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Comprehensive Transportation Initiatives

A Summary of Current and Proposed
Vehicular and Pedestrian Transportation Initiatives

Engineering Department

March 2, 2026

Presentation Purpose

- A comprehensive update to the Village Board and residents on transportation initiatives enhancing safety and mobility for vehicles and pedestrians
- The Village remains committed to enhancing traffic safety, mobility, and accessibility for residents, businesses, and visitors
- This presentation will outline and discuss existing and proposed transportation enhancement initiatives





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Purpose of Transportation Initiatives

Purpose of Transportation Initiatives

- Primary objectives of transportation initiatives include...
 - **Roadway Safety** - Reduce crashes, protect pedestrians and bicyclists, improve school zone safety, consistency in implementing traffic control devices
 - **Congestion Management** – Reduce congestion/delays, address excessive speeding, improve compliance with posted speed limits, reduce cut-through traffic
 - **Pedestrian and Multimodal Accommodation** – Advance ADA compliance, expand multi-use paths, close sidewalk gaps, enhance pedestrian crossings and strengthen bicycle infrastructure



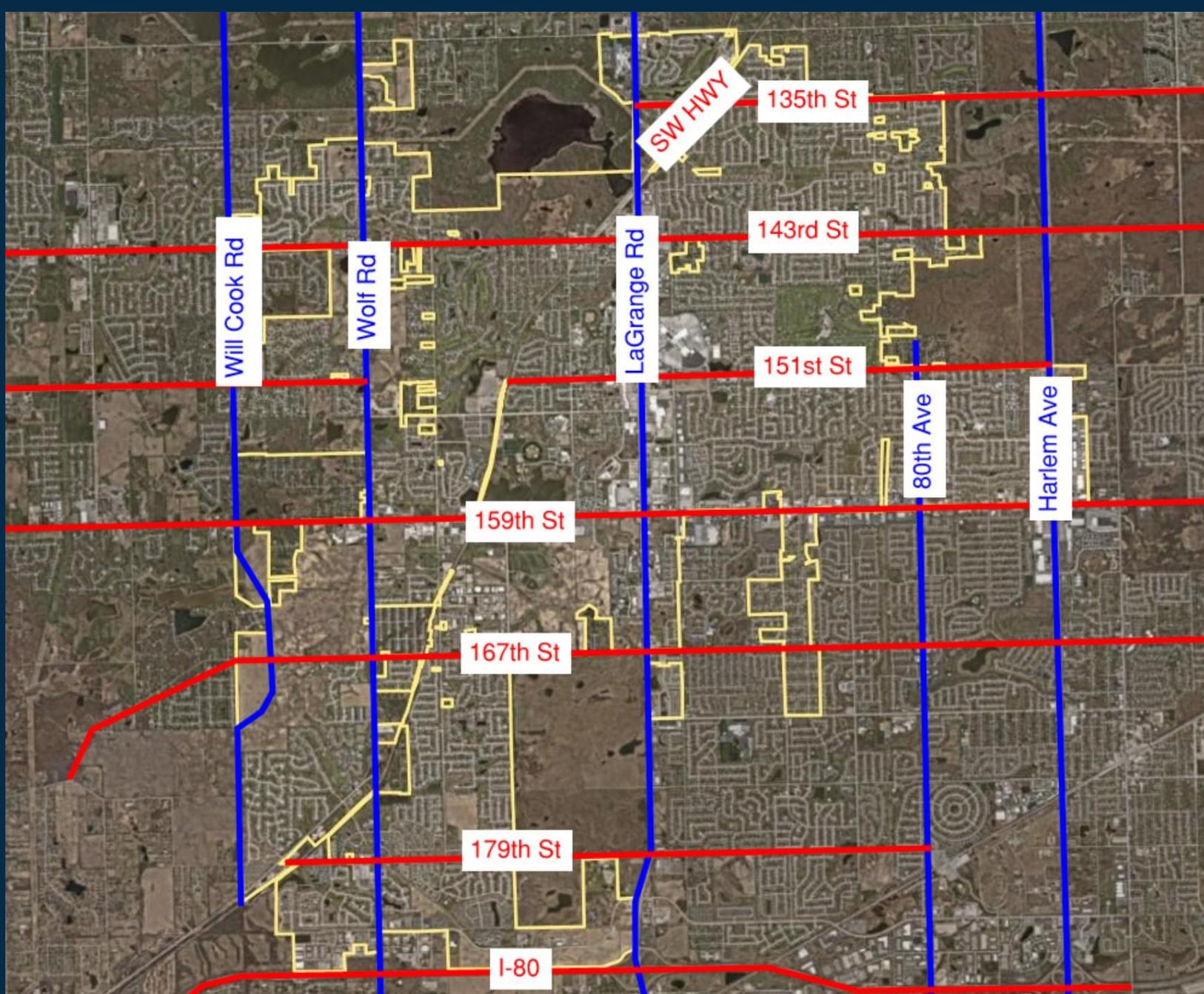
Purpose of Transportation Initiatives

- Primary objectives of transportation initiatives include...
 - **Development and Growth Impacts** – Mitigate traffic generated by new traffic, meet traffic study recommendations, address changing land uses
 - **Community Concerns** – Address speeding or cut-through traffic, school or park safety concerns, **quality of life improvements**
 - **Regulatory and Compliance Requirements** – Funding compliances, ADA standards, consistent implementation of **MUTCD and BMPs**



Orland Park – Roadway Network

Through Roads
3 North/South
2 East/West



Orland Park – Major Roadways

- La Grange Road, IDOT Jurisdiction
 - Busiest Road in the Village, below are 2024 AADT
 - 41,400 between I-80 and 175th St
 - 38,600 between 151st St and 143rd St
 - Average is 36,400
- **It is a destination and a major arterial** ... all other roadways feed into La Grange Road
- **Must protect, preserve and improve** (where possible) traffic conditions, maintain or consolidate driveways



Orland Park – Major Roadways

- 159th Street, IDOT Jurisdiction
 - Second busiest Road in the Village, below are 2024 AADT
 - 35,000 between La Grange Rd and Harlem Av
 - 24,200 between La Grange Rd and 104th Av
 - Average is 24,800
- It is also a destination, major arterial and feeder road to La Grange Road
- Must protect, preserve and improve (where possible) traffic conditions, maintain or consolidate driveways



An Example of Excessive Driveways

- 159th Street, between La Grange Rd and 94th Ave, north side only
- 8 driveways in about 1,200 ft distance, one driveway at every 150ft.





