

CHAPTER V

TRANSPORTATION

Access to high quality transportation access is a necessity for the economic well-being of residents, businesses, and the village government. Ease of travel is a strong determinant of quality of life. Transportation includes land which is used for roads, commuter rail facilities, commuter bus facilities, bikeway facilities, and all improvements and structures used to facilitate the movement of people and goods by land, water, and air.

GOAL:

To provide an efficient transportation system in Orland Park.

OBJECTIVES:

Ensure consistency of transportation system improvements with the land uses designated in the Comprehensive Plan.

Ensure that infrastructure is provided concurrent with the needs and impacts of new development.

Develop LaGrange Road, 159th Street, and Harlem Avenue as major regional routes providing for optimal traffic capacity and accessibility.

Extend and expand the arterial street system to serve the new growth areas to the west and south along the Interstate 80 Corridor.

Preserve and provide optimal road capacity by minimizing curb cuts, by access control ordinances, and by interconnecting similar developments.

Achieve Level of Service "D" " at signalized intersections and on arterial streets by providing sufficient pavement width or traffic control systems.

Coordinate arterial planning with surrounding municipalities, townships, Cook County, Will County and the State of Illinois, to achieve consistency in street functions across and between municipal boundaries and to reduce the existing jogs and redundancies in the existing system.

Provide opportunities to include commuter transit service in the transportation system, such as commuter rail, regional bus routes, feeder bus routes to commuter rail stations and door-to-door bus service.

Develop a transit center in Orland Park as part of a future mixed-use development, to include station facilities for buses and parking for residents who commute to other suburban employment centers.

Increase the safety of the overall street system.

Plan and provide designated helicopter stops with regional employment centers and industrial areas.

Secure a variety of funding sources and identify techniques to finance infrastructure improvements (including state, county, and village funds as well as developer participation).

Require a minimum spacing of 1/4 mile in distance between traffic signals.

MINOR COLLECTOR STREETS

The minor collector road system provides both land access and movement within developed areas. A properly designed system of minor collector roads will improve traffic efficiency and reduce negative impacts on local streets.

Level of Service "D" is a design standard used in traffic engineering. It is the upper limit of tolerable traffic congestion levels.

GOAL:

To designate an efficient minor collector street system that will preserve optimal road capacity and accessibility while protecting local residential areas from adverse impacts.

OBJECTIVES:

Provide a well-defined collector street system at half-mile intervals with planned connection to the arterial street system.

Extend the collector street system in the LaGrange Road corridor serving new and existing developments.

Design the minor collector street system to prevent non-local traffic from penetrating neighborhoods and subdivisions.

Provide connections between similar adjacent residential subdivisions to ensure local traffic accessibility.

PRIMARY BIKEWAYS

Primary bikeways consist of designated bike paths or routes that provide the critical basic transportation system for bicycle travel.

GOAL:

To provide a safe and efficient system for bicycle transportation which addresses the needs of the various ages and types of bicyclists while providing an alternative to automobile usage.

OBJECTIVES:

Provide facilities for the various types and ages of bicyclists.

Encourage bicycling as a transportation alternative to the automobile.

Provide bikeway connections to link neighborhoods to forest preserve and open space areas, schools, activity centers, commuter stations, and the Community Recreation Facility.

Encourage bicycling as a form of recreation.

Promote bicycle safety.

Ensure safe crossings of bikeways at major roads with grade separated crossings or traffic signals.

PEDESTRIAN ACCESS

GOAL:

To assure equal and convenient access to neighborhood and community interests for pedestrians.

OBJECTIVES:

Provide sidewalks, as necessary, along all streets to ensure pedestrian access.

Maximize the use of non-automotive modes of transportation, such as walking.

Provide increased pedestrian access to and within developments of high density and mixed-use.

Encourage pedestrian movement between residential areas, schools and neighborhood shopping areas.