tr>
<td></td>
<td>Governors Highway</td>
<td>IDOT</td>
<td>8,550 - 18,800</td>
</tr>
<tr>
<td></td>
<td>Vollmer Road</td>
<td>Cook County</td>
<td>10,300 – 23,100</td>
</tr>
<tr>
<td>Major Collectors</td>
<td>Harlem Avenue – South of US 30</td>
<td>Cook County</td>
<td>3,150</td>
</tr>
<tr>
<td></td>
<td>Ridgeland Avenue</td>
<td>Cook County</td>
<td>4,550 - 6400</td>
</tr>
<tr>
<td></td>
<td>Olympian Way</td>
<td>Olympia Fields</td>
<td>5,850</td>
</tr>
<tr>
<td>Minor Collectors</td>
<td>Central Avenue – North of US 30</td>
<td>Matteson</td>
<td>1,900</td>
</tr>
<tr>
<td></td>
<td>Central Avenue – South of US 30</td>
<td>Cook County</td>
<td>2,250</td>
</tr>
<tr>
<td></td>
<td>Main Street</td>
<td>Matteson</td>
<td>2,350</td>
</tr>
<tr>
<td></td>
<td>Village Commons</td>
<td>Matteson</td>
<td>2,700</td>
</tr>
<tr>
<td></td>
<td>207th Street</td>
<td>Matteson</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>216th Street</td>
<td>Matteson</td>
<td>2,100</td>
</tr>
<tr>
<td>Local Roads</td>
<td>All other roadways</td>
<td>Village</td>
<td>n/a</td>
</tr>
</tbody>
</table>

¹ Source: Illinois Department of Transportation  
² Roadway is a component of IDOT’s Strategic Regional Arterial System

### Roadway Network

#### Jurisdiction

Lincoln Highway (US-30) and Cicero Avenue (IL-50) are both controlled by the Illinois Department of Transportation (IDOT). Other facilities in the Village that connect with these Corridors are either under IDOT jurisdiction (Interstate 57, Crawford Avenue, Governors Highway, Harlem Avenue-north of Lincoln Highway), Cook County jurisdiction (Ridgeland Avenue, Vollmer Road, Harlem Avenue-south of Lincoln Highway, Central Avenue-south of Lincoln Highway), or the jurisdiction of the Village of Matteson (all other roadways in the Village).

#### Functional Classification

Roadways are classified in a hierarchical structure by function to define their role in the transportation system and their eligibility for certain types of federal transportation funds. Four functional classifications are typically used, including freeways, arterials, collectors and local roads. Arterials and collectors are commonly subdivided into major and minor designations based on location, service function and design features (i.e., right-of-way, road capacity, continuity within system, speed limits, parking controls, traffic signal spacing, etc.). Lincoln Highway and Cicero Avenue are classified as major arterial roadways in the Village according to IDOT’s functional classification system. Lincoln Highway is further designated by IDOT as one of the regions Strategic Regional Arterials (SRA).
1 provides a listing of the freeways, arterials and collector roads in the Village with the jurisdictional ownership and annual average daily traffic volume (AADT).

**Truck Routes**

IDOT’s State Truck Route System consists of three classifications of roadways (Class I, II and III), each with specific design standards and maximum legal vehicle dimensions and loaded weights. Within the Corridor study area, the following routes are part of the system:

- **Class I Facility**: I-57
- **Class II Facility**: Lincoln Highway, Cicero Avenue, Harlem Avenue (North of Lincoln Highway)

Lincoln Highway and Cicero Avenue both carry high volumes of truck traffic through the Corridors with Lincoln Highway carrying approximately 850-2,700 trucks per day and Cicero Avenue carrying approximately 400-550 trucks per day. Much of the truck traffic passes through the Village en-route to other destinations, but some of these vehicles are generated within the Village, such as from the WSI warehouse/distribution facility, Manheim Chicago facility, and automobile dealerships.

**Roadway Characteristics**

**Lincoln Highway (US-30)**

The Lincoln Highway Corridor is 4¾-miles long and extends from the east Village limits at the 211th Street Metra Station to the west Village limits near Harlem Avenue. In between Lincoln Highway has a full-interchange with I-57. Lincoln Highway is a 6-lane arterial to the east of the interchange, carrying around 34,000 vehicles per day (vpd), and is a 4-lane arterial to west of the interchange, carrying around 20,000 vpd. The roadway has an urban cross-section (curb and gutter) to the east of Matteson Avenue and a rural cross-section (shoulder and ditch) to the west of Matteson Avenue. The road capacities are sufficient to accommodate the current traffic volumes. The right-of-way in Corridor varies from 83 feet to 150 feet. The posted speed limit in the Corridor is generally 45 mph to the west of the interchange and 40 mph to the east of the interchange. Table 2 summarizes the characteristics of Lincoln Highway by roadway segment.

**Cicero Avenue (IL 50)**

The Cicero Avenue Corridor is 2½-miles long, extending from the north Village limits at Vollmer Road to the south Village limits at the Canadian National (CN) Railway. Cicero Avenue is a 4-lane roadway throughout the Corridor which provides adequate capacity to accommodate the approximately 17,000 vpd. The cross-section of the roadway varies from an urban design to a rural design throughout the Corridor and the right-of-way is estimated to range from 125 to 150 feet. The posted speed limit in the Corridor is 40 mph in the vicinity of the Lincoln Highway intersection and increases to 45 mph towards the south end of the Corridor and 50 mph towards the north end of the Corridor. Table 3 summarizes the characteristics of Cicero Avenue by roadway segment.

---

**Table 2: Lincoln Highway (US-30) Corridor Characteristics.**

<table>
<thead>
<tr>
<th>Road Segment</th>
<th>Right-of-Way (feet)</th>
<th>Through Lanes</th>
<th>AADT</th>
<th>Speed Limit (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>IL 43 to Central Ave</td>
<td>140</td>
<td>4</td>
<td>17,400-20,500</td>
<td>45</td>
</tr>
<tr>
<td>Central Ave to Matteson Ave</td>
<td>150</td>
<td>4-6</td>
<td>33,000</td>
<td>45</td>
</tr>
<tr>
<td>Matteson Ave to IL 50</td>
<td>150</td>
<td>6</td>
<td>33,000</td>
<td>40</td>
</tr>
<tr>
<td>IL 50 to Governors Highway</td>
<td>126-145</td>
<td>6</td>
<td>34,400</td>
<td>40</td>
</tr>
<tr>
<td>Governors Highway to Olympian Way</td>
<td>83-110</td>
<td>6</td>
<td>28,600-34,700</td>
<td>40</td>
</tr>
</tbody>
</table>

**Table 3: Cicero Avenue (IL-50) Roadway Characteristics**

<table>
<thead>
<tr>
<th>Road Segment</th>
<th>Right-of-Way (feet)</th>
<th>Through Lanes</th>
<th>AADT</th>
<th>Speed Limit (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vollmer Rd to 207th St</td>
<td>125-150</td>
<td>4</td>
<td>16,700</td>
<td>50</td>
</tr>
<tr>
<td>207th St to Sprucewood Ln</td>
<td>125-150</td>
<td>4</td>
<td>16,700</td>
<td>45</td>
</tr>
<tr>
<td>Sprucewood Ln to IL 50</td>
<td>125-150</td>
<td>4</td>
<td>16,700</td>
<td>40</td>
</tr>
<tr>
<td>IL 50 to S. Southwick Dr</td>
<td>125-150</td>
<td>4</td>
<td>17,500</td>
<td>40</td>
</tr>
<tr>
<td>S. Southwick Dr to CN Railway</td>
<td>125-150</td>
<td>4</td>
<td>17,500</td>
<td>45</td>
</tr>
</tbody>
</table>
Traffic Controls

There are 11 signalized intersections in the Lincoln Highway Corridor and 8 signalized intersections in the Cicero Avenue Corridor spaced from 1/8-mile to one mile apart, as shown in Table 4. Twelve of the signals are interconnected as part of an IDOT traffic signal system, including the Lincoln Highway signals between Olympian Way and Matteson Avenue and the Cicero Avenue signals between Matteson Town Center and N. Gateway Drive. The system also includes two signals along Governors Highway (Crawford Avenue and 212th Place).