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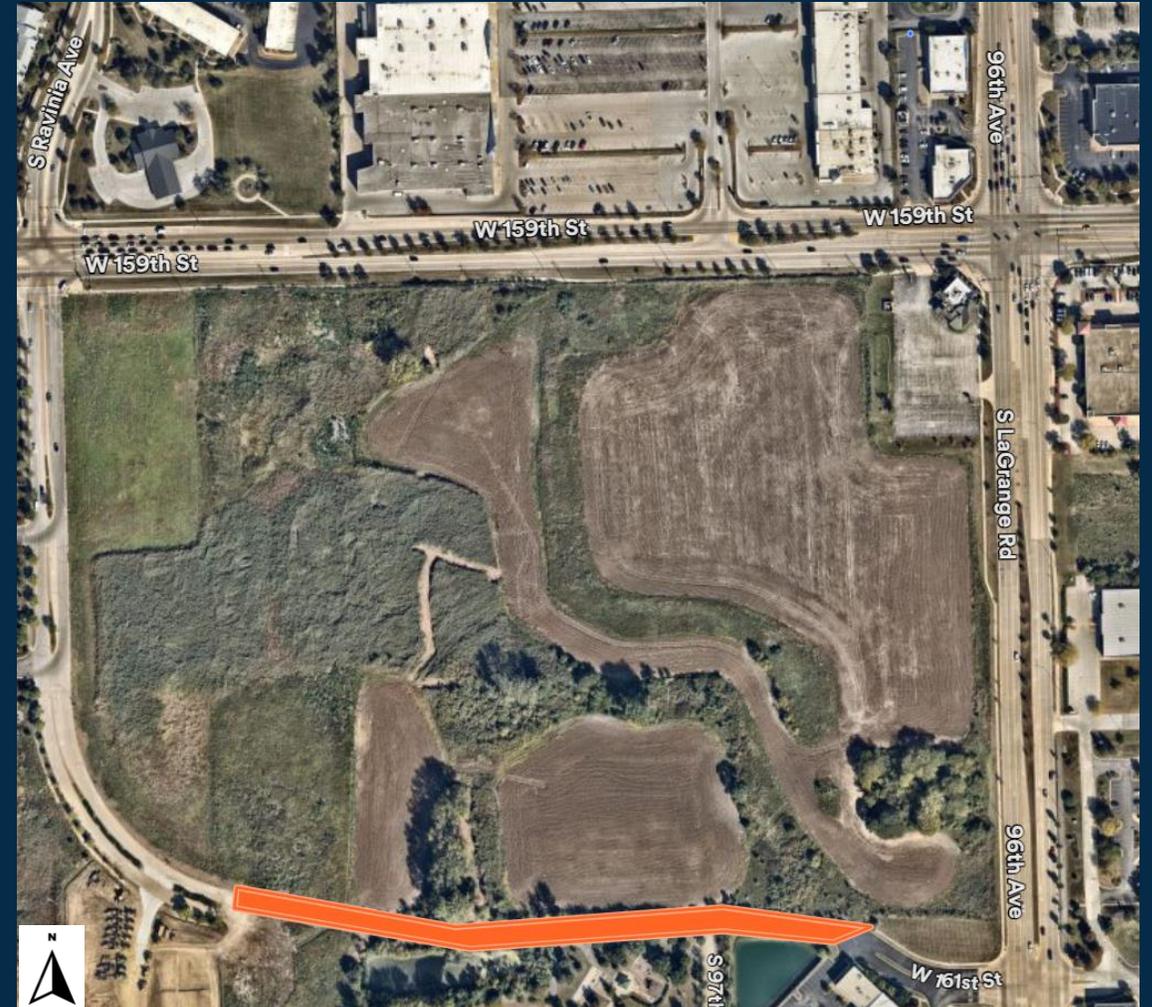
Transportation Initiatives for
Ravinia Avenue, La Grange Road and
159th Street

Multiple Developments & Roadway Improvements



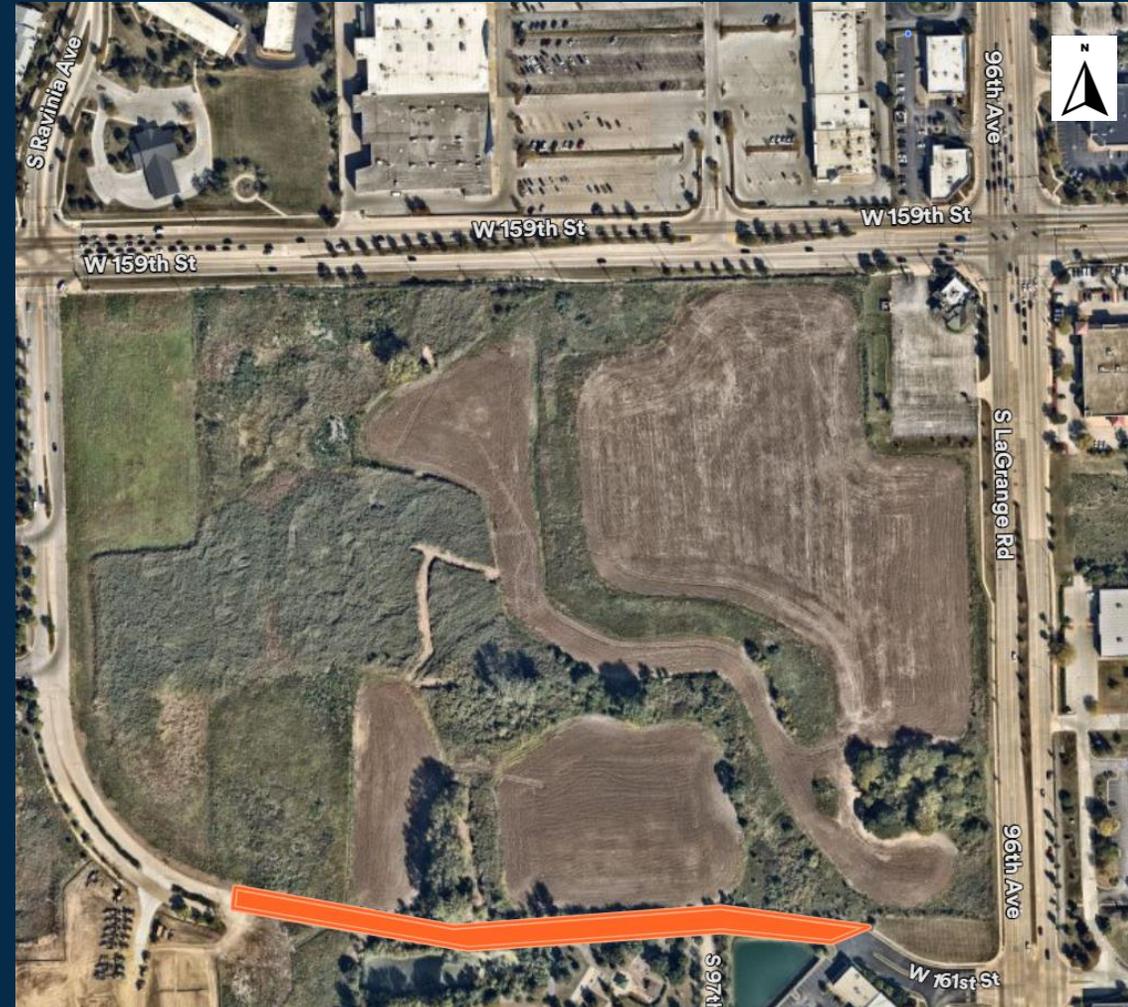
Ravinia Avenue Extension

- Complete Ravinia Ave and connect to La Grange Road at 161st Street
- Bypass to La Grange Road
- Primary access for Pulte Homes, Costco and Amazon Retail
- Truck access for Amazon Retail
- Future access to Chermak Property
- ROW challenges
- 2026 anticipated construction



