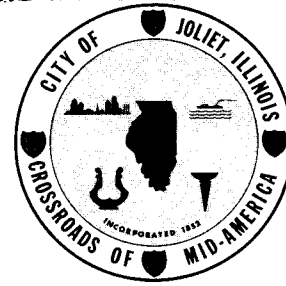


CITY OF JOLIET



OFFICE OF THE CITY MANAGER
ROBERT H. OLDLAND
CITY MANAGER

150 WEST JEFFERSON STREET
WILL COUNTY, ILLINOIS 60431
TELEPHONE (815) 727-5401



NOW ACCEPTING CALLS THROUGH NEW CENTREX
(815) 740-2211

March 13, 1979

TO: Mayor & City Council
FROM: City Manager
SUBJECT: Northeast Neighborhood Plan

BACKGROUND:

Since August, 1978, members of the Planning Division staff have attended monthly meetings with the residents of the Northeast neighborhood to prepare the city's fourth neighborhood plan. The boundaries of the Northeast neighborhood planning area are Collins Street on the west, Woodruff Road on the north, Belle Avenue and the E. J. & E. yards on the east, and the Rock Island tracks south of Cass Street on the south. The neighborhood is divided, by multiple railroad tracks running between Ward and Cleveland Avenues, into "Meeker" and "Spring Creek," both of which are Block Grant Target Areas.

The Northeast neighborhood is an area of great ethnic, racial, religious, and economic diversity. Housing sizes, styles, and conditions vary greatly between Meeker and Spring Creek. For many of the neighborhood problems - housing deterioration, conflicts between residences and nearby businesses and industries, and the blighting effect of the railroads - there are no immediate solutions. The recommendations in the Northeast Neighborhood Plan, listed at the end of each chapter and in an abbreviated form in the yellow Summary section, are intended to be approximately five years in scope. They center around two major themes:

- (1) Conservation and revitalization of the Spring Creek area through rehabilitation, repair, and re-use of existing housing and facilities.
- (2) Rejuvenation of the Meeker area through a combination of rehabilitation and infusion of new housing, expansion of available parkland, and elimination of incompatible land uses.

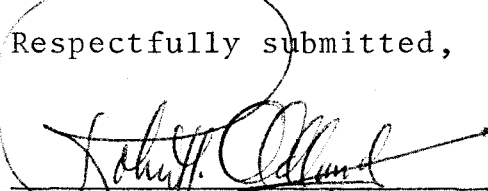
CONCLUSIONS:

The Northeast Neighborhood Plan recommends changes in zoning, land use, and traffic patterns, improved housing, expanded parkland, increased enforcement of city codes and ordinances, and capital improvements. When implemented, these changes will help to bring about a significant improvement in the quality of the living environment in the Northeast neighborhood.

RECOMMENDATIONS:


It is recommended that the City Council adopt the Northeast Neighborhood Plan as an amendment to the City of Joliet Master Plan.

Respectfully submitted,



Robert H. Oldland
City Manager

Concurrence:



Franklynn B. Albert
Community Development Director

wg

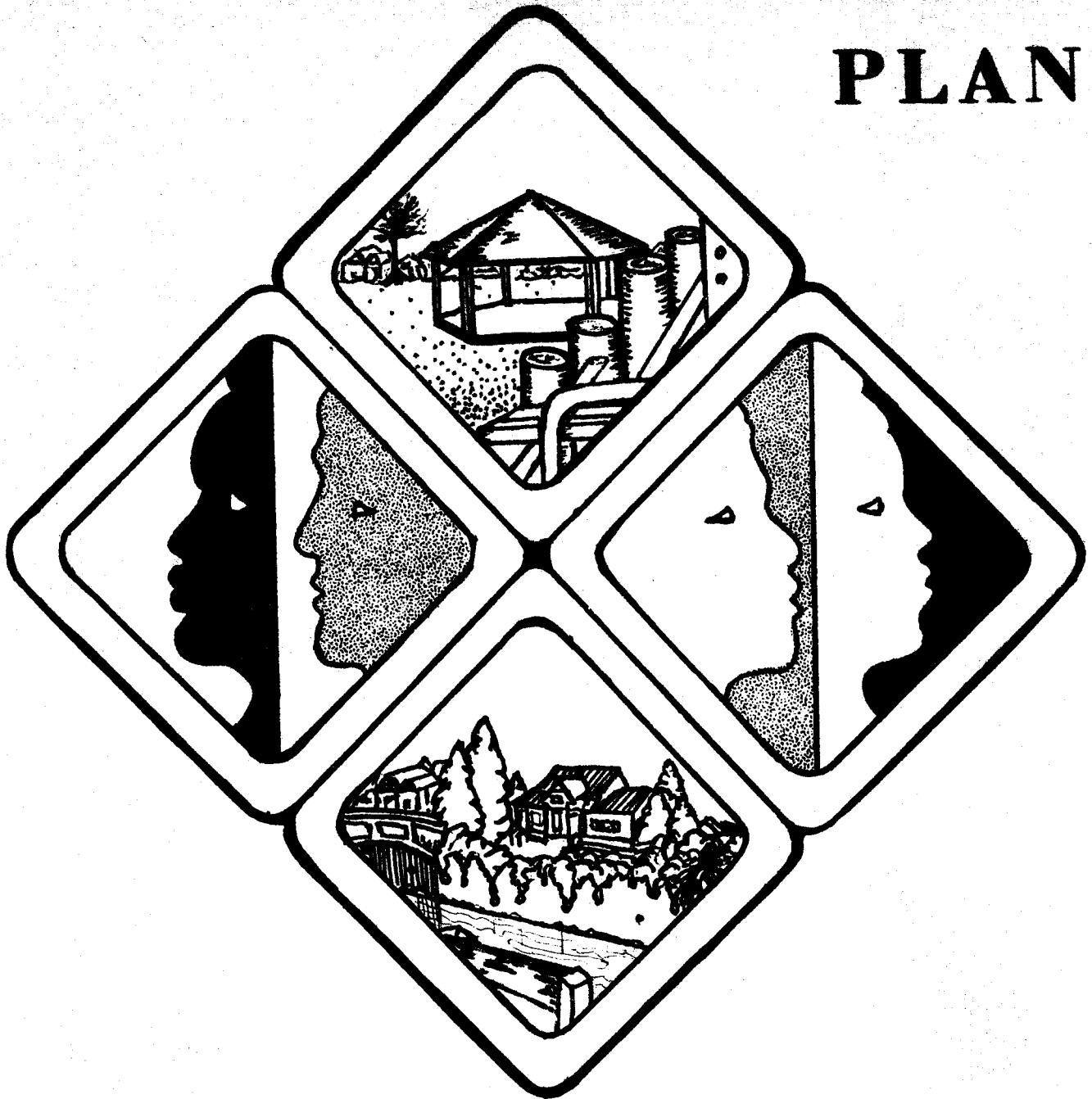
April 3, 1979.

RECEIVED OF NANCY VALLERA, CITY CLERK, CITY OF JOLIET, ILLINOIS
ONE COPY OF THE NORTHEAST NEIGHBORHOOD PLAN DATED MARCH, 1979
ADOPTED BY THE JOLIET CITY COUNCIL IN REGULAR SESSION ASSEMBLED
ON TUESDAY, MARCH 20, 1979 AS AN AMENDMENT TO THE CITY OF JOLIET
MASTER PLAN.

Clara Hartley Woodward

WILL COUNTY CLERK

NORTHEAST NEIGHBORHOOD PLAN



city of joliet, illinois
community development department

march 1979

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ACKNOWLEDGEMENTS

The Northeast Neighborhood Plan was funded under the Community Development Block Grant Program. Jackie Garcia, Neighborhood Coordinator with the Neighborhood Services Division, Community Development Department, and the officers of the Northeast Neighborhood Organization combined efforts to make sure that monthly meetings were attended by concerned residents of the Northeast neighborhood. This report could not have been produced without the typing skills of Wendy Garbin and the graphics expertise of Gretta Whitted, Don Fisher, and Rick Barger. The cover was designed by Cindy Kezerle, Field Officer with the city's Community Relations Department.