<table>
<thead>
<tr>
<th>Lincoln Highway (US-30)</th>
<th>Cicero Avenue (IL-50)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harlem Avenue (IL 43)</td>
<td>Vollmer Road</td>
</tr>
<tr>
<td>Ridgeland Avenue</td>
<td>Village Commons/Morning Glory Drive</td>
</tr>
<tr>
<td>Central Avenue</td>
<td>207th Street</td>
</tr>
<tr>
<td>Matteson Avenue*</td>
<td>Lincoln Highway (US 30)*</td>
</tr>
<tr>
<td>Cicero Avenue (IL 50)*</td>
<td>Matteson Town Center*</td>
</tr>
<tr>
<td>Lindenwood Drive*</td>
<td>Southwick Drive*</td>
</tr>
<tr>
<td>Kostner Avenue*</td>
<td>Promenade Way*</td>
</tr>
<tr>
<td>Matteson Plaza/Marketplace of Matteson*</td>
<td>N. Gateway Drive*</td>
</tr>
<tr>
<td>Governors Highway*</td>
<td></td>
</tr>
<tr>
<td>Main Street*</td>
<td></td>
</tr>
<tr>
<td>Olympian Way*</td>
<td></td>
</tr>
</tbody>
</table>

*These traffic signals are interconnected into an IDOT signal system

Crash History

Crash data was obtained from IDOT for the past five years in which the data was available (2013-2017) for the signalized intersections in the US 30 and IL 50 corridors. Table 5 summarized the crash data by collision type, crash frequency/rate and crash severity. The US 30/IL 50 intersection carries the highest total volume of traffic and experienced the greatest number of crashes over the past five years. The intersections of US 30/Governors Highway and IL 50/Vollmer Road also experience a large number of crashes. As is typical of traffic signal-controlled intersections, the majority of crashes involved turning and rear-end collisions. Many of the crashes resulted in injuries, in part due to the higher posted speed limit along US 30 and IL 50. Only one of the crashes that occurred in the past five years resulted in a fatality. A total of five of the crashes involved a pedestrian or bicyclist. This crash history will be evaluated in further as vehicular and non-motorized safety measures are developed and incorporated into the recommended streetscape improvement plan.
<table>
<thead>
<tr>
<th>Intersection</th>
<th>Angle</th>
<th>Turning</th>
<th>Rear End</th>
<th>Head On</th>
<th>Side Swipe</th>
<th>Fixed Object</th>
<th>Ped/Bike</th>
<th>Other</th>
<th>Total Crashes</th>
<th>Crash Rate (crashes/year)</th>
<th>Property Damage</th>
<th>Injury</th>
<th>Fatality</th>
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<td>US 30/IL 50</td>
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<td>104</td>
<td>84</td>
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<td>6</td>
<td>0</td>
<td>1</td>
<td>216</td>
<td>43.2</td>
<td>151</td>
<td>90</td>
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<td>73</td>
<td>14.6</td>
<td>52</td>
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<td>1</td>
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<td>2</td>
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<td>23</td>
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<td>1</td>
<td>0</td>
<td>2</td>
<td>48</td>
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<td>0</td>
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<td>31</td>
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<td>26</td>
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<td>0</td>
<td>0</td>
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<td>22</td>
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<td>US 30/Matteson Plaza</td>
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<td>0</td>
<td>1</td>
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<td>21</td>
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<tr>
<td>IL 50/Village Commons</td>
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<td>11</td>
<td>6</td>
<td>0</td>
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<td>1</td>
<td>0</td>
<td>21</td>
<td>4.2</td>
<td>16</td>
<td>6</td>
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<tr>
<td>IL 50/Promenade Wy</td>
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<td>6</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>14</td>
<td>2.8</td>
<td>12</td>
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</tr>
<tr>
<td>IL 50/Town Center</td>
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<td>3</td>
<td>5</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>12</td>
<td>2.4</td>
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<td>2</td>
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</tr>
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<td>IL 50/207th St</td>
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<td>11</td>
<td>2.2</td>
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<td>6</td>
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</tr>
<tr>
<td>IL 50/Southwick Dr</td>
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<td>1</td>
<td>2</td>
<td>0</td>
<td>0</td>
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<td>0</td>
<td>0</td>
<td>7</td>
<td>1.4</td>
<td>4</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>IL 50/N. Gateway Dr</td>
<td>0</td>
<td>2</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>1.4</td>
<td>7</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
Sustainable Vehicles

There are currently no car-sharing services (ZipCar, etc.) operating in the Village. There is one electric car charging station in the Lincoln Highway Corridor at Hawkinson Nissan.

Freight Rail

There are two freight rail lines that cross the Lincoln Highway and Cicero Avenue Corridors, both operated by the Canadian National (CN) Railway. The east-west line is located near the Village’s southern municipal limits and consists of a single-track to the west of Cicero Avenue and a double-track to the east of Cicero Avenue. This line carries approximately 11 freight trains per day at speeds up to 45 mph based on data published by the Illinois Commerce Commission. Grade-crossings are located on Harlem Avenue, Ridgeland Avenue, Central Avenue, Cicero Avenue and Main Street. Grade-separated crossings are located at I-57 and Crawford Avenue. All grade-crossings have gates, advance crossing signs, pavement markings, and raised medians or median bollards. There is one rail spur within the Village that extends into the Sherwin Williams manufacturing plant on Central Avenue, although the spur is not currently being utilized.

The north-south line is located near the Village’s eastern municipal limits and consists of a double-track carrying approximately 40 trains per day including six Amtrak passenger trains that have trackage rights with CN. The Northeast Illinois Regional Commuter Railroad Corporation (aka. Metra) operates three parallel tracks along the west side of the CN line. Grade-separated crossings of the CN and Metra lines are located at Lincoln Highway, Front Street and Main Street.

Public Transit

Public transportation service through the Lincoln Highway/Cicero Avenue Corridors is provided by Metra commuter rail, Pace suburban bus, and Rich Township. These services provide convenient transportation alternatives for Village residents, employees and visitors that travel within the Village and between the Village and other communities in the Chicago region.
**Metra Commuter Rail**

Metra service in Matteson is available from two stations along the University Park branch of Metra’s Electric District Line (ME), which offers daily service between University Park and the Millennium Station in downtown Chicago. The 211th Street station is located at Lincoln Highway/Olympian Way and the Matteson station is located ½-mile to the south at Main Street/215th Street. Both stations are ADA accessible with waiting rooms that are open 24 hours a day. There are no ticket agents on duty at the stations but ticket vending machines are available.