Ravinia Avenue Extension

- Two lane each way with a center left-turn lane
- New traffic signal at La Grange Rd and Ravinia Av (161st St)
- Convert single left-turn lane at 161st Street to a dual left-turn lane
- Extend dual left-turn lane southwards for additional queuing capacity
- Close eastern median for the existing Main Street Village West retail development
- In future, IDOT may consider adding a southbound right-turn lane from La Grange Road to westbound extended Ravinia Avenue



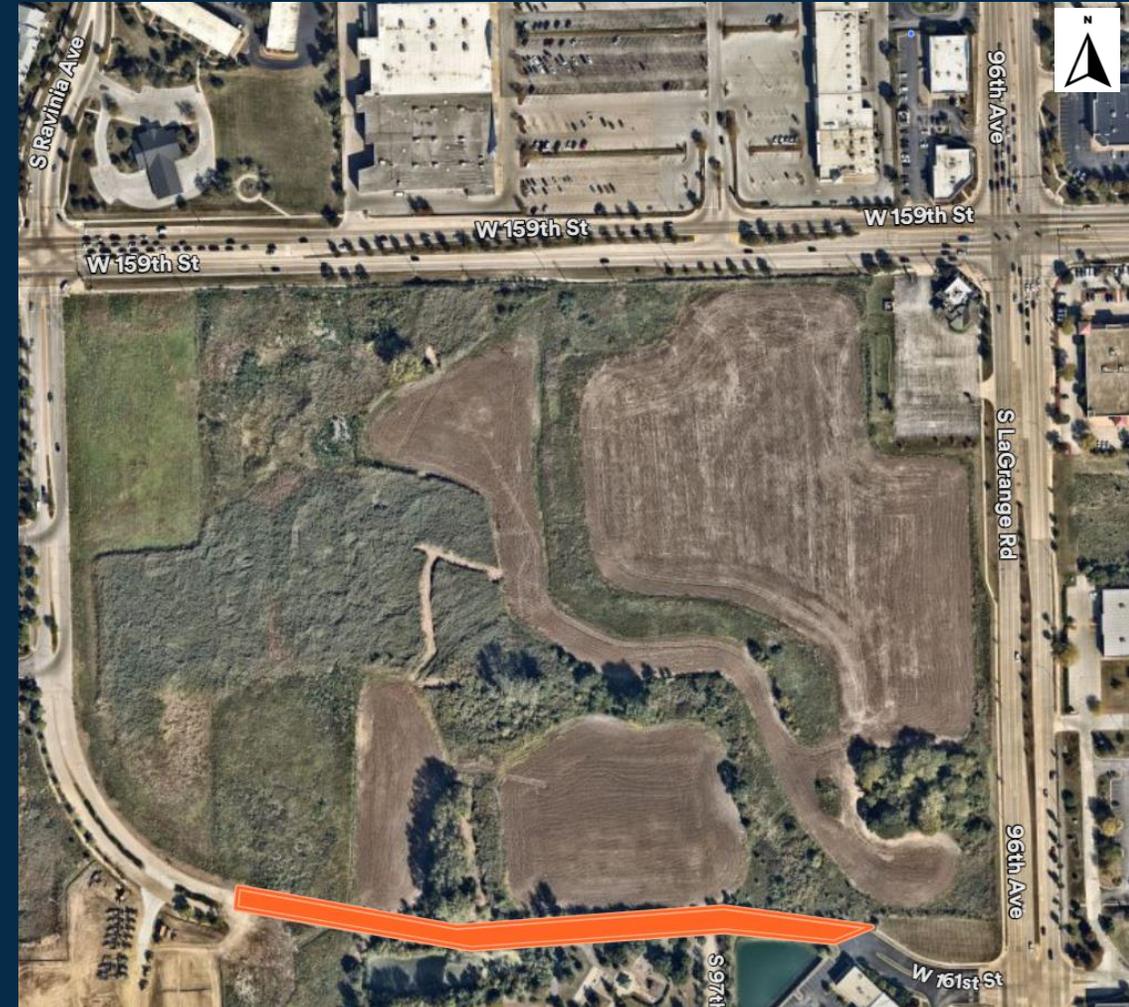
Costco Traffic Improvements

- A new full-sized roundabout
- Serves Costco and the new expanded gas station
- Additional vehicular entrance lane north of the roundabout, directly into the parking lot
- No left turn exit from southern driveway
- Other improvements
- 2026 anticipated construction



La Grange Rd and 159th Street

- Closure of median between Lake View Plaza Retail and proposed Amazon Retail
- Extend dual left-turn lane westwards for additional queuing capacity
- Right-in and Right-out from Lake View Plaza and Amazon Retail
- Internal traffic circulation improvements at Lake View Plaza Retail
- 2026-2027 anticipated construction



Amazon Retail Store - Traffic Improvements

159th Street – Traffic Improvements

- Deceleration and acceleration lanes
- Limited access driveway for Amazon Retail and Lake View Plaza
- Driveway closures

