



## **Village of Tinley Park Downtown Traffic and Parking Study Responses to Frequently Asked Questions**

1. *What level of service does Oak Park Avenue currently handle?*

**Answer:** The current level of service on Oak Park Avenue is very good, except at intersection locations such as 171st Street, which does not have adequate turn lanes to accommodate southbound right turns or east/west left-turn movements. The only current issue on Oak Park Avenue is the Metra crossing. The afternoon outbound trains currently block the intersection for up to three minutes; once the gates open to permit traffic, it takes approximately two traffic signal cycles before the traffic is flowing again.

2. *What level of service can Oak Park Avenue handle in the future if all recommendations are implemented?*

**Answer:** The intersection levels of service (LOS) on Oak Park Avenue will all be LOS C or above, if all the recommended improvements are implemented, particularly the turn lane improvements at 171st Street. This is an excellent level of service for an urban roadway such as Oak Park Avenue.

3. *Can Oak Park Avenue be widened to four lanes?*

**Answer:** There is not enough right-of-way to widen Oak Park Avenue to four lanes. The cross section of Oak Park Avenue varies between two and four lanes north of the Village. There is adequate capacity to accommodate the expected traffic with two lanes, with left-turn lanes at major intersections.

4. *Should the Village consider an underpass or an overpass for the train tracks in our core downtown historic district?*

**Answer:** An underpass or overpass would require extensive length north and south of the Metra tracks on Oak Park Avenue to provide the required slope to go up or down. This would dramatically alter the character of Oak Park Avenue, eliminating the South Street intersection and possibly affecting the North Street intersection as well. We do not believe it is appropriate for a downtown area such as Tinley Park.



5. *Should the Village consider one-way streets with North Street or South Street?*

**Answer:** There is no advantage to making any of these streets one-way. One-way streets are usually used in large downtowns to increase traffic capacity and minimize conflicts at intersections, but this is not the case for North or South Streets. One-way on North Street would increase the number of vehicles crossing the pedestrian walkway from the garage to the North Street development. The current streets will work effectively with two-way traffic. The two-way operation will provide more options for people to enter or leave the new developments and will provide maximum exposure to the new retail and commercial developments.

6. *Should the Village consider dedicated turn lanes for 171st and Oak Park Avenue?*

**Answer:** We recommend that the Village immediately implement the southbound right-turn lane and later east/west left-turn lanes to improve the level of service at this intersection.

7. *Should the Village consider a traffic signal at 173rd Street and Oak Park Avenue?*

**Answer:** We do not recommend a traffic signal at 173rd Street. The signal is too close to the existing signal at North Street to perform satisfactorily.

8. *Should the Village consider a traffic light at 175th and Oak Park, as well as extending 175th Street west?*

**Answer:** The plan to extend 175th Street west and provide a traffic signal at 175th and Oak Park will improve access to and from the downtown by providing a location for vehicles to make a left turn to Oak Park Avenue. Currently, this is one of the most difficult movements for drivers to make as they enter or leave the downtown. The extension west to Harlem is not expected to be a significant issue because most traffic exits to the north on Harlem, making a right turn.

9. *Should the Village consider a traffic signal at 179th & Oak Park Avenue?*

**Answer:** The traffic volumes at 179th Street do not currently warrant a traffic signal.

10. *Should the Village continue with the proposed rear yard parking plans?*

**Answer:** The Village's rear yard parking plan is an excellent plan. It will provide a continuous parking area behind the buildings for use by all of the businesses on Oak Park Avenue, and it will reduce the number of drive-ways on Oak Park Avenue to improve traffic flow.



*11. Should the Village consider consolidated access points off Oak Park Avenue?*

**Answer:** It is desirable to minimize the number of access points on an arterial street such as Oak Park Avenue to improve traffic flow and reduce the number of locations where cars enter or cross the main stream of traffic.

*12. Is there a benefit to striping on street parking areas?*

**Answer:** Striping on-street parking areas is a benefit to let drivers know where they can park and to separate the parking lane from the driving lanes.

*13. Should the Village continue to utilize the Metra parking to offset the parking needed after the commuter times?*

**Answer:** Using the Metra parking in the evening and on weekends is an excellent example of shared parking use. The total number of spaces needed for the developments can be reduced by taking advantage of the Metra parking. This is particularly important if a parking structure is needed, because the cost of those spaces can be as high as \$20,000 each, and reducing the number of garage spaces needed will save the Village money.

*14. If the Village builds an appropriate parking structure can we handle the future parking needs?*

**Answer:** Yes. A parking structure will be needed for the North Street development, particularly to handle the cinema demand.

*15. Should the Village consider adjusting parking aisle widths and lengths to better conform to industry standards?*

**Answer:** Yes. The current Village standards are excessive. Changing them to conform to current industry standards, which have been adopted by many other cities, will reduce the amount of pavement required for developments and reduce the cost of providing parking both for the Village and private developers.