On weekdays, the ME line makes 28 inbound trips (towards Chicago) from the two Matteson stations between 4:21 A.M. and 11:48 P.M., and 26 outbound trips (from Chicago) to the Matteson stations between 6:15 A.M. and 1:52 A.M. On weekends, the ME line makes 20 inbound trips from the Matteson stations between 4:45 A.M. and 11:47 P.M., and 20 outbound trips to the stations between 6:09 A.M. and 1:36 A.M. Table 6 summarizes Metra ridership and parking utilization at the two Matteson stations. Ridership at the 211th Street station has been trending downward over the past 20 years and is currently 57% lower than peak levels reached in 1999 despite increases in population and employment within a mile of the station. The 695 commuter parking spaces at the 211th Street station were fully-utilized as little as 12 years ago but, with reductions in ridership levels, are currently only utilized to 57% of capacity. Ridership at the Matteson station has also been trending downward over the past 20 years and is currently 38% lower than levels reached in 1999, again despite increases in population and employment within a mile of the station. Utilization of the 755 commuter parking spaces at the Matteson station has also been declining with ridership levels and is currently at 39% of capacity.

Table 7 shows the mode of travel of station riders. The vast majority of commuters drive themselves to the Metra stations, carpool or are dropped-off at the stations. Census data indicates that approximately 60% of commuters living within ½-mile of the stations choose to walk to the stations. Both stations offer bicycle parking (56 spaces at 211th Street station; 5 spaces at Matteson station) but the Metra surveys indicate that few commuters ride bikes to the stations. There is one Pace route that interfaces with the 211th Street station and approximately 2% of commuters at the station utilize the route.
Pace Suburban Bus

Pace suburban bus operates one fixed-route through Matteson (Route 357-Lincoln Highway). The route travels along Lincoln Highway from the Lawrence Manor apartment complex on Southwick Drive east to Ford Heights within interim stops at the Target store, Marketplace of Matteson, 211th Street Metra station, St. James Hospital, and Pace Chicago Heights Terminal, among other destinations. There are currently no rider amenities at the posted bus stops (i.e., shelters, lighting, benches, route maps/schedules, real-time bus tracker information, concrete waiting pads, etc.) and several of the posted stops are not ADA accessible as they lack concrete waiting pads and connections to the sidewalk system.

Table 8 summarizes the frequency, operating hours and Annual Average Daily Ridership for Route 357. Weekday and weekend ridership levels on Route 357 have been stable since 2016.

### Table 8: Pace Bus Ridership, Frequency, and Operating Hours

<table>
<thead>
<tr>
<th>Route 357</th>
<th>Weekdays</th>
<th>Saturdays</th>
<th>Sundays</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Hours&lt;sup&gt;1&lt;/sup&gt;</td>
<td>6:57 AM – 9:30 PM</td>
<td>8:56 AM – 9:41 PM</td>
<td>9:33 AM – 6:02 PM</td>
</tr>
<tr>
<td>Frequency&lt;sup&gt;1&lt;/sup&gt;</td>
<td>27 EB trips, 27 WB trips</td>
<td>22 EB trips, 21 WB trips</td>
<td>9 EB trips, 9 WB trips</td>
</tr>
<tr>
<td>Average Ridership&lt;sup&gt;2&lt;/sup&gt;</td>
<td>658</td>
<td>418</td>
<td>205</td>
</tr>
</tbody>
</table>

<sup>1</sup> For route segment between Lawrence Manor and 211th Street Metra station.

<sup>2</sup> Source: Regional Transportation Asset Management System (RTAMS). Represents average of monthly ridership averages from January 2018-December 2018.
Rich Township

Rich Township offers door-to-door, pre-arranged, fare-based rides on weekdays for seniors and the disabled to destinations within Rich Township to medical appointments outside of Rich Township.

Bicycle Facilities

The bicycle system in and around the Village of Matteson consists of off-street trails and multi-use paths, and on-street bicycle lanes and marked shared lanes. The Village’s system also connects with other bicycle facilities in Cook and Will counties and in the adjoining communities. The arterial and collector roads in the Village generally have “ride-with-caution” advisories according to IDOT’s Official Bicycle Map based on road design, travel speeds, traffic volumes and other factors.

Off-Street Trails and Paths

The Old Plank Road Trail is a 22-mile long, east-west, paved trail that runs parallel to and approximately ½-mile south of Lincoln Highway. The trail extends from Washington Street in Joliet east to the Thorn Creek Trail in Chicago Heights and connects with the Hickory Creek bikeway in New Lenox and numerous forest preserves in southeastern Cook County. The trail is also a segment of the 535-mile Grand Illinois Trail which loops through northern Illinois from Lake Michigan to the Mississippi River. Within the Village, the Old Plank Road Trail can be accessed from Harlem Avenue, Ridgeland Avenue, Central Avenue, Southwick Drive, Cicero Avenue, Preservation Path, Kildare Avenue, Governors Trail Park, Charleston Road, Maple Street, Main Street, Front Street, and Homan Avenue.
The Preservation Path is a 2-mile long, north-south, paved multi-use path that extends through the Village from Vollmer Road/Treehouse Road south to the Old Plank Road Trail. The path can be accessed from Thornwood Avenue, 203rd Street, Morning Glory Drive, 207th Street, Oakwood Park, Oakwood Lane, Lindenwood Drive, Lincoln Highway, and Kostner Avenue. On the north end, the path ends approximately 1,000 feet from the entrance to the Cook County Forest Preserve’s Vollmer Road Woods, which features a 3.6-mile segment of the Tinley Creek Trail. The Tinley Creek Trail can also be accessed from the northeast corner of Cicero Avenue/Vollmer Road.

There are also several short multi-use paths within the Village that have yet to be connected into a larger bicycle system. These paths are located along Village Commons, Lincoln Highway and Matteson Avenue, and within Oakwood Park, Woodgate Park, Allemon Park, Governors Trail Park, Old Plank Road Prairie Nature Preserve, and the Gleneagle Trail subdivision.

On-Street Bicycle Lanes and Marked Shared Lanes

These facilities are currently limited to bicycle lanes and marked shared lanes on Central Avenue.
Bicycle Parking

Bicycle racks are located at some of the civic facilities, public parks, and public and private schools. Locations include Seiden Prairie Elementary School, Colin Powell Middle School, O.W. Huth Middle School, St. Lawrence O’Toole School, and Matteson Public Library. The rack styles at some of the schools are dated and consist of schoolyard-style racks. The Matteson Metra station features bike racks and bike lockers. The 211th Street Metra station has bike racks as well. Within the Lincoln Highway and Cicero Avenue Corridors, bicycle parking is located at a few of the commercial businesses such as LA Fitness. Bicycle parking should be added to other major destinations in the Corridors and throughout the Village. Locations could include civic facilities (Post Office, Matteson Community Center, Village Hall), public schools (Marya Yates Elementary School, Matteson Elementary School, Woodgate Elementary School), public parks (Woodgate Park, Allemong Park, Oakwood Park, Governors Trail Park, Memorial Park), and the larger commercial centers (Matteson Center, Matteson Town Center, Marketplace of Matteson, Matteson Plaza, and the Promenade at Lincoln).

Existing bicycle parking racks at the 211th Street Metra Station (above left) and at LA Fitness (above right).

Pedestrian System

The pedestrian system along Lincoln Highway and Cicero Avenue is inconsistent and consists of segments of sidewalk or multi-use paths on one or both sides of the roadway. In many locations, these facilities are connected to the pedestrian facilities along the crossing arterial, collector and local roadways. There are, however, many gaps in the pedestrian system within these Corridors which limits access to the Metra Station, Pace bus stops, and commercial businesses within the Corridor. Table 9 summarizes the gaps in the pedestrian system along Lincoln Highway and Cicero Avenue.