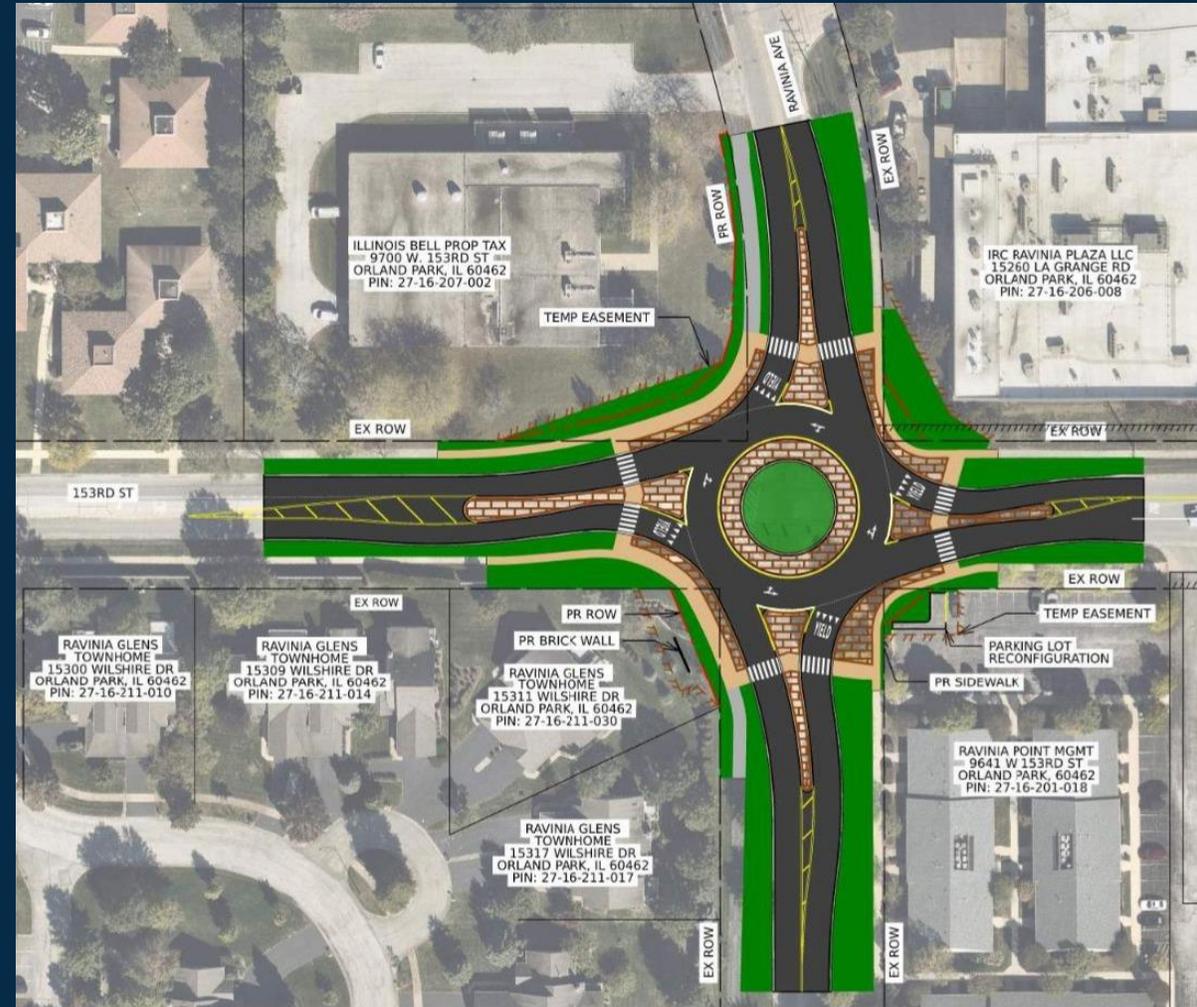
La Grange Road – Traffic Improvements

- Deceleration and acceleration lanes
- Driveway closures



Ravinia Ave and 153rd St Roundabout

- New roundabout
- Pedestrian safety enhancements
 - Blinking traffic safety lights
 - Longer and channelized splitter islands
- Improved and safer traffic flow along Ravinia Avenue
- Construction anticipated in 2027





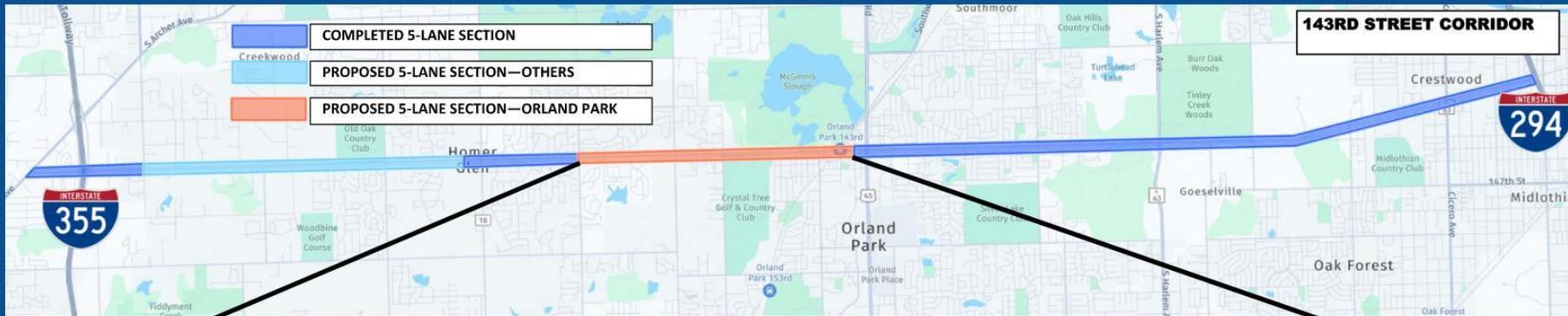
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Transportation Initiatives for 143rd Street

143rd Street Widening

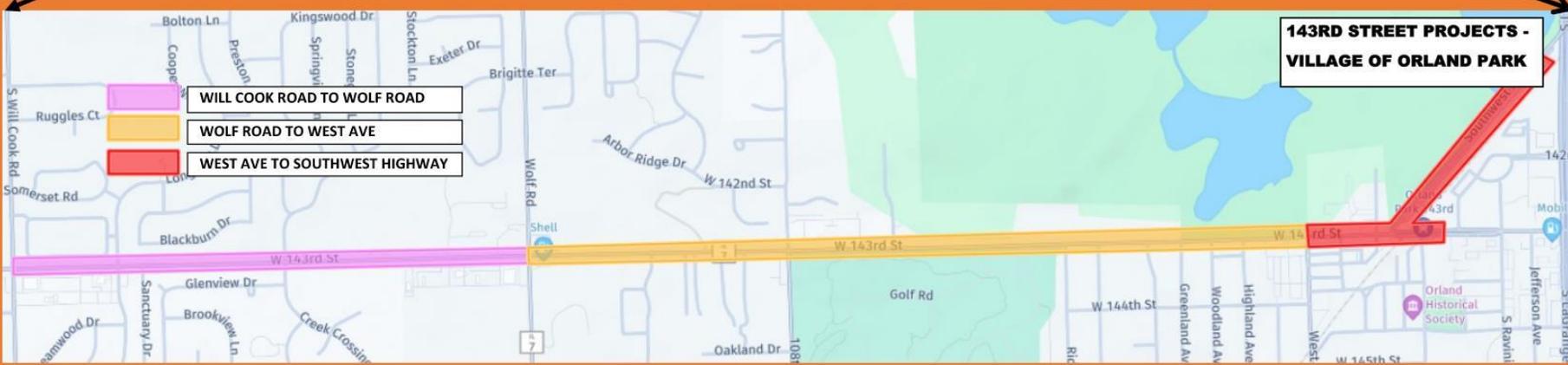
143RD STREET WIDENING

A 15-mile long regional transportation corridor serving communities between I-355 and I-294