CONTENTS

| | <u>PAGE</u> |
|---|-------------|
| ACKNOWLEDGEMENTS | |
| SUMMARY | <i>i</i> |
| I. THE APPROACH TO PLANNING | I-1 |
| A. Why Plan? | I-1 |
| B. Planning Background | I-1 |
| C. Planning in the Northeast Neighborhood | I-1 |
| II. NEIGHBORHOOD DESCRIPTION | II-1 |
| A. Planning Area Boundaries | II-1 |
| B. Physical Characteristics | II-2 |
| C. Population Characteristics | II-2 |
| III. LAND USE AND ZONING | III-1 |
| A. Existing Land Use and Zoning Patterns | III-1 |
| 1. Residential | III-1 |
| 2. Commercial | III-2 |
| 3. Industry | III-2 |
| 4. Parks and Open Space | III-3 |
| 5. Community Facilities | III-3 |
| B. Land Use and Zoning Recommendations | III-4 |
| IV. TRAFFIC AND TRANSPORTATION | IV-1 |
| A. Existing Traffic Patterns and Transportation Systems | IV-1 |
| 1. Traffic Flow | IV-1 |
| 2. Railroads | IV-1 |
| 3. Public Transit | IV-2 |
| 4. Parking | IV-2 |
| B. Traffic and Transportation Recommendations | IV-3 |
| V. HOUSING | V-1 |
| A. Housing Profile | V-1 |
| 1. Existing Housing Stock | V-1 |
| 2. Housing Conditions | V-1 |
| 3. Housing Demand | V-4 |
| B. Housing Recommendations | V-4 |
| VI. COMMERCIAL REVITALIZATION | VI-1 |
| A. Neighborhood Commercial Districts | VI-1 |
| B. Commercial Revitalization Recommendations | VI-2 |

| | <u>PAGE</u> |
|--|-------------|
| VII. RECREATION, EDUCATION, AND SOCIAL SERVICES | VII-1 |
| A. Existing Services | VII-1 |
| 1. Schools and Educational Programs | VII-1 |
| 2. Parks, Playgrounds, and Playfields | VII-3 |
| 3. Social Services and Community Facilities | VII-6 |
| B. Recreation, Education, and Social Service Recommendations | VII-7 |
| VIII. NEIGHBORHOOD REVITALIZATION | VIII-1 |
| A. Public Services and Private Investment | VIII-1 |
| 1. City Services | VIII-1 |
| 2. Public Safety | VIII-3 |
| 3. Utilities and Streets: Capital Improvement Needs | VIII-7 |
| 4. Neighborhood Beautification | VIII-9 |
| B. Neighborhood Revitalization Recommendations | VIII-9 |
| APPENDIX A: Zoning Classifications | A-1 |
| APPENDIX B: Traffic Accidents by Intersection, 1975-1977 | B-1 |
| APPENDIX C: Williamson Avenue/Collins Street Intersection Study | C-1 |
| APPENDIX D: Social Services | D-1 |
| APPENDIX E: Neighborhood Organization | E-1 |

LIST OF MAPS AND ILLUSTRATIONS

| | <u>PAGE</u> |
|--|-------------|
| Location Map | II-1 |
| Neighborhood Boundaries | II-2A |
| Natural Features | II-2B |
| Flood Plain | II-2C |
| Existing Land Use | III-2A |
| Existing Zoning (Proposed Changes) | III-2B |
| Proposed Land Use (Generalized) | III-4A |
| Proposed Zoning | III-4B |
| Circulation System | IV-2A |
| Traffic Accidents, 1977 | IV-2B |
| Proposed Changes to Circulation System | IV-4A |
| Meeker Area Building Conditions | V-3 |
| Illustrative Plan for Heggie Park Expansion and Improvements | VII-4 |
| Illustrative Improvements to Existing Play Facilities | VII-5 |
| Parks and Recreation | VII-6A |
| Utilities | VIII-8A |
| Capital Improvement Needs | VIII-8B |

LIST OF TABLES

| <u>TABLE NUMBER</u> | <u>PAGE</u> |
|---|-------------|
| 1. Population Characteristics | II-3 |
| 2. Occupation of Heads of Households, 1976 | II-4 |
| 3. Housing Characteristics | V-2 |
| 4. Northeast Neighborhood Schools | VII-2 |
| 5. Northeast Neighborhood Outdoor Recreation Space | VII-3 |
| 6. Burglaries and Robberies Per Capita | VIII-4 |
| 7. Burglary and Robbery: Percent Change, 1977 to 1978 | VIII-4 |
| 8. General Alarm Fire Calls Per 100 Housing Units | VIII-6 |
| 9. Fires with Suspected Arson Causes | VIII-6 |
| 10. Capital Improvement Needs | VIII-8 |
| 11. Northeast Neighborhood Capital Improvements Program | VIII-12 |

SUMMARY

I. PLANNING BACKGROUND

The Northeast Neighborhood Plan is the City of Joliet's fourth neighborhood plan. The plan was developed at a series of monthly planning sessions held with neighborhood residents and members of the Northeast Neighborhood Organization (N.E.N.O.) between August, 1978, and February, 1979. Each meeting consisted of discussion and analysis of a particular group of interrelated neighborhood concerns. The Northeast Neighborhood Plan was funded by the Community Development Block Grant program.

II. NEIGHBORHOOD DESCRIPTION

A. PHYSICAL CHARACTERISTICS

The Northeast neighborhood planning area, one of the city's older neighborhoods, is bounded by Collins Street on the west, Woodruff Road on the north, the E. J. & E. train yards on the east, and the Rock Island tracks south of Cass Street on the south. The neighborhood planning area includes the Meeker and Spring Creek Block Grant Target Areas.

The landscape is flat throughout the Northeast neighborhood. Spring Creek runs through the area, most of which lies within the 100-year flood plain. The seasonally high depth to water table is very shallow in the Meeker area, causing basement flooding and ponding of water. There are no areas of natural vegetation in the neighborhood.

B. POPULATION CHARACTERISTICS

The population of the Northeast neighborhood is ethnically and racially diverse. Many residents are of Eastern European origins, around 20% are black, and over 15% are Spanish-speaking. There is a high proportion of retired heads of households (many of whom are elderly), and a rising number of persons under 18 years of age. The largest occupation categories among employed heads of households is service, operator, or unskilled worker.

III. LAND USE AND ZONING

A. EXISTING LAND USE AND ZONING

Single family homes, with a scattering of small businesses and multiple family structures, is the predominate land use in the Northeast neighborhood. The zoning is R-3 (One and Two

Family Residential) throughout most of the area, reflecting the prevailing housing types. Commercial uses are heavily concentrated along Collins and Cass Streets, and somewhat less along Jackson Street, where zoning is B-3 (General Business). Large complexes of industrial land uses, zoned both I-1 (Light Industrial) and I-2 (General Industrial), are located at the northwest and southeast corners of the neighborhood. Parkland is divided among three small sites, one of which has room for expansion onto the only sizable vacant parcel of land in the neighborhood.

Although Northeast neighborhood zoning matches actual land uses in most cases, conflicts between residential and non-residential land uses are numerous. The most serious conflicts occur along Collins Street and in residential areas bordering industry. Businesses and industries place heavy demands on neighborhood streets for customer parking, vehicle storage, and delivery. Many commercial and industrial establishments are not adequately screened, according to the provisions of the Zoning Ordinance. In several locations, residential properties adjacent to commercial and industrial districts are not properly zoned for residences.

B. LAND USE AND ZONING RECOMMENDATIONS

1. *The residential portions of those blocks in the Meeker area between Collins Street and Royce Avenue, and the east side of Harrison Avenue north of Bruce Street, should be considered high priority areas for housing development.*

2. *Existing homes in industrial districts on the east side of Henderson Avenue and along Jerome Avenue should be rezoned to residential classifications.*

3. *B-3 (General Business) zoning on Jackson Street should be reduced to B-1 (Neighborhood Business) zoning, and R-3 (One and Two Family Residential) zoning where appropriate.*

4. *Business zoned property in residential portions of the neighborhood which is currently vacant or residential in use should be rezoned to R-3 (One and Two Family Residential) zoning.*

5. *Conflicts between residential and non-residential land uses should be alleviated by the city through stricter enforcement of parking and screening provisions of the Zoning Ordinance and amendment of commercial screening requirements to match the restrictiveness of industrial screening regulations.*

6. *The City should seek elimination of incompatible land uses which contribute to neighborhood deterioration.*

7. *The Virginia Street residential area east of Henderson Avenue should be considered an industrial expansion area for future land use and zoning changes.*

8. *Industrial uses which have particularly negative influences on adjacent residences should be rezoned to lower classifications to prohibit their continuation beyond the legally required twenty-year amortization period.*

9. *An I-2 (General Industrial) district at the north end of Abe Street should be rezoned to R-3 (One and Two Family Residential) to prevent future development of incompatible land uses.*

10. *Heggie Park should be expanded by the Joliet Park District north along Harrison Avenue when feasible.*

11. *Neighborhood parkland should be developed by East Joliet Bank, owner of five vacant parcels at the corner of Garnsey Avenue and Dover Street.*

12. *New and expanding community facilities should continue to make use of existing neighborhood buildings.*

IV. TRAFFIC FLOW AND TRANSPORTATION

A. EXISTING TRAFFIC PATTERNS AND TRANSPORTATION SYSTEMS

The Northeast neighborhood is bounded by two of the city's most heavily used thoroughfares, Collins and Cass Streets, which are state highways and routes into downtown from the north and east. Traffic circulation on Collins Street is impeded by narrow lanes, on-street parking, and frequent intersecting streets. Turning onto Collins from side streets is difficult at unsignalized intersections because of high traffic volumes and reduced visibility due to parked cars. Parking for Collins street businesses, neighborhood churches, and Heggie Park often extends into bordering residential areas, causing congesting of local streets.

The railroads further compound neighborhood traffic problems. Local traffic patterns are confusing due to the barrier created by the multiple railroad tracks which divide the area into north and south sections at Ward and Cleveland Avenues. All north/south traffic within the Northeast neighborhood is blocked, at times, by trains which tie up the Collins Street, Royce, and Henderson Avenue crossings. Meeker area streets are subject to heavy through traffic when the Woodruff Road crossing is blocked.

The Northeast neighborhood is served by four bus routes, one of which is often overcrowded at peak hours.