Lincoln Highway and Cicero Avenue are also major arterial roadways that carry high volumes of traffic, which can be perceived as a barrier to pedestrian travel. The safest locations to cross these roadways are at the signalized intersections where traffic movements come to a complete stop. However, of the 18 signalized intersections in the Corridors, few have pedestrian safety treatments that provide a degree of comfort when crossing these roadways. Typical safety treatments include crosswalks, pedestrian signals with countdown timers, ADA-compliant curb ramps, and pedestrian signage. Table 10 summarizes the pedestrian safety treatments at the signalized intersections in the Lincoln Highway and Cicero Avenue Corridors.
### Table 9: Pedestrian System Gaps

<table>
<thead>
<tr>
<th>Road</th>
<th>Section</th>
<th>Side of Road</th>
<th>Length of Gap</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lincoln Highway (US-30)</td>
<td>Harlem Ave – Ridgeland Ave</td>
<td>Both</td>
<td>1 mile</td>
</tr>
<tr>
<td></td>
<td>Ridgeland Ave – Matteson Ave</td>
<td>South</td>
<td>1.85 mile</td>
</tr>
<tr>
<td></td>
<td>East of Ridgeland Ave</td>
<td>North</td>
<td>360 ft</td>
</tr>
<tr>
<td></td>
<td>Midblock: Eagle Point Dr – Willow Rd</td>
<td>North</td>
<td>265 ft</td>
</tr>
<tr>
<td></td>
<td>Midblock: Willow Rd – Hoger Dr</td>
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<td>725 ft</td>
</tr>
<tr>
<td></td>
<td>Hoger Dr – Regent Dr</td>
<td>North</td>
<td>525 ft</td>
</tr>
<tr>
<td></td>
<td>Regent Dr – Former Walgreens Dr</td>
<td>North</td>
<td>425 ft</td>
</tr>
<tr>
<td></td>
<td>Central Ave – Matteson Ave</td>
<td>North</td>
<td>0.85 mile</td>
</tr>
<tr>
<td></td>
<td>Matteson Center Dr - IL 50</td>
<td>North</td>
<td>350 ft</td>
</tr>
<tr>
<td></td>
<td>4343 Lincoln Hwy Dr - Sertoma Center Dr</td>
<td>South</td>
<td>200 ft</td>
</tr>
<tr>
<td></td>
<td>Kidare Ave – McDonald’s Dr</td>
<td>North</td>
<td>0.25 mile</td>
</tr>
<tr>
<td></td>
<td>Governors Hwy – CVS Dr</td>
<td>North</td>
<td>0.65 mile</td>
</tr>
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<td>Cicero Avenue (IL-50)</td>
<td>Vollmer Rd – Village Commons</td>
<td>West</td>
<td>0.75 mile</td>
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<td></td>
<td>Shell Gas Station Dr – Butterfield Place</td>
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<tr>
<td></td>
<td>District 227 Offices – Jiffy Lube Dr</td>
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<td>375 ft</td>
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<tr>
<td></td>
<td>Aldi’s Dr – Rogers Enterprises Dr</td>
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</tr>
<tr>
<td></td>
<td>Former Mr. Benny’s frontage</td>
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</tr>
<tr>
<td></td>
<td>Sprucewood Ln - Former Century Tile Dr</td>
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<td>XSport Fitness frontage</td>
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<td>Southeast Corner of Promenade Way</td>
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<tr>
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<td>Sherwin Williams Dr – Promenade Service Dr</td>
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<tr>
<td></td>
<td>Promenade Service Dr – Old Plank Road Trail</td>
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<td></td>
<td>Old Plank Road Trail – CN Railway</td>
<td>East</td>
<td>0.37 mile</td>
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### Table 10: Pedestrian Safety Treatments at Traffic Signal Controlled Intersections

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<tr>
<th>Intersection</th>
<th>Crosswalk Type</th>
<th>Intersection Approach</th>
<th>Pedestrian Signals</th>
<th>Countdown Timers</th>
<th>ADA Compliant</th>
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<tbody>
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<td>US 30/Harlem Ave</td>
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<td></td>
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<tr>
<td>US 30/Ridgeland Ave</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US 30/Central Ave</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US 30/Matteson Ave</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US 30/IL 50</td>
<td>Standard South</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>US 30/Lindenwood Dr</td>
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<tr>
<td>US 30/Kostner Ave</td>
<td>HV</td>
<td>North, South, West</td>
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<td>√</td>
<td>√</td>
</tr>
<tr>
<td>US 30/Matteson Plaza</td>
<td></td>
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<td></td>
<td></td>
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<td>US 30/Governors Hwy</td>
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<td></td>
</tr>
<tr>
<td>US 30/Main St</td>
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</tr>
<tr>
<td>US 30/Olympian Way</td>
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<td>North, South</td>
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<tr>
<td>IL 50/Vollmer Rd</td>
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<td>IL 50/Village Comm</td>
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<td>IL 50/Town Center</td>
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<td>IL 50/Southwick Dr</td>
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<td>IL 50/Promenade Way</td>
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<td>IL 50/N. Gateway Dr</td>
<td>HV</td>
<td>North</td>
<td>√2</td>
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</tbody>
</table>

HV – High-visibility crosswalk consisting of wide white vertical or diagonal lines.

1 Pedestrian signals serve east and west approaches of US 30.

2 Pedestrian signals serve south approach of IL 50 and west approach of minor street.
**Complete Streets**
A “complete street” is a roadway that is designed to be safe for all users of the transportation network, including motorists, transit riders, bicyclists and pedestrians. IDOT has adopted design policy changes in response to the 2007 Complete Streets state law, which requires the agency to construct bicycle and pedestrian ways when an urban roadway is constructed, reconstructed, or widened. Examples on how this policy has been implemented can be seen along the recently improved sections of IL 50 where sidewalks have been extended along both sides of the roadway, pedestrian signals with countdown timers have been installed, and curb ramping has been reconstructed compliant with ADA standards. The upgrades to the US 30/Kostner Avenue intersection also reflect the implementation of this policy. The Village of Matteson has yet to adopt a Complete Streets ordinance.

**Planned & Programmed Transportation Projects**
The following transportation projects will also benefit the Village and are planned or have been programmed by CMAP, IDOT, Cook County, Metra and Pace.

**CMAP On To 2050 Comprehensive Regional Plan**
The following Regionally Significant Projects are included in the On To 2050 comprehensive regional plan as priority (constrained) projects eligible for Federal funding and Federal approvals.

**I-57 Reconstruction** – Freeway reconstruction from I-94 to Will/Kankakee County line. I-57 is currently carrying traffic volumes exceeding the efficient capacity of a six-lane freeway. The interstate is planned for reconstruction future capacity upgrades in CMAP’s On To 2050 Comprehensive Regional Plan between I-94 and the Will-Kankakee County line, including interchange reconstruction. The following projects are included in the On To 2050 Plan as unconstrained projects either because they require more study or because they cannot be completed within the limits of the region’s forecasted revenues. Projects that meet the Regionally Significant Project definition cannot receive environmental clearance from the Federal Highway Administration or Federal Transit Administration under the National Environmental Policy Act, or access certain federal funding and financing programs, without being in the fiscally constrained portion of the plan. However, projects on the unconstrained list can continue to be studied.

**Metra Electric District Improvements** – Improvements would include modernization of the line, repairs, station upgrades, and a better alignment and integration with CTA service.

**Metra Electric District Extension** – Improvements would extend the line from its current southern terminus at University Park to a future South Suburban Airport.