REGIONAL BENEFITS

- Connects I-355 to I-294 with a consistent 5-lane corridor
- Reduces congestion by relieving bottlenecks
- Addresses flooding that has caused repeated road closures and economic losses
- Enhances roadway and pedestrian safety
- Strengthens emergency response by improving access to regional hospitals



LOCAL BENEFITS

- Increases roadway capacity
- Expands non-motorized connectivity with a multi-use path
- Improves Metra grade crossing at Southwest Highway
- Installs a closed drainage system to improve local drainage, including fixing frequent flooding and road closures at Long Run Creek
- Treats stormwater via bioswales before it enters the forest preserve slough
- New traffic signals to improve safety and operations



143rd Street Widening

SW Highway to West Avenue

- \$20-million construction funding - **Secured**
- Two lanes each way with a center left-turn lane
- New and significantly improved traffic signal at SW Highway and 143rd St
- New railroad crossing
- Multi-use path on the north side
- **Construction anticipated in 2027/2028**

Will-Cook Road to Wolf Road

- \$37-million design and construction funding – **Secured/Allocated by IDOT**
- Two lanes each way with a center left-turn lane
- Multi-use path on the north side
- **Address flooding along 143rd Street**
- New traffic signal at Creek Crossing Drive
- New and improved intersection at Wolf Road
- **Construction anticipated in 2028/2029**



143rd Street Widening

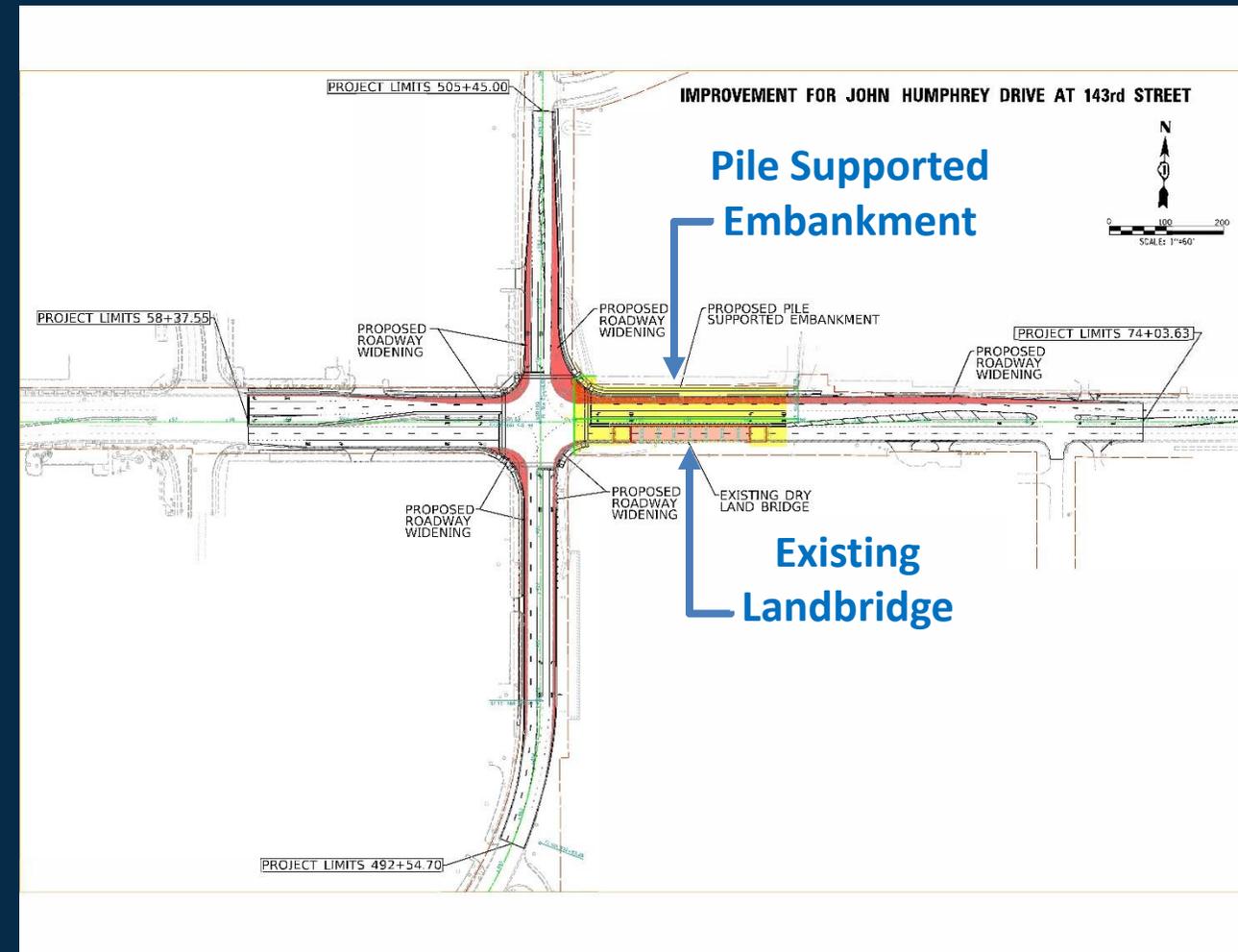
Wolf Road to West Avenue

- \$40-million construction funding – **Not established yet**
- \$25-million RAISE grant application submitted on 2/24/2026, seventh consecutive application
- Two lanes each way with a center left-turn lane
- Multi-use path along McGinnis Slough
- Northeast Corner of 143rd St and Wolf Road
 - **Oak trees at the hill will be saved**
 - A separate multi-use path is under consideration around the hill
 - Details will be shared at later Board meeting



143rd Street and JH Drive

- Landbridge replacement, complete intersection improvements, additional turn lanes, new traffic signal
- Pedestrian and ADA improvements
- Improved connections to Orland Square Mall and La Grange Rd
- **Construction is in progress**
- Substantial completion anticipated in late 2026



143rd Street and JH Drive

- What is a Landbridge?
 - A roadway built on abutments and generally supported on piles, technically a bridge
 - Looks and acts like a normal roadway
 - Used in bad (weak, unstable, and compressible) soils
 - Peat is common in Orland Park, and it is present at this location
 - Example: 159th Street
- What is a Pile Supported Embankment?
 - A ground improvement technique, provides a platform for roadway
 - Deep pile foundations used in weak, unstable, and compressible soils
 - Transfers traffic loads to deeper, stronger strata; ensuring stability against settlement, floods and erosion
 - Timber piles are used (approx. 600)