1. *In conjunction with an urban design plan for Collins Street, a detailed traffic flow plan for Collins and Jackson Streets should be prepared by the Planning and Engineering Divisions during 1979.*

2. *The State of Illinois Department of Transportation should be requested to study the feasibility of installing a traffic signal at the intersection of Williamson Avenue and Collins Street to eliminate turning difficulties.*

3. *The Engineering Division should take traffic counts at the Royce and Henderson Avenue intersections with Ward and Cleveland Avenues in order to determine whether stop signs should be switched to the east/west streets from north/south streets, where they are currently located.*
4. *The Engineering Division should count traffic at all unmarked intersections in the Northeast neighborhood and recommend placement of either stop or yield signs at each.*
5. *The City should change the name of Hugh Street to Abe Street.*
6. *The City and neighborhood organization should monitor the progress of the railroad companies in maintaining railroad owned land and crossings.*
7. *The City and railroad companies should cooperate in seeking a grade separation at the Woodruff Road railroad crossing.*
8. *The Joliet Mass Transit District (JMTD) should explore methods for increasing bus service to the Northeast neighborhood during peak hours.*
9. *The Building Inspection and Housing Evaluation Divisions of the Community Development Department should enforce off-street parking provisions of the Zoning Ordinance in order to decrease the demand for on-street parking.*
10. *The Police Department should increase enforcement, in neighborhood problem areas, of city ordinances, pertaining to on-street parking.*
11. *On-street parking should be removed from Collins Street from the intersection at Williamson Avenue to 170 feet south of Williamson.*
12. *In preparing design plans for expansion and improvement of Heggie Park, the city Landscape Architect should provide sufficient off-street parking to eliminate the need for double parking during softball games.*
13. *Parking should be restricted to one side only on all neighborhood collector streets and on Irving Street between Collins Street and Park Avenue.*
14. *Parking should be eliminated on Charlesworth between Cleveland and Meeker Avenues.*
15. *The City should create a municipal parking lot on city-owned property at the corner of Collins and Ohio Streets.*

V. HOUSING

A. HOUSING PROFILE

Housing in the Northeast neighborhood is over 80% single family. Homes range in size from very large in the southern Spring Creek area, more moderate in size further north, to extremely small in portions of the Meeker area. Spring Creek homes are generally two-story wood frame structures, many of which have attractive architectural details characteristic of their period of construction. Over one hundred homes have been rehabilitated since July, 1976, in the Spring Creek Target Area under Block Grant programs. The Meeker area was included in the Block Grant program in July, 1978.

Housing vacancy rates are extremely high, over 12%, in the Northeast neighborhood; however, a significant number of homes are seriously deteriorated, especially in the Meeker area, and undesirable for habitation. Burned and abandoned structures are located throughout the neighborhood. Although federally assisted new homes were constructed in the neighborhood during the past ten years, most additional housing units have been added through conversion of existing structures. Population figures indicate that future housing demand will be for large family and elderly housing.

B. HOUSING RECOMMENDATIONS

1. *Continued enforcement of the Zoning Ordinance and Housing Code should be carried out by the Building Inspection, Housing Evaluation, and Neighborhood Services Divisions of the Community Development Department in order to rid the Northeast neighborhood of the most serious cases of housing deterioration and to prevent illegal conversions.*

2. *During 1979, the Planning Division should prepare a detailed program for ongoing zoning and housing code enforcement throughout the City.*

3. *The Housing Evaluation Division and Legal Department should work towards speedy removal of burned and abandoned structures.*

4. *The City, through code enforcement and Block Grant program incentives, should increase efforts to persuade rental property owners to make property improvements.*

5. *The City should proceed immediately with implementation of a low interest home mortgage and rehabilitation program financed through the sale of mortgage revenue bonds.*

6. *Selective development of new housing on vacant lots and replacement of obsolete stock in the Meeker area should be encouraged by the City through the Urban Landsteading Program.*

7. *All new housing constructed in the Meeker area should be low to medium density and not more than two and one-half stories in height in order to fit in with existing development.*

8. *No further housing development, either through new construction or conversion, should occur in Spring Creek.*

VI. COMMERCIAL REVITALIZATION

A. NEIGHBORHOOD COMMERCIAL DISTRICTS

While Cass Street is a fairly successful modern commercial strip consisting mainly of fast food and convenience establishments, Collins and Jackson Streets are suffering from problems common to older business districts. Lots on Collins and Jackson are narrow and shallow. Commercial buildings are typically one story of retail space with or without apartments above. Most have little or no off-street parking and no room for expansion and modernization. Increasing numbers of vacant commercial buildings and neglected storefronts contribute to an atmosphere of decay.

Taverns are the most prevalent commercial use on Collins and Jackson Streets, followed by auto body repair and parts shops. Taverns are a source of concern to neighborhood residents because of their demand for on-street parking and because of the prevalence of loitering and street gambling in their vicinities. A better mix of businesses is needed to adequately serve neighborhood shopping and service needs.

B. COMMERCIAL REVITALIZATION RECOMMENDATIONS

1. *A plan for revitalization of the Collins Street business district between Cass Street and Williamson Avenue should be prepared by the Planning Division within one year of adoption of the Northeast Neighborhood Plan.*

2. *Commercial development on Jackson Street should be limited to existing businesses through rezoning of vacant commercial and non-business properties.*

VII. RECREATION, EDUCATION, AND SOCIAL SERVICES

A. EXISTING SERVICES AND FACILITIES

Northeast neighborhood children attend one of three public or two parochial elementary schools. All five schools are well under capacity enrollment, but are located on extremely small sites with no room for expansion. The public elementary school buildings were constructed prior to 1920. St. Thaddeus Catholic School has no open space at all, and cordons off part of Youngs Avenue for a play area.

The Northeast neighborhood is served by three small neighborhood parks, four tiny school playgrounds, and the Central High School playfields. An estimated 40 additional acres of parkland

is needed to meet recommended standards for number of acres per 1000 population. The only vacant land available for park expansion in the Northeast neighborhood is the unused industrial land adjacent to Heggie Park. A three-acre expansion of Heggie Park is to be completed during 1979, and the expansion area will be available for use by Lincoln School students. Parking for Heggie Park softball games is inadequate, and cars double park on both sides of Williamson Avenue nightly during the softball season.

A wide range of social services, education programs, and recreation activities is available to Northeast neighborhood residents. These programs include aid to needy persons, after school and summer recreation, job training, and assistance to Spanish-speaking persons. Teenagers and senior citizens are less than adequately served under the existing programs.

B. RECREATION, EDUCATION, AND SOCIAL SERVICE RECOMMENDATIONS

1. *Joliet Public Grade School District 86 should improve Lincoln, Parks, and Marsh School sites to make them more attractive for children's play activities.*

2. *Joliet Public Grade School District 86 should investigate reduction or elimination of user fees for evening and weekend use of school buildings.*

3. *Local school districts should examine the need for expanding English language programs in the city's Northeast side.*

4. *Heggie Park expansion plans (Phase I) should include development of a children's play area and a link with Lincoln School.*

5. *Future expansion of Heggie Park (Phase II) should occur north of the current expansion area along Harrison Avenue.*

6. *The Joliet Park District should make improvements to Hartman Field.*

7. *Neighborhood organizations should urge East Joliet Bank to landscape its vacant parcels on the corner of Garnsey Avenue and Dover Street as a neighborhood mini-park and beautification project.*

8. *The Joliet Park District should employ play supervisors on its neighborhood park sites to increase attendance and security.*

9. *Indoor play facilities should be developed for residents of the city's northeast side.*

10. *Local social service organizations should target their efforts towards increasing services and programs for teenagers and senior citizens.*

VIII. NEIGHBORHOOD REVITALIZATION

A. PUBLIC SERVICES AND PRIVATE INVESTMENT

Revitalization of an older neighborhood depends upon regular public services complemented by ongoing private investment in property maintenance and improvements. Public services such as garbage collection, maintenance of streets and utilities, street lighting, police and fire protection, and enforcement of housing and building codes are necessary to attract private investment and to insure the value of property.

High residential burglary rates make police protection a vital Northeast neighborhood issue. Nuisance crimes such as loitering, speeding, and public disturbances, though not considered serious, have marked deteriorating effects on the neighborhood environment. The dramatic increase, during 1978, in the number of general alarm fire calls and cases of suspected arson is also of concern to residents.

Stormwater runoff and flooding due to a seasonally high water table plague the Meeker area, which lacks a separate storm sewer system. Most Meeker area streets are oil and chip and lack curbs and sidewalks. Installation of separate storm sewers is a prerequisite to upgrading streets, according to federal regulations. The Spring Creek area possesses several links of separate storm sewer and most capital improvements, but many of the curbs and sidewalks are deteriorating due to age. Additional street lights and fire hydrants are needed at various locations throughout the neighborhood. Block Grant monies are the predominate source of funding for neighborhood capital improvements.

Rehabilitation of individual homes and yards is the most important part of neighborhood revitalization. Numerous Block Grant programs are available to assist homeowners in their rehabilitation efforts. Organization of beautification contests, clean-up events, and home maintenance education programs can be employed by neighborhood residents to generate widespread public interest in improving the neighborhood.