**IDOT FY 2019-2024 Proposed Highway Improvement Program**

**Lincoln Highway** – Resurfacing and ADA improvements; 2.99 miles from IL 43 to Cicero Avenue.

**Lincoln Highway/Cicero Avenue Intersection** – Traffic signal modernization, channelization, design, land acquisition.

**IL 43** – Resurfacing and ADA improvements; 6.68 miles from US 6 (159th St) in Orland Park to Lincoln Highway in Matteson.

**IDOT Strategic Regional Arterial Study for Lincoln Highway (I-80 to IN State Line)**
The ultimate configuration of Lincoln Highway has yet to be built within the following road segments.

**IL 43 to I-57** - Land acquisition for a continuous 150-foot right-of-way, road widening to 3 through lanes in each direction, 30-foot barrier median. Major intersection improvements at IL 43, Ridgeland Avenue and Central Avenue including dual left-turn lanes and right turn lanes on Lincoln Highway. Potential future traffic signals at future mid-mile collector roads between IL 43 and Ridgeland Avenue (possibly Cox Avenue) and between Ridgeland Avenue and Central Avenue.

**I-57 to Cicero Avenue** - Road widening for a consistent 3 through lanes in each direction, 30-foot barrier median, continuous right-turn lanes.
**Cicero Avenue to Western Avenue** - Land acquisition to provide a 120-foot right-of-way. Maintain 6-lane cross-section but develop 18-foot wide barrier median in place of mountable median. Major intersection improvements at Cicero Avenue and Governors Highway including dual left-turn lanes and right turn lanes on Lincoln Highway.

**I-57 Interchange** - Ultimate configuration is a full-cloverleaf interchange to eliminate crossing traffic in the interchange area.

Access consolidation to a recommended minimum spacing of 500 feet.

**Cook County Department of Transportation and Highways Invest in Cook Program**

**Poplar Avenue Bike Trail Extension** – This grant to the Village of Richton Park will fund design engineering for the extension of the existing Poplar Avenue Trail in Richton Park from its current terminus at Cicero Avenue north along Cicero Avenue to the Old Plank Road Trail in Matteson. The design will include the location and sizing of the new trail segment and will address the need for a pedestrian crossing gate at the CN rail crossing. This project will connect Richton Park and Matteson and afford bikers and pedestrians expanded and safe regional biking opportunities.

**Pace PULSE Arterial Bus Rapid Transit (ART) Service**

The PULSE ART network consists of 7 near-term routes, 12 medium-term routes and 16 long-term routes. The near-term routes are included as priority (constrained) projects in CMAP’s On To 2050 Plan whereas the medium-term and long-term routes are included in the unconstrained list of projects. PULSE service features limited-stop express service, vehicles equipped with Wi-Fi and other technological advancements, transit-signal priority, queue-jump lanes, easy-to-find platform stations with weather protection, and real-time bus arrival signage.

The first near-term PULSE ART line in the network is scheduled to launch in 2019 along Milwaukee Avenue. The Lincoln Highway ART service is one of the medium-term routes and the only route to extend through Matteson. The 11-mile route is intended to extend from Cicero Avenue east to the Indiana border.

**Medium-Term Route - Lincoln Highway**

The **South Suburban Mayors and Managers Association (SSMMA) South Council of Mayors Complete Streets and Trails Plan** highlights the disconnect between the Preservation Path and the Tinley Creek Trail and identifies several planned or programmed bicycle facilities in the Village, including facilities along Ridgeland Avenue and Vollmer Road.

**Bike Plans of Adjoining Communities**

**Richton Park** – Side path extension along Cicero Avenue from Matteson Village Limits to Steger Road with connection to Rich South High School; side path along Governors Highway from Matteson Village Limits to Steger Road; side path along Central Avenue from Matteson Village Limits to Sauk Trail with connection to Old Plank Road Prairie Nature Preserve; side path along Ridgeland Avenue from Matteson Village Limits to Steger Road; side path along Harlem Avenue from Matteson Village Limits to Steger Road; bicycle boulevard/lanes along Main Street from Matteson Village Limits to Sauk Trail; bike path through ComEd right-of-way (on south side of CN Railway) from Central Avenue to Main Street.

**Frankfort** – Side path along Lincoln Highway from Harlem Avenue to US 45; side path along Harlem Avenue from Lincoln Highway to Bruns Road; side path along Ridgeland Avenue from Old Plank Road Trail to Bruns Road.
SWOT Analysis

The following is an overview of strengths, weaknesses, opportunities and threats (SWOT) affecting transportation conditions in the Lincoln Highway and Cicero Avenue Corridors, organized four categories including traffic circulation, freight rail, public transit, and alternative mobility. The analysis is based on field reconnaissance and a review of the past plans and studies. Moving forward in the planning process, these findings will help to shape and inform the community’s vision, goals and objectives, and ultimate recommendations of the Streetscape Improvement Plan.

Traffic Circulation

Strengths

- The Lincoln Highway Corridor is directly connected to the interstate system via a full-movement interchange with I-57, which offers potential to draw customers from a regional market area.
- The Cicero Avenue Corridor is located within ½-mile of two interchanges with I-57 (Lincoln Highway, Vollmer Road), which also allows for a regional marketing potential.
- The road capacity of Lincoln Highway and Cicero Avenue is sufficient to accommodate the current traffic volumes.
- The traffic signals along Lincoln Highway to the east of the I-57 interchange are interconnected into an IDOT signal system, which allows for an efficient progression of traffic and coordinated traffic stops for pedestrian/bicycle crossings.
- Lincoln Highway (west of Cicero Avenue) and Harlem Avenue (IL 43 - north of US 30) are programmed by IDOT for resurfacing with ADA improvements within the next 5 years.
- The Lincoln Highway/Cicero Avenue intersection is programmed by IDOT for traffic signal modernization, channelization, and design improvements within the next 5 years.
Weaknesses

• I-57 is currently carrying traffic volumes that exceed the efficient operating capacity of a 4-lane expressway which creates traffic delays for residents and may deter commercial patrons.
• Because of the multitude of driveways along both sides of US 30, the concrete median has been designed to be mountable by vehicles to accommodate left-turn movements traveling in either direction, which creates traffic conflicts and impacts the aesthetics of the corridor.

Opportunities

• There may be opportunities for access consolidation and curb cut closures as parcels along Lincoln Highway are redeveloped, opening possibilities for landscaped median treatments.

Threats

• Lincoln Highway, Cicero Avenue, I-57 and the major crossing roadways in the Corridors are governed by IDOT or Cook County, which will require intergovernmental cooperation to achieve recommended components of the streetscape plan.
• Lincoln Highway is designated by IDOT as a Strategic Regional Arterial (SRA). SRAs typically have more stringent access control and traffic signal spacing requirements.

• The ultimate configuration of US 30 planned by IDOT has yet to be built and includes the widening to 6 lanes west of IL 50, additional traffic signals west of I-57 at ½-mile spacing, development of an 18-foot barrier median east of IL 50, and a full-cloverleaf interchange with I-57. While the planned roadway cross sections incorporate parkways for pedestrian and bicycle travel, the interchange modification could hamper efforts to integrate these facilities across I-57.
Freight Rail

Strengths
- The CN Railway/Metra/Amtrak line, spans over Lincoln Highway, Front Street and Main Street providing a safe separation from auto, pedestrian and bicycle traffic.

Weaknesses
- The CN Railway crosses Cicero Avenue at-grade, which causes traffic delays and safety impacts for pedestrian/bicycle travel in the Corridor.