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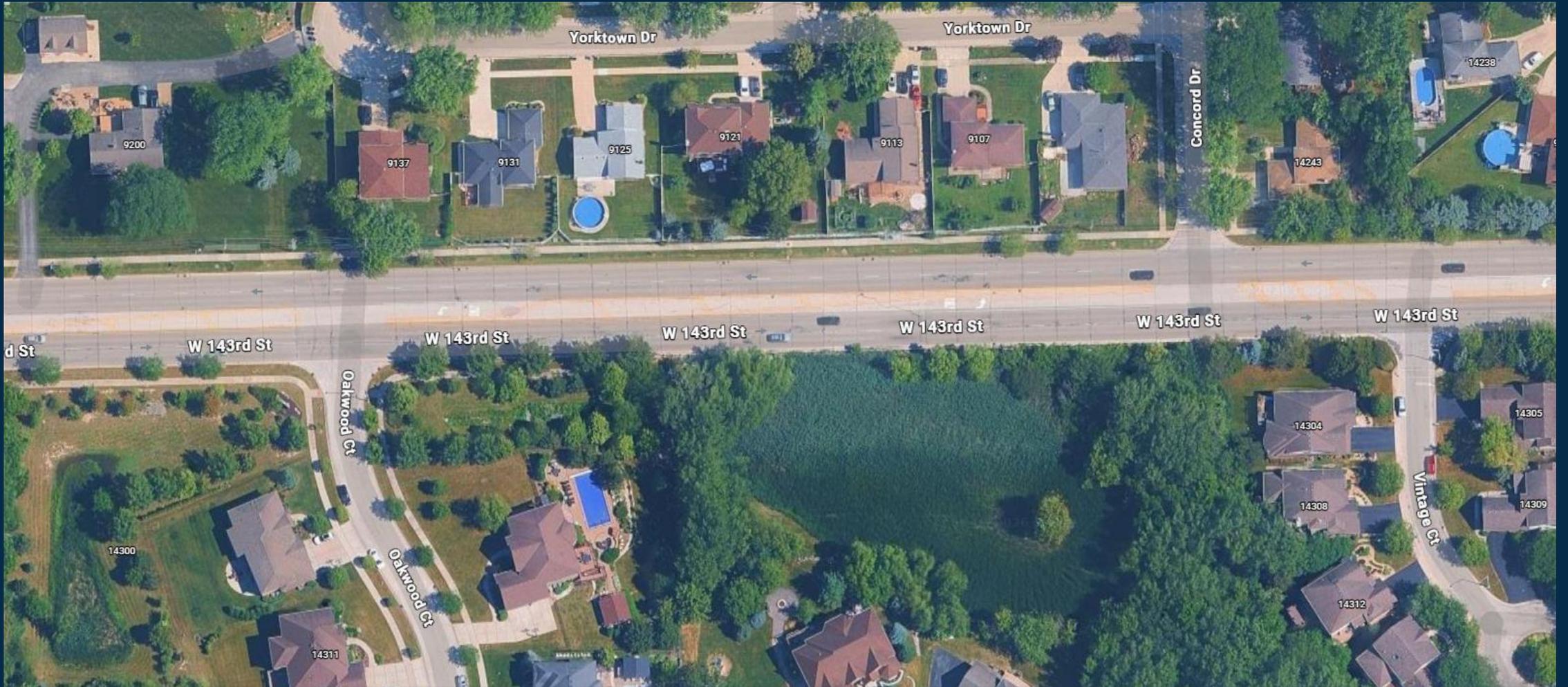
**Transportation Initiatives for
143rd Street – b/w Oakwood Ct &
Vintage Ct**

143rd St, b/w Oakwood Ct & Vintage Ct

- Pavement is sinking
- Curb is not visible
- Bad and compressible soil is expected
- Phase I Engineering will be initiated in 2026 or 2027
- ENG will request Phase I funds from the Village
- Funding for Phase II, Phase III and Construction will be pursued