B. NEIGHBORHOOD REVITALIZATION RECOMMENDATIONS

- 1. The City should increase its program of street shoulder maintenance in the Meeker area.*
- 2. The City should enforce weed ordinances, particularly along railroad property.*
- 3. The City should require property owners to clean up illegal refuse dumps and remove abandoned automobiles.*
- 4. The Police Department should strictly enforce all ordinances against nuisance crimes such as loitering, public disturbances, noisy and junked automobiles, and illegal parking.*

5. As a crime prevention measure, neighborhood residents should organize block watches throughout the Northeast neighborhood.

6. City engineers should work with affected residents in eliminating sewer leakage in the Meeker area.

7. The City should request the cooperation of the E. J. & E. Railway Company in solving the problem of excess water runoff from the train yards onto residential properties in the Spring Creek area.

8. The City should consider storm sewers in the Meeker area as a top priority project for capital improvements programming.

9. A neighborhood capital improvements program should be adopted as part of the city's overall five-year program beginning January 1, 1979, subject to annual review.

10. The Public Works Department should recommend installation of additional street lights where they are most needed in the Northeast neighborhood.

11. The University of Illinois Cooperative Extension Service should assist neighborhood organizations in organizing beautification programs.

12. Northeast neighborhood residents should organize a Spring Creek clean-up day.

13. With the assistance of the Block Grant Clean-up, Fix-up program, neighborhood residents should work to remove dilapidated garages and sheds.

I. THE APPROACH TO PLANNING

A. WHY PLAN?

Neighborhood planning in Joliet is a means of establishing policies and programs for the use of city funds and services in older neighborhoods. During the planning process, city staff and elected officials come into direct contact, month after month, with neighborhood residents. Face-to-face communication between the City and citizens takes place at neighborhood planning sessions, and the City becomes informed of the problems and conditions peculiar to each neighborhood. Along with planning efforts, development of a neighborhood organization which genuinely represents the views of neighborhood residents is essential to the City in successful development of a neighborhood plan, and gives residents a greater voice in the future of their neighborhood.

The product of the neighborhood planning process is a report which documents neighborhood problems and recommends specific actions to be taken by the City, other units of government, agencies, and organizations in alleviating the problems. Neighborhood plan recommendations are short range in scope (5 years or so). When adopted by City Council, the neighborhood plan becomes part of the City of Joliet Master Plan.

B. PLANNING BACKGROUND

The Northeast Neighborhood Plan is the city's fourth such plan prepared since 1975. The latter three plans were produced for Block Grant Target Areas in cooperation with, and funded by, the Block Grant program. Formal city involvement with the residents and community organizations of the Northeast neighborhood began in 1976 with the inclusion of the Spring Creek Target Area in the Block Grant program. The Meeker area entered the Block Grant program as a target area in July, 1978, and planning activities were initiated for the Northeast neighborhood in August of that year. At the same time, the Northeast Neighborhood Organization (N.E.N.O.) was formed to represent the residents of the entire Northeast neighborhood - the first neighborhood organization to include both Meeker and Spring Creek residents.

C. PLANNING IN THE NORTHEAST NEIGHBORHOOD

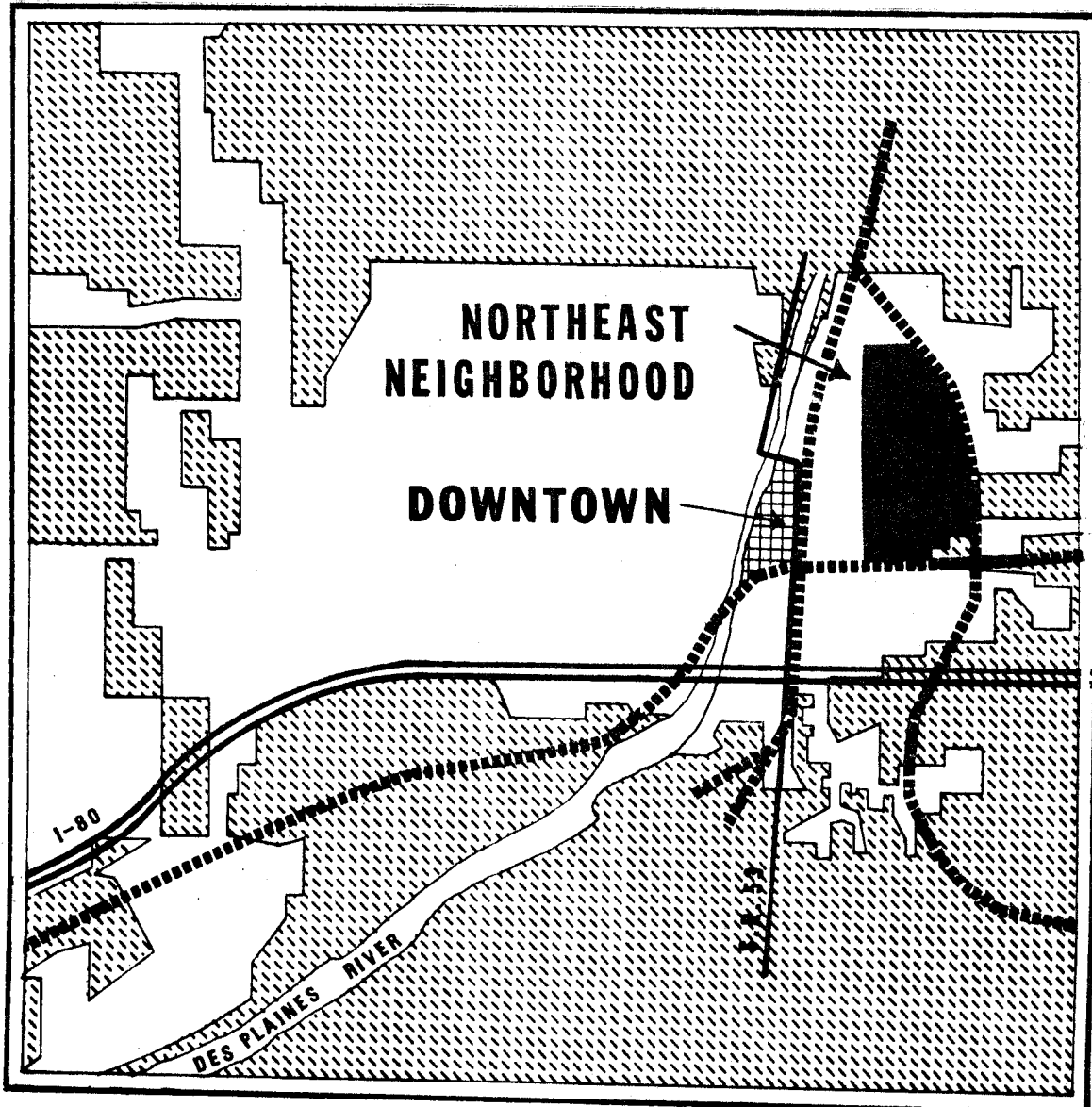
Since August, planning sessions open to all residents of the Northeast neighborhood have been held at N.E.N.O.'s regular monthly meetings. After the initial Problem Identification session in August, meetings were geared toward discussions of specific areas of concern: Land Use and Zoning, Traffic and Transportation, Recreation and Social Services, Capital Improvements, and City Services and Neighborhood Beautification. Meetings consisted of presentations of background information by Planning Division staff, followed by open discussions

of alternative means to solve the problems which had been identified at the Problem Identification session and within the context of each meeting thereafter. Decisions on specific plan recommendations were not reached at these planning sessions, but were made when the entire plan, in draft form, was presented to neighborhood residents.

II. NEIGHBORHOOD DESCRIPTION

A. PLANNING AREA BOUNDARIES

The Northeast neighborhood planning area is located northeast of areas bordering downtown Joliet. The portion of the neighborhood lying west of Spring Creek is among the oldest areas of the city, having been developed prior to 1890. The areas east of Spring Creek were developed between 1890 and 1920. The Northeast neighborhood is bounded by Collins Street on the west, Woodruff Road on the north, the E. J. & E. railroad tracks plus the "Hill" on the east, and the Rock Island railroad tracks south of Cass Street on the south. The neighborhood planning area takes in both the Meeker and Spring Creek Block Grant Target Areas, and includes all of Census Tract 8821, half of Tract 8822, and most of Tract 8813.



Due to the size of the Northeast neighborhood planning area, separate plans will be prepared at future dates for additional areas of the northeast part of Joliet which could not reasonably be covered under a single neighborhood plan. These include a residential area west of Collins Street, and the Collins Street business district. A commercial revitalization plan for Collins Street is expected to be initiated during 1979.