Opportunities
- The CN Railway offers freight service opportunities that might prompt industrial development in the I-2 and I-3 zoning districts to the west of I-57 and south of the Old Plank Road Trail.

Threats
- Development of non-industrial uses within the I-2 and I-3 zoning districts will negate the benefits available to these sites from their proximity to a major freight rail line.

Public Transit

Strengths
- The Village is served by two modes of public transportation: Metra commuter rail and Pace suburban bus.
- Metra service is available throughout the day, 7 days/week, from two stations in the Village (211th Street and Matteson). The 211th Street station is located directly above Lincoln Highway.
- Both Metra stations are ADA accessible and have ample parking capacity to support increased transit use.
- Pace bus service operates throughout the day, 7 days/week, along Lincoln Highway between Lawrence Manor and the 211th Street Metra station, including stops at major shopping/employment destinations.
- Weekday and weekend ridership levels on Pace Route 357 have been stable since 2016.

Weaknesses
- The vast majority of commuters drive to reach the Metra stations, which contributes to traffic congestion and lower air quality.
- There is only one Pace route (Route 357-Lincoln Highway) operating in the Village.
- The Pace bus service on US 30 does not extend west of I-57 or north on IL 50, which generally limits services to the multifamily residential areas on Southwyck Drive, commercial areas around the former Lincoln Mall site, and residential neighborhoods and commercial center within a comfortable walk of US 30 (east of IL 50) and IL 50 (south of US 30).
- Both Metra stations offer bicycle parking but Metra surveys indicate few commuters ride bikes to the stations.
- The Pace route interfaces with the 211th Street station but only 2% of commuters at the station utilize the route.
- There are currently no rider amenities at the posted bus stops (i.e., shelters, lighting, benches, route maps/schedules, real-time bus tracker information, etc.) and several of the posted stops are not ADA accessible as they lack concrete waiting pads and connections to the pedestrian system.
Opportunities
• Approximately 60% of commuters living within ½-mile of the Metra stations choose to walk to the stations despite shortcomings in the pedestrian system.
• Although the Pace route is limited in its service area, it is used by residents and employees traveling to and from the 211th Street Metra station.
• Pace has long-term plans to implement Pulse Arterial Rapid Transit Service in the Lincoln Highway Corridor from Cicero Avenue east to the Indiana border.

Threats
• Ridership at both Metra stations in the Village have been on a downward trend over the past 20 years despite increases in population and employment within a mile of the stations. Ridership levels are typically commensurate with frequency of service.
• Modernization of the Metra Electric District Line, including station upgrades and improved integration with CTA service, is included in CMAP’s ON TO 2050 Regional Plan but only as an unconstrained project that will require further study before becoming eligible for Federal funding.

Alternative Mobility

Strengths
• The Village has two major trails that extend through the Village (Old Plank Road Trail and Preservation Path) and provide access to the Lincoln Highway and Cicero Avenue Corridors.
• The Old Plank Road Trail also extends through other communities and connects with trail systems in the Cook County and Will County forest preserves.
• The right-of-way in the Lincoln Highway and Cicero Avenue Corridors is adequate to accommodate pedestrian and bicycle facilities along both sides of the roadway.
• The signalized intersections along Lincoln Highway to the east of I-57 and along Cicero Avenue to the south of Village Commons are adequately spaced (1/8-mile and ½-mile) for convenient pedestrian and bicycle crossings.
• Bike racks are located at a few of the schools, parks and civic facilities.

Weaknesses
• There are several gaps in the pedestrian system along Lincoln Highway and Cicero Avenue.
• There are 3 pinch-points in the public right-of-way along Lincoln Highway, between Kostner Avenue and Maple Street, at the crossings of the east branch of Butterfield Creek which will increase the cost in providing pedestrian/bicycle facilities.
• There is one pinch-point in the public right-of-way along Cicero Avenue, between Matteson Avenue and 203rd Street, at the crossing of Butterfield Creek, which will increase the cost of providing pedestrian/bicycle facilities.
• The 6-lane cross-section of Lincoln Highway to the east of I-57 combined with a 40-mpg posted speed limit results in longer, less comfortable pedestrian crossings.
• The spacing between the signalized intersections along US 30 to the west of I-57 and along IL 50 to the north of Village Commons is too lengthy (¾-mile to 1 mile) for convenient pedestrian/bicycle crossings.
• Several of the signalized intersections in the Corridors lack pedestrian safety treatments including crosswalks, pedestrian signals with countdown timers, ADA-compliant curb ramps, and pedestrian signage.
• Vehicular conflicts with the I-57 interchange ramps add challenges and cost in providing accommodations for safe pedestrian/bicycle mobility.
• The posted speed limit at the north and south ends of the Cicero Avenue Corridor range from 45-50 mph.
• The deep setbacks of several of the commercial centers results in long walking distances through large parking fields from the Lincoln Highway and Cicero Avenue pedestrian paths.
• There are currently no car-sharing services (ZipCar, etc.) operating in the Village, which contributes to increased parking needs, higher household automobile ownership rates, and more household income devoted to transportation costs.
• There is only one electric car charging station in the Lincoln Highway and Cicero Avenue Corridors.
located at Hawkinson Nissan which does not encourage the purchase of alternative-energy vehicles and does little to foster improved air quality.

• The Lincoln Highway and Cicero Avenue Corridors have “ride-with-caution” advisories according to IDOT’s Official Bicycle Map based on road design, travel speeds, traffic volumes and other factors.

• The Preservation Path ends approximately 1,000 feet from the entrance to the Cook County Forest Preserve’s Vollmer Road Woods and the Tinley Creek Trail within.

• There are no bike racks at most of the larger commercial centers in the Lincoln Highway and Cicero Avenue Corridors.

• Lincoln Highway and Cicero Avenue both carry high volumes of truck traffic, some of which is generated within the Corridors (i.e., WSI warehouse/distribution facility, Manheim Chicago, automobile dealerships), which impacts comfort levels traveling along the roadway or crossing the roadway.

Opportunities

• There are several miles of pedestrian infrastructure already in-place along Lincoln Highway and Cicero Avenue which can be replaced with multi-use pathways.

• There are several short multi-use paths within the Village that have yet to be connected into a larger bicycle system to better connect neighborhoods with schools, parks, municipal facilities, and the Lincoln Highway and Cicero Avenue Corridors.

• Many of the crosswalks in the Corridors have standard parallel-line markings rather than more visible continental-style markings.

• Richton Park’s Invest in Cook grant will be used to design an extension of the Poplar Avenue Bike Trail, which will connect the Matteson and Richton Park trail systems via Cicero Avenue and provide for a safe crossing of the CN Railway. Further extension of this trail south along Cicero Avenue would provide access to Rich South High School.

• An extension of the Preservation Path east across Butterfield Creek to 203rd Street would provide a connection to existing multi-use paths leading to Rich Central High School.

• The Village of Matteson has yet to adopt a Complete Streets ordinance.

• Bike racks can be required for all commercial redevelopment or facility upgrades.

Threats

• The curb ramps at several of the signalized intersections do not comply with ADA standards, most notably along Lincoln Highway.

