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Subject: Traffic Counts for 139<sup>th</sup> Street connection to Elm Street. (Intersection of 139<sup>th</sup> Street and 91<sup>st</sup> Avenue)

The Village of Orland Park Engineering Department recently completed traffic volume counts and observation at the intersection of 139<sup>th</sup> Street and 91<sup>st</sup> Avenue to determine how traffic patterns could change if 139<sup>th</sup> Street is connected to Elm Street. This report is to serve as a summary of the study results.

**Background****Existing Conditions**

Elm Street, south of 138<sup>th</sup> Street is a 19' wide roadway with no curb and no sidewalks. 91<sup>st</sup> Avenue is a 27' wide roadway with curb & gutter and a sidewalk on the west side. 139<sup>th</sup> Street is a 27.5' roadway that connects 91<sup>st</sup> Avenue to Timber Trails Road. It has curb & gutter and a sidewalk on the north side. The surrounding area near the intersection of 91<sup>st</sup> Avenue and 139<sup>th</sup> Street intersection is mostly single-family residential with apartment and townhome buildings along 140<sup>th</sup> Street. The posted speed limit on all the roads is 20 mph.

**Proposed Conditions**

Based on engineering plans prepared by the Village's Public Works Department, the proposed section of 139<sup>th</sup> Street would be a 26' wide curbed roadway that connects 91<sup>st</sup> Avenue to Elm Street. Elm Street between 139<sup>th</sup> Street and 135<sup>th</sup> Street would be reconstructed by Public Works into a 22' wide roadway with drainage improvements via the addition of storm sewer.

**Data**

The Engineering Department conducted a vehicle count survey from 5/9/2025 to 5/13/2025. Figure 1 shows the area of data collection. Table 1 shows the observed traffic data.

Figure 1



Table 1

| Day                                            | Total Vehicle Volume per day | North/South Split | Peak Hour Volume        | Peak 15 Minute Volume   |
|------------------------------------------------|------------------------------|-------------------|-------------------------|-------------------------|
| Friday 5/9/25<br>(partial day, started 1:00pm) | 506                          | 43%/57%           | 82<br>(5:00pm - 6:00pm) | 30<br>(5:01pm – 5:15pm) |
| Saturday 5/10/25                               | 717                          | 44%/56%           | 60<br>(4:00pm- 5:00pm)  | 23<br>(4:46pm – 5:00pm) |
| Sunday 5/11/25                                 | 623                          | 40%/60%           | 63<br>(3:00pm – 4:00pm) | 23<br>(2:58pm – 3:12pm) |
| Monday 5/12/25                                 | 674                          | 44%/56%           | 70<br>(5:00pm – 6:00pm) | 26<br>(4:06pm – 4:20pm) |
| Tuesday 5/13/25                                | 663                          | 45%/55%           | 63<br>(6:00pm – 7:00pm) | 22<br>(6:20pm – 6:34pm) |

The Engineering Department also observed destinations of vehicles passing through 91<sup>st</sup> Avenue on Wednesday 5/14/25 between 3:00pm and 4:00pm. Of the northbound traffic, 11 out of 14 vehicles observed went to homes in the subdivision, while 3 vehicles continued to 135<sup>th</sup> Street. Of the southbound traffic, 4 out of the 14 vehicles observed went to homes in the subdivision, while 10 vehicles continued to 143<sup>rd</sup> Street.

#### **Data Analysis/Conclusion**

The analysis is limited given that data collection was only along 91<sup>st</sup> Avenue and that origins/destinations of all vehicles could not be obtained to determine how much of the observed traffic was cut-through traffic.

The peak hour volume was 82 vehicles and the peak 15-minute interval volume was 30 vehicles. Therefore, during the peak hour, one vehicle passes through 91<sup>st</sup> Avenue every 44 seconds. And during the peak 15-minute interval, one vehicle passes through every 30 seconds.

Given available resources and data, a complete prediction of how much traffic each roadway would experience and how much of the traffic is cut-through traffic is not possible. Still, even if 100% of the observed traffic on 91<sup>st</sup> Avenue was now going to pass through Elm Street, the additional traffic generated by the connection would be approximately 82 vehicles in the peak hour, or one vehicle every 44 seconds. Staff expects that the additional traffic on Elm Street would be less than that though, given that some of the traffic will still be traveling on Timber Trails Road.