B. PHYSICAL CHARACTERISTICS

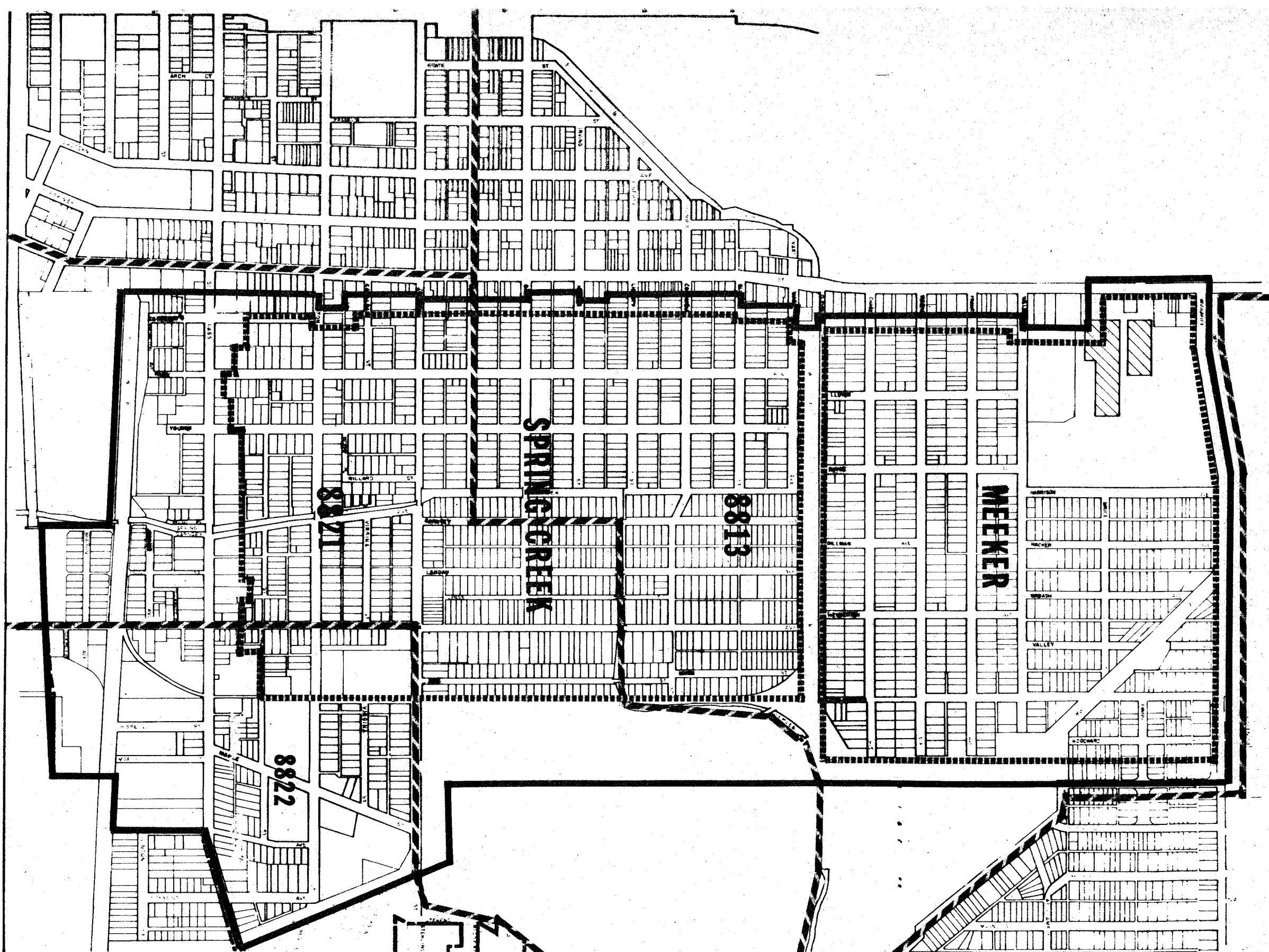
The Northeast neighborhood landscape is flat, except for a sharp incline at the foot of the "Hill." There are no areas of natural vegetation, and little undeveloped open space except for some unused industrial land in the Meeker area north of Heggie Park. Spring Creek runs through the area and is channelized along its entire length within the neighborhood. Most of the area east of Harrison, Royce, and Youngs Avenues north of Jackson Street, and west of Garnsey Avenue south of Jackson, is in Spring Creek's 100-year flood plain. The soils in the Meeker area west of Harrison and Dillman are characterized by bedrock at less than ten inches, and a seasonally high depth to water table of less than one foot, causing seasonal flooding of basements and ponding of water. The water table throughout the rest of the area is deeper than three feet.

C. POPULATION CHARACTERISTICS

The population of the Northeast neighborhood, now 5753, has declined since 1960, but much less than in the city's other eastside neighborhoods. A considerable number of older residents of eastern European origins have remained in the neighborhood; hence, the high percentage of retired heads of households (30.06%), many of whom are elderly. Younger black and Spanish-speaking families have moved into the area in increasing numbers. The racial composition of the Northeast neighborhood was 20.17% black in 1975* and 14.56% Spanish-speaking in 1970**. The percentage of Spanish-speaking residents appears to have increased considerably since 1970.

*Special Census, 1975.

**1970 Census of Population and Housing.



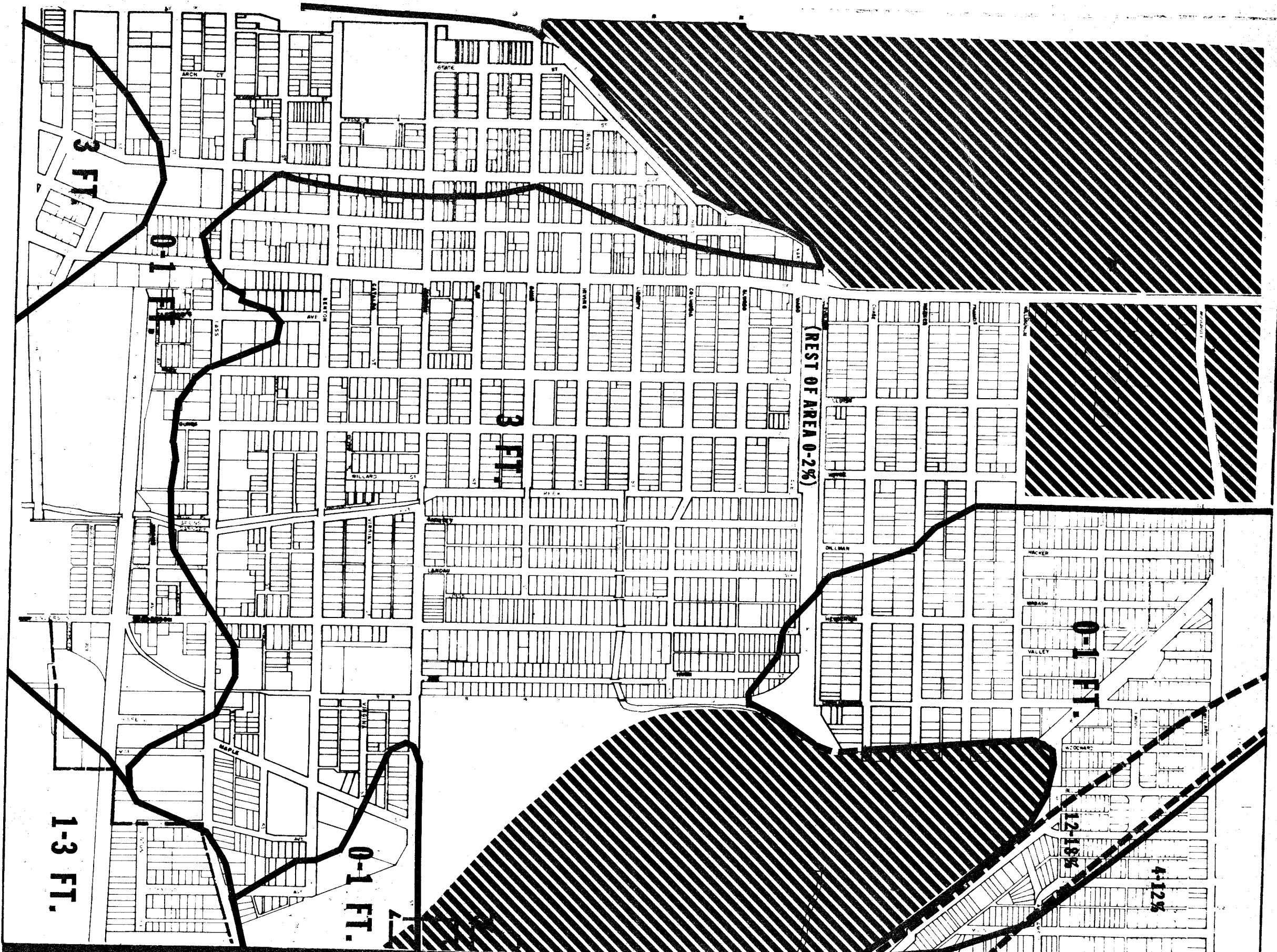
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**NORTHEAST
 NEIGHBORHOOD**
 MOLINE, ILLINOIS