• Minimal parking setbacks off the Lincoln Highway right-of-way have resulted in limited width for wider multi-use paths.
INFRASTRUCTURE
Infrastructure is a facility that is often overlooked since it works in the background. However, it is important to development because it facilitates economic growth and increases activity and productivity. The Lincoln Highway (US 30) and Cicero Avenue corridors are major arterials and therefore serve as a gateway for both major above-ground and below ground infrastructure, delivering water, sewer, lighting to adjacent areas within the Village. Any new development or redevelopment will need to evaluate the existing infrastructure with relation to the projected land use and population densities. Future development and expansion will need to consider not only smart and innovative infrastructure, but the conservation of wetlands and preservation of floodplain, while creating riparian buffers along stream corridors. This chapter provides an overview of the existing infrastructure in the corridor and identifies the specific elements that should be considered in the planning phase.

**Drainage**

The general drainage in the Village is divided into four quadrants: the area north of Lincoln Highway and west of I-57 flows towards Butterfield Creek and flows in a northeast direction. The area south of Lincoln Highway and west of I-57 also flows towards Butterfield Creek, which flows from east to west before crossing north under Lincoln Highway. The area north of Lincoln Highway and east of I-57 generally flows from south to north towards Butterfield Creek, which continues in an easterly direction. The area south of Lincoln Highway and east of I-57 flows towards Butterfield Creek East Branch.

Drainage within the study area is accomplished through both open systems (ditch drainage) and closed systems (storm sewers). The main areas of ditch drainage are on Lincoln Highway west of I-57 and Cicero Avenue at the south end of the Village where there are adjacent natural areas. The remainder of the study area has primarily curb-and-gutter drainage systems. These storm sewer systems are assumed to be owned and maintained by IDOT; no information on the IDOT drainage systems is available at this time.

There are five distinct watercourses in the Village limits and two within the Lincoln Highway/Cicero Avenue Corridor: Butterfield Creek and Butterfield Creek East Branch. Butterfield Creek flows from south to north under Lincoln Highway approximately 1,400 feet west of Ridgeland Avenue. At this location, there is Zone AE regulatory floodplain and floodway within the right-of-way. Butterfield Creek continues through the Village in a northeasterly direction and crosses under Cicero Avenue approximately 650 feet south of Matteson Avenue. At this location, Butterfield Creek has Zone AE floodplain and floodway and Zone A floodplain within the right-of-way.

Butterfield Creek East Branch crosses Lincoln Highway at three distinct locations: it flows north between Kildare Avenue and Kostner Avenue and then parallels Lincoln Highway flowing east and crosses back under Lincoln Highway approximately 600 feet west of Governor’s Highway. It then crosses back north approximately 270 feet east of Roslyn Road. There is regulatory Zone AE floodplain and floodway associated with Butterfield Creek East Branch within the right-of-way limits. Development within the regulatory floodplain will need to conform to the MWRDGC Watershed Management Ordinance which was developed with a goal to protect public health, safety and welfare and Cook County homes and businesses from flood damage by managing the effects of urbanization on stormwater drainage. Development within the floodway will need to conform to the Illinois Department of Natural Resources – Office of Water Resources (IDNR-OWR) Part 3708 Rules for construction in a regulatory floodway. Utilization of the FEMA maps in conjunction with the Village’s future residential, commercial and industrial needs will allow for smart floodplain management that will protect both the residences and businesses in addition to saving tax dollars.
Utilities

Sanitary

The sanitary sewer system in the Village generally flows from south to north, connecting to Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) sewer facilities at various locations throughout the Village. There are Village sanitary sewer lines within the Lincoln Highway’s right-of-way for most of the study area, with sizes ranging from 8” to 27”. There is a large 60” MWRDGC interceptor sewer that runs on the north side of Lincoln Highway between Kostner Avenue and Governor’s Highway, which collects the sanitary areas east of Cicero Avenue.

Along Lincoln Highway, west of Cicero Avenue, there is a sanitary sewer line that runs west to east along the eastbound lanes. The size varies from an 8” on the western side of the Village limits to a 27” that crosses the roadway just west of Central Avenue and flows north to the 72” MWRDGC sewer. The 72” sewer crosses Cicero Avenue just north of West 203rd Street. Along Cicero Avenue, sanitary sewer in the right-of-way ranges in size from 8” to 12” diameter.

Storm

Along Cicero Avenue, north of Lincoln Highway, storm sewer in the right-of-way range in size from 18” to 36” flowing in a northerly direction. South of Lincoln Highway, there is a 15” storm sewer in the right-of-way, flowing in a southerly direction. Cicero Avenue from the southern Village limits to Southwick Drive is served by a closed system. At this point, it transitions to an open system until just south of 207th Street, where a closed system exists.

East of Cicero along Lincoln Highway, there is a storm sewer ranging in size from 15” to a 60”x48” elliptical flowing from west to east in the right-of-way. Lincoln Highway is an urban cross-section with a closed drainage network in both the east and westbound lanes of Lincoln Highway from Harlem Avenue to a point approximately 1,100 feet east of Harlem Avenue. From this point to Matteson Avenue, Lincoln Highway has a rural cross-section and is served by an open drainage system. From Matteson Avenue to the eastern Village border, Lincoln Highway is served by a closed system. Development in areas where both urban and rural sections exist will need to consider the upstream areas and accommodate the drainage tributary to the corresponding system.

Water Main

There is Village watermain present in the majority of the Lincoln Highway right-of-way within the study area. West of I-57 there is watermain on the south side of the road, with size varying from 8” to 12”. East of I-57, the watermain system is larger and more dense corresponding to the more intense commercial land uses. Between Cicero Avenue and Kostner Avenue, there is watermain on both sides of the road with sizes varying from 12” to 16”. There is also watermain on Cicero Avenue throughout the length of the study area with sizes varying from 16” to 20”. An increase in density due to any future development will require a detailed analysis to determined the capacity of the existing water supply.
**Street Lighting and Overhead Utilities**

Generally, west of I-57 along Lincoln Highway and east of Rosalyn Road, street lighting does not exist. Street lighting encompasses the entire Cicero Avenue Corridor in the Village limits. Overhead electric lines are present throughout most of the Corridors. Other than locations where they cross the road, the overhead lines are generally located at the outside of the right-of-way. On Lincoln Highway, overhead electric lines are located along the south side of the right of way from the west Village limit to near Lindenwood Drive, at which point they presumably continue east underground. On Cicero Avenue, the power poles are located at the west side of the right-of-way for the full study area.

**Open Space Adjacent to Right-of-Way**

Agricultural areas are present on both the north and south sides of Lincoln Highway between Harlem and I-57 and there are also various vacant parcels in this Corridor. East of I-57, the land use is mixed residential and commercial. Larger open space areas are not present in the Lincoln Highway until just east of Governor’s Highway. Memorial Park is also located on the south side of Lincoln Highway, west of Maple Street.

There is a large agricultural parcel located south of Old Plank Trail along Cicero Avenue that represents the only open space south of Lincoln Highway. Vacant and agricultural parcels are located on either side of Cicero Avenue north of Lincoln Highway. Open spaces adjacent to the right-of-way can enhance the streetscape by incorporating green infrastructure and landscaping features.

**National Wetlands Inventory**

A field wetland assessment was not completed; however, based on the review of the National Wetlands Inventory, there is a 0.6 acre wetland that partially extends into the right-of-way of Cicero Avenue, just south of Vollmer Road.
To: Project Team, Village of Matteson  
RATIO Project No.: 19007  
Date: March 27, 2019  
Subject: Matteson Streetscape Improvement Plan – Kick-Off Meeting

On March 27, 2019, the consultant team, consisting of RATIO and Kenig, Lindgren, O’Hara, Aboona, Inc. (KLOA), engaged with the Village President, Administrator, and Staff in a project kick-off meeting for the Matteson Streetscape Improvement Plan’s planning process. A representative from the Chicago Metropolitan Agency for Planning (CMAP) was also present in the meeting.