143rd St, b/w Oakwood Ct & Vintage Ct



143rd St, b/w Oakwood Ct & Vintage Ct



143rd St, b/w Oakwood Ct & Vintage Ct



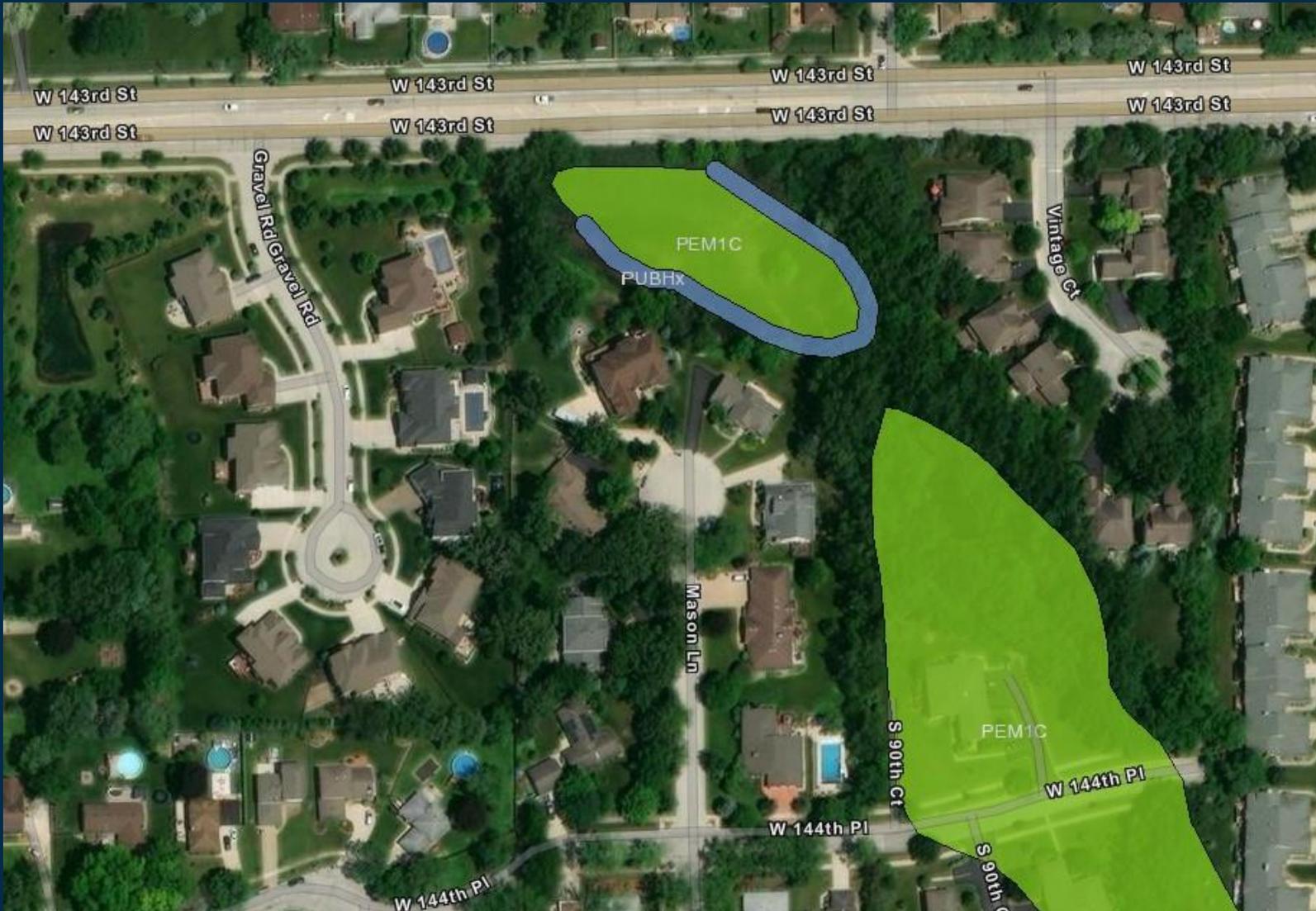
143rd St, b/w Oakwood Ct & Vintage Ct



143rd St, b/w Oakwood Ct & Vintage Ct



143rd St, b/w Oakwood Ct & Vintage Ct



143rd St, b/w Oakwood Ct & Vintage Ct





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**Traffic Signals, Intersection
Improvements and Multi-Use path
Initiatives**

Traffic Signal Modernization and Replacement

- **151st Street and Regent Drive Signal Replacement**
 - Design contract approval is on tonight's Board agenda
 - Construction anticipated in 2026
 - **Paid by the Dick's House of Sport TIF**
 - Underground detention at the Mall will also be paid by this TIF
- **94th Avenue and Sunrise Lane**
 - Phase I will begin in 2026
 - Seeking grants
 - Construction anticipated 2028/2029

159th St & 94th Av – Intersection Improvements

- **Second most accident-prone intersection in the Village**
 - Concept study completed in 2025
 - **Signal replacement, possible additional left- and right-turn lanes on all approaches**
 - ROW needs
 - Phase I Engineering is in progress
 - **\$150K** in Invest-in-Cook funds for Phase II Engineering have been secured, with additional grant funding actively being pursued
 - Multi-jurisdiction intersection (IDOT, Cook County, and the Village), we expect that the two external agencies will financially participate in the improvements



Multi-use Paths – InProgress

- **167th Street Multi-Use Path**
 - From 104th Ave to Steeplechase Parkway
 - 8 ft. wide
 - Construction anticipated 2027
- **82nd Avenue Multi-Use Path**
 - From 145th Place to Arrowhead Lane
 - 8 ft. wide
 - Construction anticipated 2028
- **McGinnis Slough Multi-Use Path**
 - From La Grange Road to 139th Street (along Wolf Road) in Comed ROW
 - 8 ft. wide
 - Construction anticipated 2028