LEGEND
 - - - - - CENSUS TRACT
 ————— NEIGHBORHOOD PLANNING AREA
 ■■■■■■■■ BLOCK GRANT TARGET AREA

TITLE
**NEIGHBORHOOD
 BOUNDARIES**

DRAWN BY: RAB
 APPROVED BY:
 DATE:
 REVISIONS:
 SHEET NO. II-2A



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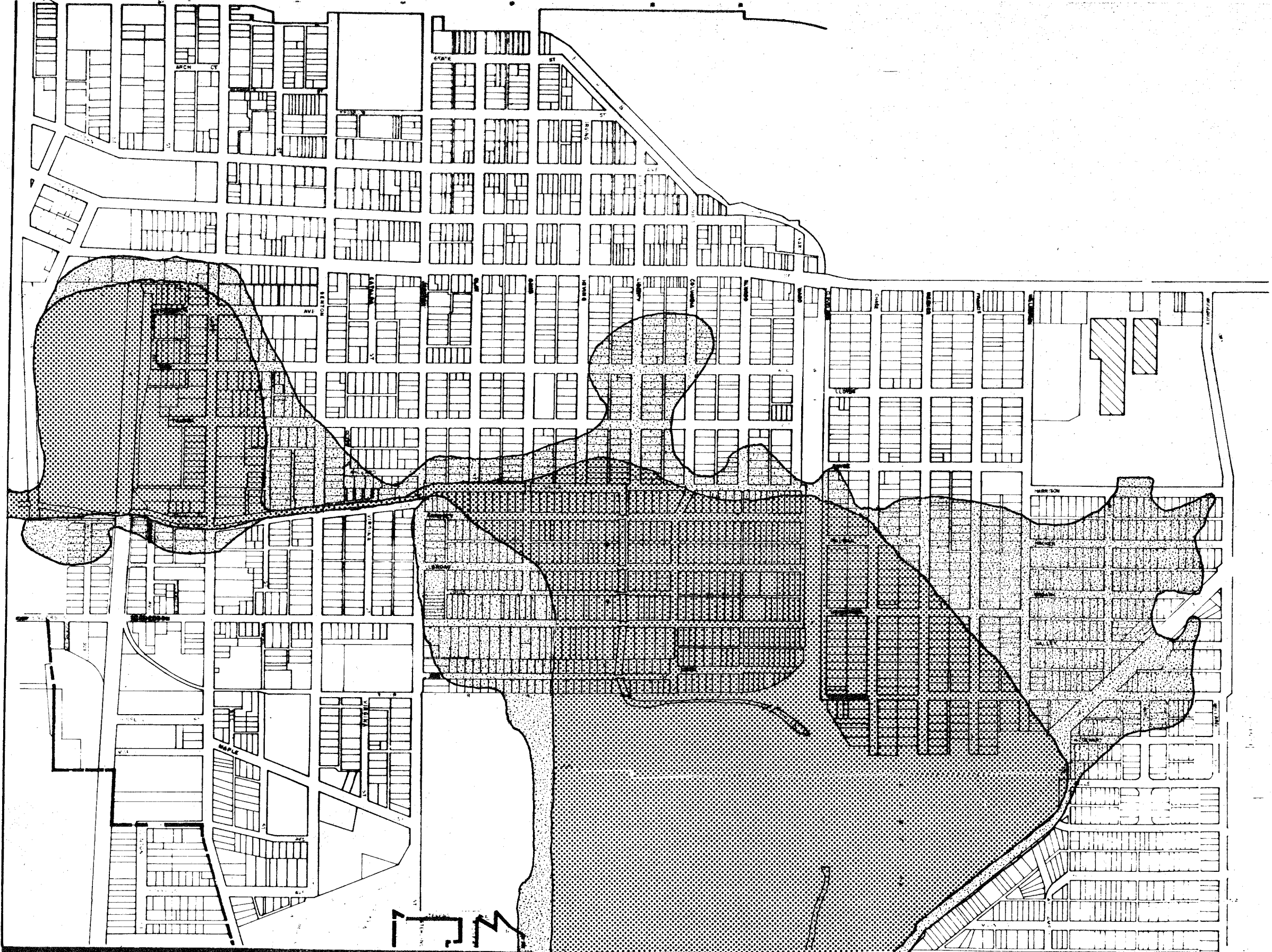
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**NORTHEAST
 NEIGHBORHOOD**
 JOLIET, ILLINOIS

LEGEND
 MANMADE LAND
 DEPTH TO SEASONALLY HIGH WATERTABLE (± FEET)
 SLOPE (%)

TITLE
**NATURAL
 FEATURES**

DRAWN BY: HVB
 APPROVED BY:
 DATE:
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**NORTHEAST
 NEIGHBORHOOD**
 JOLIET, ILLINOIS

LEGEND
 FLOODWAY
 100 YEAR FLOOD PLAIN

TITLE
FLOOD PLAIN

DRAWN BY
 APPROVED BY
 DATE
 REVISIONS
 SHEET NO. II-2C

TABLE 1: POPULATION CHARACTERISTICS

| | NORTHEAST | | | | CITY |
|---|-----------|--------|--------|--------|--------|
| | 1960* | 1970** | 1974† | 1976†† | 1976†† |
| Population | 7558 | 7419 | 5787 | 5753 | 68,141 |
| Households | 2282 | 2355 | 2061 | 1916 | 23,729 |
| Average Household Size (Persons per Household) | 3.31 | 3.15 | 2.81 | 3.00 | 2.87 |
| Persons Under 18 | 2351 | 2469 | 1993 | 2092 | 22,132 |
| % Population Under 18 | 31.11% | 33.28% | 34.44% | 36.36% | 32.48% |
| % Retired Heads of Households | ... | ... | 28.36% | 30.06% | 26.24% |
| % Households with Children | 39.35% | 49.43% | 37.75% | 42.22% | 39.74% |
| % Female Headed House- holds with Children | ... | 5.69% | 5.87% | 7.25% | 5.51% |
| % 1 Person Households | ... | ... | 22.66% | 23.02% | 22.95% |
| % 5 or More Person Households | ... | ... | 17.95% | 19.42% | 16.47% |

* U.S. Census of Population and Housing, 1960.

** 1970 Census of Population and Housing.

† R.L. Polk & Co., Profiles of Change, 1973-74.

†† R.L. Polk & Co., Profiles of Change, 1975-76.

NOTE: Due to differences in methods of collecting data, Census and R. L. Polk figures are not comparable for counts such as population and number of households. They are reasonably comparable for other categories in the above table.

The average household size (number of persons per household) and percentage of households with children have both increased since 1974, but neither figure is nearly as high as the 1970 level. The under-18 population (children) has increased moderately. The largest occupation group among employed heads of households was listed as service worker, operator, or unskilled worker in 1976. The number of jobless heads of households increased by one-half between 1974 and 1976.

TABLE 2: OCCUPATION OF HEADS OF HOUSEHOLDS, 1976†

| | Northeast | City |
|------------------------------------|-----------|---------|
| Professional and Technical | 1.93% | 7.08% |
| Manager, Proprietor, Supervisor | 3.44% | 9.46% |
| Clerical and Sales | 3.50% | 6.55% |
| Skilled, Semi-Skilled, and Foreman | 7.25% | 8.93% |
| Service, Operator, Unskilled | 22.13% | 15.35% |
| No Occupation (Jobless) | 15.08% | 10.20% |
| Retired | 30.06% | 26.24% |
| Military and Student | 0.26% | 0.42% |
| Occupation Non-Classifiable | 16.34% | 15.86% |
| TOTAL | 100.09% | 100.09% |

†R.L. Polk & Co., Profiles of Change, 1975-76.

III. LAND USE AND ZONING

A. EXISTING LAND USE AND ZONING PATTERNS

The Northeast neighborhood is approximately 600 acres in size and primarily residential. It is composed of two distinct areas, separated by railroad tracks, of mostly single and two family homes on small to medium-sized lots. The interior of the neighborhood is almost exclusively residential, except for portions of Jackson Street and a group of neighborhood businesses at the corner of Meeker and Henderson Avenues. Neighborhood boundaries Cass and Collins Streets are two of the city's major east side business streets. Industry and warehousing are located on the northwest, east, and southeast edges of the area.

Zoning describes the types of uses which are permitted to develop on a parcel of land; however, the zoning does not always match the existing land uses if development occurred prior to the enactment of that particular zoning. Land uses which were legal prior to enactment of the Zoning Ordinance, but do not now meet zoning requirements, are considered *legal nonconforming* uses, and are permitted, under the provisions of the Zoning Ordinance, to remain nonconforming for an *amortization period* of up to twenty years from the date of adoption of the most recent zoning (1968). Conformance can be gained through rezoning, obtaining a variation of use to allow relief from strict compliance with the Zoning Ordinance, or eliminating the use.

The following zoning classifications are found in the Northeast neighborhood. Descriptions of these classifications are listed in Appendix A of this plan.

- R-2 Single Family Residential
- R-3 One and Two Family Residential
- R-4 Multi-Family Residential
- B-1 Neighborhood Business
- B-3 General Business
- I-1 Light Industrial
- I-2 General Industrial

1. RESIDENTIAL

Single family housing, with a scattering of corner stores and taverns, is the predominant land use in the Northeast neighborhood. There are 2179 housing units in 1743 residential structures in the neighborhood, and 81.18% of those structures are single family homes.

The homes in the Northeast neighborhood range in size from very large, in the vicinity of Cass and Benton Streets, to more moderate sizes farther north. Meeker area homes adjacent to and north of the railroad tracks are small and located close together on narrow lots. Many Meeker area homes have been converted to two or more dwelling units. In a few locations, two single family homes have been built on a single lot.

The entire residential area of the Northeast neighborhood is appropriately zoned R-3 (One and Two Family Residential) except for a few blocks of R-4 at the southern fringes of the neighborhood. The absence of multi-family districts in the neighborhood may inhibit new housing construction.