The participants in this meeting were as follows:

- Sheila Y. Chalmers-Currin, Village President, Village of Matteson
- Anthony Burton, Village Administrator, Village of Matteson
- Ray Agbabiaka, Director of Community Development, Village of Matteson
- LaVern Murphy, Deputy Director of Economic Development, Village of Matteson
- Gordon Hardin, Public Works Superintendent, Village of Matteson
- Ricardo Lopez, Senior Planner, CMAP
- Eric Russell, Principal, KLOA
- Lesley Roth, Director of Urban Design + Planning, RATIO
- Daniel Tse, Urban Planner, RATIO

In this meeting, the consultant team presented the project’s team, schedule, public engagement plan, and project logistics. The consultant team engaged the participants in a visioning exercise and a mapping exercise to identify the issues and opportunities of the Corridors.

**Process and Schedule**
Lesley Roth, Project Director, led a discussion on the four-phase, fourteen-month process to complete the Matteson Streetscape Improvement Plan for the Village of Matteson. This process includes:

- Public Workshops
- Pop-Up Workshops
- Key Persons Interviews
- Steering Committee meetings
- Project Website
- Online Surveys

The Village staff agreed to the schedule as presented.

**Steering Committee Members’ Roles and Responsibilities**
The consultant team emphasized the importance of the Steering Committee, and how it would be integral to the planning process. The Steering Committee would be the community’s “eyes and ears,” express valid concerns and
issues, build awareness for the Plan, and assist in building support for the Plan’s goals, objectives, and strategies. The Village staff agreed and will work with the consultant team to organize a Steering Committee.

**Past Plans and Studies**
There was a discussion about previous and current planning efforts of the Village and how they are relevant to the Matteson Streetscape Improvement Plan. The planning efforts discussed are ongoing, and the Village heavily rely on these processes and documents for decision-making. The Village staff also informed the consultant team to review the Lincoln Mall Repositioning Study, and a transit-oriented development study for the area around the 211th Street Metra Station. The consultant team will review past plans for reference and will incorporate relevant pieces into the Streetscape Improvement Plan. The Village representatives agreed to share the Lincoln Mall Study with the consultant team.

**Visioning Exercise**
RATIO led the participants through a visioning exercise during the meeting to gain insight into their perceptions of the Corridors. Each participant was given four cards with one question written on each. Each participant shared their answers to the questions. The questions and their results are shown below (numbers next to an answer indicates how many times that answer/concept was repeated during the exercise).

- **What is your favorite aspect about each of the Corridors?**
  - **US-30**
    - Easy access to I-57 and Will County (2)
    - The open/welcome concept as one comes into the Matteson Village limits and is instantly received by a variety of businesses (2)
    - Open spaces between malls and lots of parking
    - 6-lane highway
    - New gateway development
    - Concentration of auto dealerships
    - The twin office buildings at the southeast corner of US-30 and Cicero Avenue is a strong gateway marker.
  - **Cicero Avenue**
    - Easy to view buildings due to their setback
    - Less congestion on the major road
    - Old Plank Trail
    - Mix of uses
    - Home along Cicero
    - New street lighting
    - Homes of retail that line the road
    - Diversity of businesses as well the street view heights of buildings
    - Well lighted

- **What is your least favorite aspect about each Corridor?**
  - **US-30**
    - Sidewalks are incomplete (2)
    - No color or vibrant look (2)
    - Often dirty due to the State’s lack of maintenance
    - Pot holes on the road
    - Traffic congestion
    - The hard corners are dated
    - No curb appeal
- Metal guardrails
- Metal fencing
- Road striping needs to be resurfaced
  - Cicero Avenue
    - Not enough businesses
    - Empty retail spaces visible from the street
    - Building setback is set too far
    - No sidewalks
    - Lack of gateway
    - Post-office building look
- What do you want the Corridors to be?
  - US-30
    - More landscaping (2)
    - More gateway signage (2)
    - Cross-road – interstate highway between Illinois and Indiana
    - Larger malls for quick all-purpose shops
    - Destination
    - Smooth transition to the west side of the Village
    - Walkable area
    - Bike infrastructure
    - Safety
    - Curb appeal
    - Inviting transit waiting station
    - Illuminated attraction that compels one to come and see
  - Cicero Avenue
    - Neighborhood feel that is walkable (2)
    - Better building (retail/commercial) that distinguishes Matteson from neighboring communities
    - Clean and ideal American road
    - Keep community charm
    - Connecting paths and signage to bike trails
    - More curb appeal
    - More greenery
    - Illuminated attraction that compels one to come and see
- What don’t you want each Corridor to be?
  - US-30
    - Prone to traffic accidents
    - Traffic congestion
    - Speedway
    - Just a pass-through
    - To look like Vegas with multiple overarching signs and lights
    - Heavy truck traffic
  - Cicero Avenue
    - Heavy truck traffic (2)
    - To look like Vegas with multiple overarching signs and lights
Mapping Exercise
The RATIO team facilitated a mapping exercise with the participants to spatially identify issues and opportunities in the Village of Matteson. Participants highlighted areas of concern, drew lines, and wrote comments on the map. The results are shown at the end of this memo.

Next Steps
RATIO informed meeting participants about the next steps of the Matteson Streetscape Improvement Plan. The next steps are as follows:

- April
  - Data Collection and Analysis
  - RATIO will work with the Village to organize a Steering Committee
- May
  - Phase 1 Deliverable – Existing Conditions Report
  - Steering Committee Meeting
- June
  - Key Persons Interviews
  - Community Workshop
## Village of Matteson
### US Route 30/Cicero Avenue Streetscape Improvement Plan
#### Project Schedule

<table>
<thead>
<tr>
<th>Phase</th>
<th>Task(s)</th>
<th>Timeline</th>
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</thead>
<tbody>
<tr>
<td><strong>Phase 1: Evaluate</strong></td>
<td>Kick-off Meeting</td>
<td>FEB 2019</td>
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<tr>
<td></td>
<td>Data Collection and Analysis</td>
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<td></td>
<td>Review of Previous Plans, Studies and Reports</td>
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<td>Public Engagement Plan</td>
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<td>Steering Committee Meeting</td>
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<td>Deliverables: Existing Conditions Report</td>
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<thead>
<tr>
<th>Phase 2: Investigate</th>
<th>Key/Subject Interviews</th>
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<tbody>
<tr>
<td></td>
<td>Public Meeting 1: Community Visioning</td>
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<td>Vision, Goals, and Objectives</td>
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<td>Steering Committee Meeting</td>
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<td>Deliverables: Vision and Goals Statement</td>
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<tr>
<th>Phase 3: Enrich</th>
<th>Key Recommendations</th>
<th>FEB 2019</th>
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<tbody>
<tr>
<td></td>
<td>Draft Streetscape Improvement Plan</td>
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<td>Steering Committee Meeting</td>
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<td>Public Meeting 2: Draft Plan Open House</td>
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<td>Steering Committee Meeting</td>
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<td>Deliverables: Key Recommendations, Draft Plan</td>
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<tr>
<th>Phase 4: Envision</th>
<th>Final Streetscape Improvement Plan</th>
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<tbody>
<tr>
<td></td>
<td>Implementation and Phasing Plan</td>
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<td>Final Revisions</td>
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<td>Plan Adoption</td>
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<td>Deliverables: Final Streetscape Plan</td>
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December 7, 2018
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