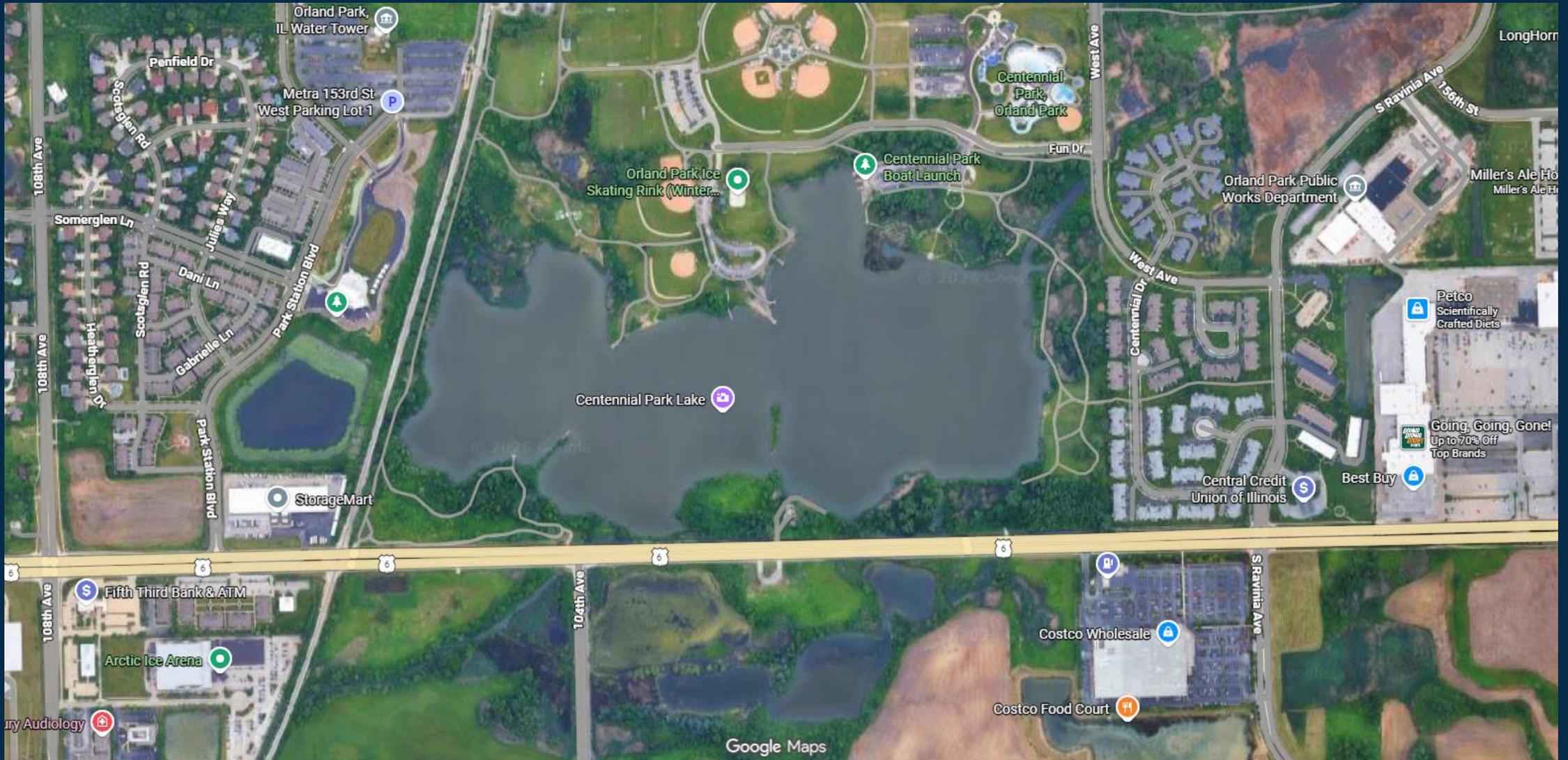


Multi-use Paths – Proposed

- **Lake Sedgewick (Centennial Park) – Complete the Multi-Use Path Loop**
 - Along southside of the lake, from 104th Ave to existing path
 - 8 ft. wide path and boardwalk
 - Phase I to begin 2026 (Budgeted)
- **Centennial Park Boardwalk - Repair/Replacement**
 - Condition assessment in 2026
 - 8 ft. wide
- **143rd Street and Wolf Road, NE Corner, Old Oak Hill – New Path**
 - Phase I in 2026
 - 8 ft. wide
 - Oak trees will be saved
- **Multi-Use Path Gap Study**
 - Study in 2026 (Budgeted)
- **Future Multi-Use Paths**
 - Study in 2026 (Budgeted)



Lake Sedgewick – Completion of Multi-Use Path





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Villagewide Traffic Studies

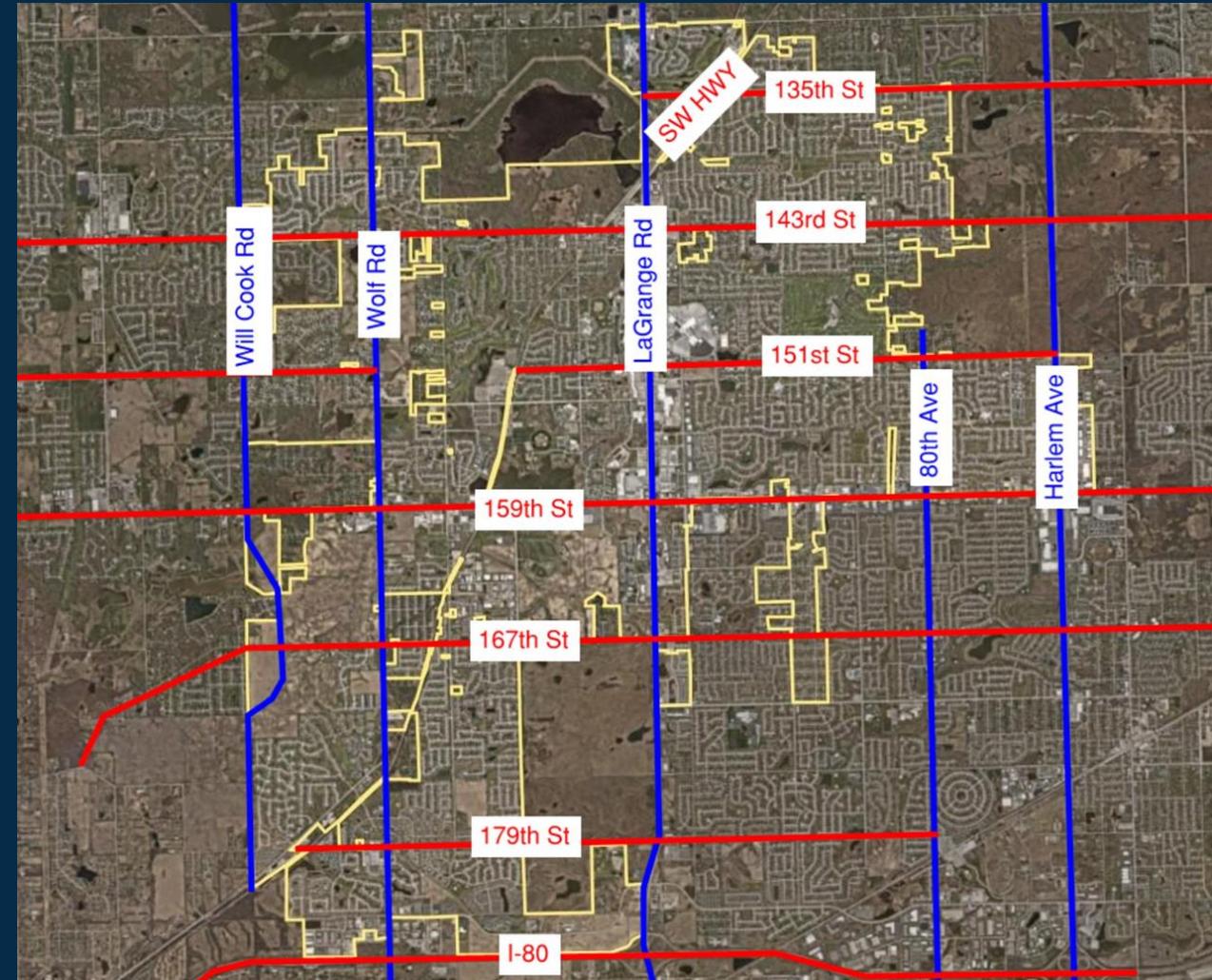
Villagewide Traffic Study

- A villagewide traffic study will be initiated in 2026
 - Study major roadway corridors, identify existing and future problems, develop phased solution
 - Evaluate **ALL traffic signal** timings and signal progression
 - Implement signal progression and improve traffic flows
 - **“Vision Zero”** goal
 - **Special focus centering and all four approaches from La Grange Rd and 159th Street intersection**



Neighborhood Traffic and Safety Study

- Study and evaluate neighborhood traffic and develop localized solutions
- Traffic volumes and conflicts
- Speeds
- Pedestrian/bicycle safety
- Intersection controls
- Consistent and effective traffic control devices – following MUTCD guidelines and BMPs





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Parking and Traffic Advisory Committee
(PTAC)

Parking and Traffic Advisory Committee

- Village initiative led by departments (ENG, PW and PD)
- All pedestrian and vehicular traffic related concerns and complaints from residents, businesses, departments, elected officials are received and promptly addressed
- Consistent approach on implementing all solutions
- Engineering and data-based solutions





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Transportation Funding

Transportation Funding

- Over the next five years, under the leadership of the Village Board, Administration, and ENG staff, more than **\$120 million** — including grants, IDOT commitments, and the Village's share—is expected to be invested in transportation projects within the Village
- The above include **\$88-million in secured grants and/or outside funding**
- Breakdown of project funding
 - \$57-million for 143rd Street widening
 - \$9-million for 143rd and JH Drive
 - \$7.1-million in three Multi-Use Paths
 - \$6-million for Tinley Creek Bank Stabilization
 - \$4-million for Dick House of Sport Improvements
 - \$10-million in miscellaneous transportation projects





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Questions/Comments