2. COMMERCIAL

In 1976 there were 211 commercial establishments in the Northeast neighborhood*. Commercial uses are heavily concentrated along Cass and Collins Streets, and somewhat less along Jackson Street. Vacancy rates among commercial buildings are high on Collins and Jackson where older structures, shallow lots, and lack of off-street parking have restricted development of up-to-date facilities. The commercial development pattern along Cass Street consists of a strip of drive-in convenience and fast-food establishments which are fairly widely spaced, with most having ample off-street parking.

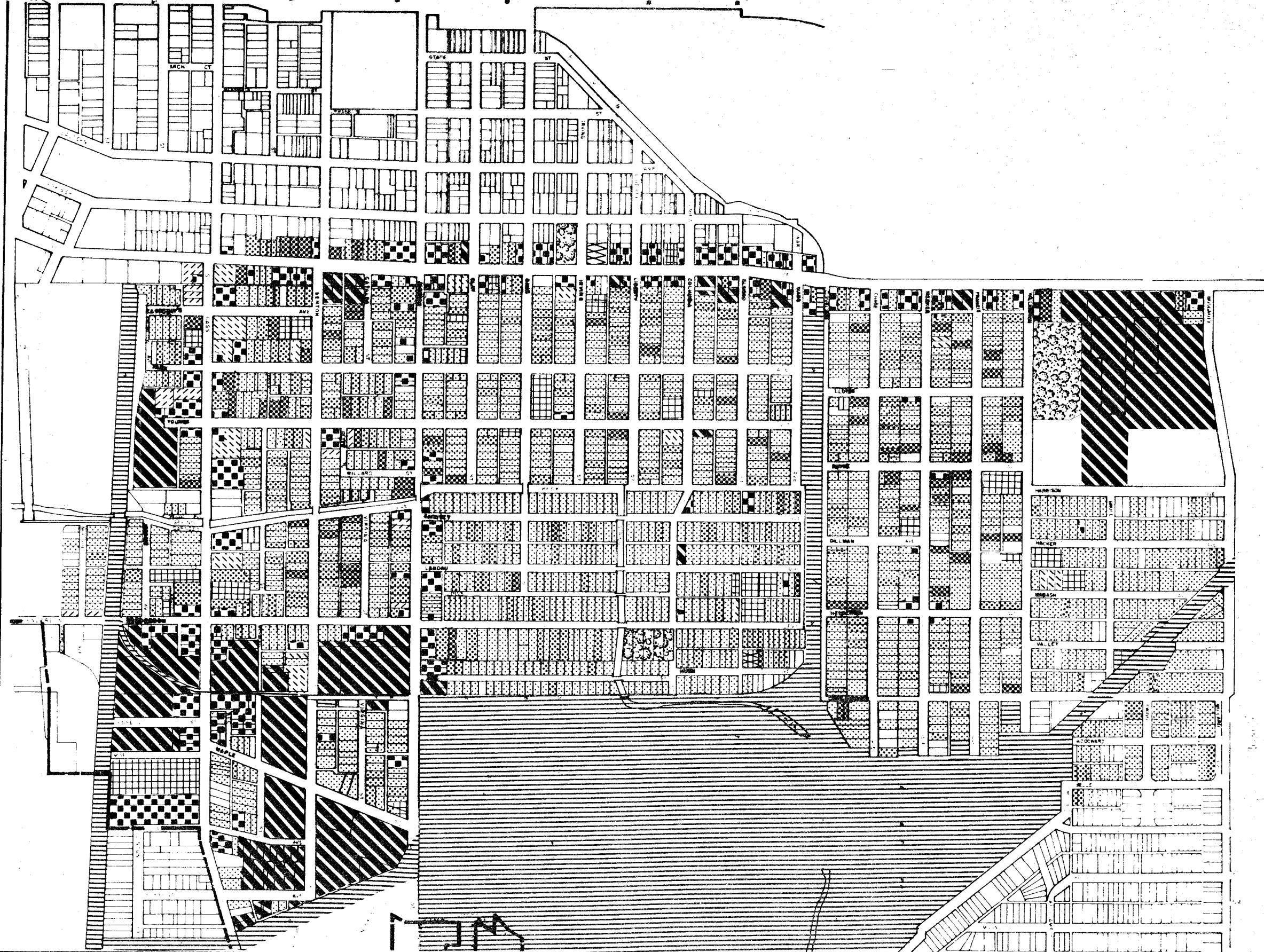
Most of the business zoning in the Northeast neighborhood is B-3 (General Business), which is intended for businesses requiring large volumes of automobile traffic. B-3 zoning is inappropriate for portions of Jackson Street which are residential in character. A few small areas zoned B-1 (Neighborhood Business) are located within the residential interior of the neighborhood. Much of this B-1 property is actually developed as residential.

Legal non-conforming business uses are located throughout the neighborhood, and some of them, mainly taverns, are considered to be nuisances by neighboring residents. Several other businesses have the proper zoning but do not conform to the parking or screening regulations in the Zoning Ordinance. Most of these businesses are located along Collins Street, especially in the Meeker area. Enforcement of the Zoning Ordinance is needed in those cases.

3. INDUSTRY

Sizeable industrial complexes are located at the northwest and southeast corners of the Northeast neighborhood. They include 20 manufacturing firms employing approximately 1970

*R.L. Polk & Co., Profiles of Change, 1975-76.



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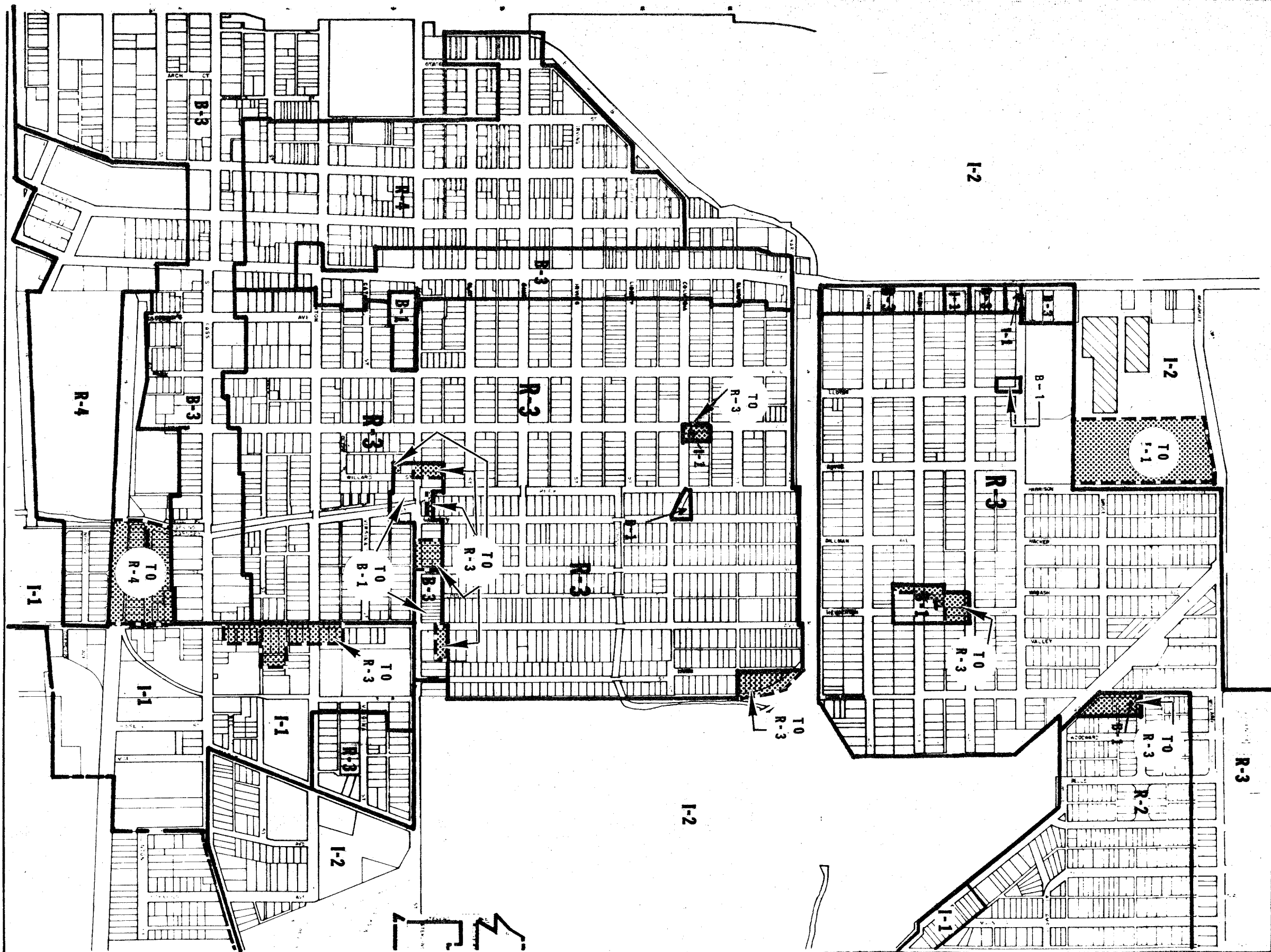
**NORTHEAST
 NEIGHBORHOOD**
 MOLINE, ILLINOIS

LEGEND
 SINGLE FAMILY
 2 FAMILY
 MULTI-FAMILY
 COMMERCIAL
 COMMUNITY FACILITIES
 CLUBS & HALLS
 TRANSPORTATION & UTILITIES

INDUSTRIAL & WAREHOUSING
 PARKS
 PARKING
 VACANT

TITLE
**EXISTING
 LAND USE**

DRAWN BY: RMB
 APPROVED BY:
 DATE:
 REVISIONS:
 SHEET NO. III-2A



north
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**NORTHEAST
 NEIGHBORHOOD**
 JOLIET, ILLINOIS

- LEGEND
- R-2 SINGLE FAMILY
 - R-3 1&2 FAMILY
 - R-4 MULTI-FAMILY
 - B-1 NEIGHBORHOOD BUSINESS
 - B-3 GENERAL BUSINESS
 - I-1 LIGHT INDUSTRIAL
 - I-2 GENERAL INDUSTRIAL

**EXISTING ZONING
 (PROPOSED CHANGES)**

DRAWN BY: RAB
 APPROVED BY:
 DATE:
 REVISIONS:
 SHEET NO. III-2B

persons.* The Joliet U.S. Steel plant alone employs 1500. The E.J. & E. Railway Co. employs around 1350.† Various other industrial uses, such as scrap yards, auto repair shops, and warehouses, are located within the neighborhood's industrial districts. The E.J. & E. train yards and operations occupy an area about half the size of the entire neighborhood.

All of the Northeast neighborhood industrial uses are appropriately zoned, but some of them are incompatible with adjacent and nearby residential uses. Conflicts occur in the vicinity of scrap yards, body shops, and railroad operations. Industrial zoned properties along Henderson Avenue south of Jackson Street and on Jerome Street are predominantly residential, which is a prohibited use in an industrial district. Mixtures of industry and residences in the southeast industrial area between Cass and Jackson have created an island of residences on Virginia Street in a potential industrial expansion area. Many of the Northeast neighborhood's land use problems stem from a lack of buffers between residential and non-residential uses.

4. PARKS AND OPEN SPACE

Three small parks serve Northeast neighborhood residents: 4.3 acre Heggie Park in the Meeker area, 1.6 acre Desmond Park in Spring Creek, and Hartman Field, an 0.8 acre site on the west side of Collins Street. The Northeast neighborhood is fully developed, except for a few vacant lots scattered throughout the residential area. The only open space available for development of outdoor recreational facilities is a tract of unused industrial land north, and a vacant parcel east, of Heggie Park. Expansion of Heggie Park east to Harrison Avenue is planned by the City and Joliet Park District for 1979.

5. COMMUNITY FACILITIES

Community facilities are buildings and sites used for public and semi-public purposes, although they may be owned by private individuals or organizations. There are two public elementary schools, two parochial elementary schools, sixteen churches, and a branch library in the Northeast neighborhood. None of them occupy large sites, and a few of the churches in the Meeker area are "storefront" churches located in commercial buildings. Three community service organizations have offices in the neighborhood. Three medical clinics and eight physicians' offices are located in or adjacent to the area. In general, the community facilities are small in scale and fit well into the neighborhood.

*Joliet Region Chamber of Commerce, Directory of Manufacturers (Joliet, IL: 1975).

†Population and Employment: Characteristics and Projections (Joliet Plan Commission, Joliet, IL: 1976).

B. LAND USE AND ZONING RECOMMENDATIONS

1. RESIDENTIAL

a. The residential portions of those blocks in the Meeker area between Collins Street and Royce Avenue, and the east side of Harrison Avenue north of Bruce Street, should be considered high priority areas for housing redevelopment.

There is a substantial amount of dilapidated housing in the Meeker area, creating a need for new housing to replace obsolete structures. In addition, several vacant parcels of land, the largest of which is on Harrison Avenue, are available for housing development (although the parcels on Harrison are undevelopable and will remain so unless severe drainage and surface flooding problems are solved). The absence of multi-family zoning in the Meeker Area may be a deterrent to new housing construction, however.

The Plan Commission and City Council should give favorable consideration to proposals for developing attractive new housing in the Meeker Area. The Plan Commission and City Council also should consider the possible need for zoning changes to facilitate the construction of new housing. Higher permitted densities may be the key to attracting desired new residential development. Rezoning from R-3 to R-4A, for example, would allow townhouse and small apartment-type development, in structures containing not more than 6 units, and at densities not greater than 12 dwelling units (d.u.'s) per acre (or a maximum of 2 d.u.'s on a single average size lot in the Meeker Area).

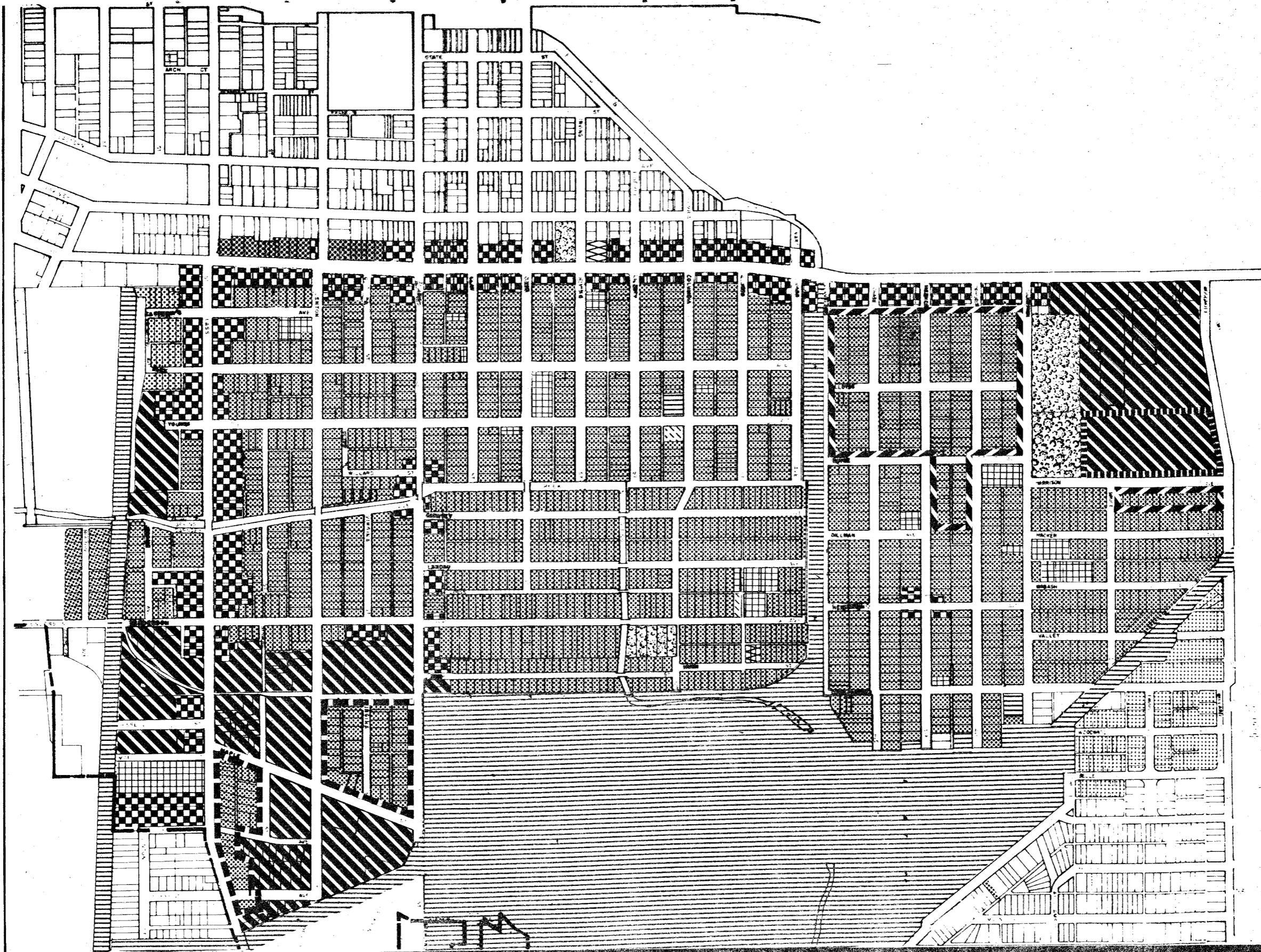
b. Existing homes in industrial districts on the east side of Henderson Avenue and along Jerome Avenue should be rezoned to residential classifications.

Because residences are prohibited uses under I-1 (Light Industrial) zoning, the residential portions of the block on Henderson should be rezoned to R-3 (One and Two Family Residential), and Jerome Avenue to R-4 (Multi-Family Residential) in accordance with the zoning on surrounding properties.

2. COMMERCIAL

a. B-3 (General Business) zoning on Jackson Street should be reduced to B-1 (Neighborhood Business) zoning, and R-3 (One and Two Family Residential) zoning where appropriate.

Jackson Street is an arterial street, but it is narrower than either Cass or Collins Street and is predominantly residential in sections. Business uses on Jackson should, therefore, be limited to neighborhood businesses (B-1 zoning) which do not generate or require large volumes of vehicular traffic. Vacant commercial structures and business zoned property which is actually residential in use should be rezoned to R-3 to fit in with surrounding residential uses.



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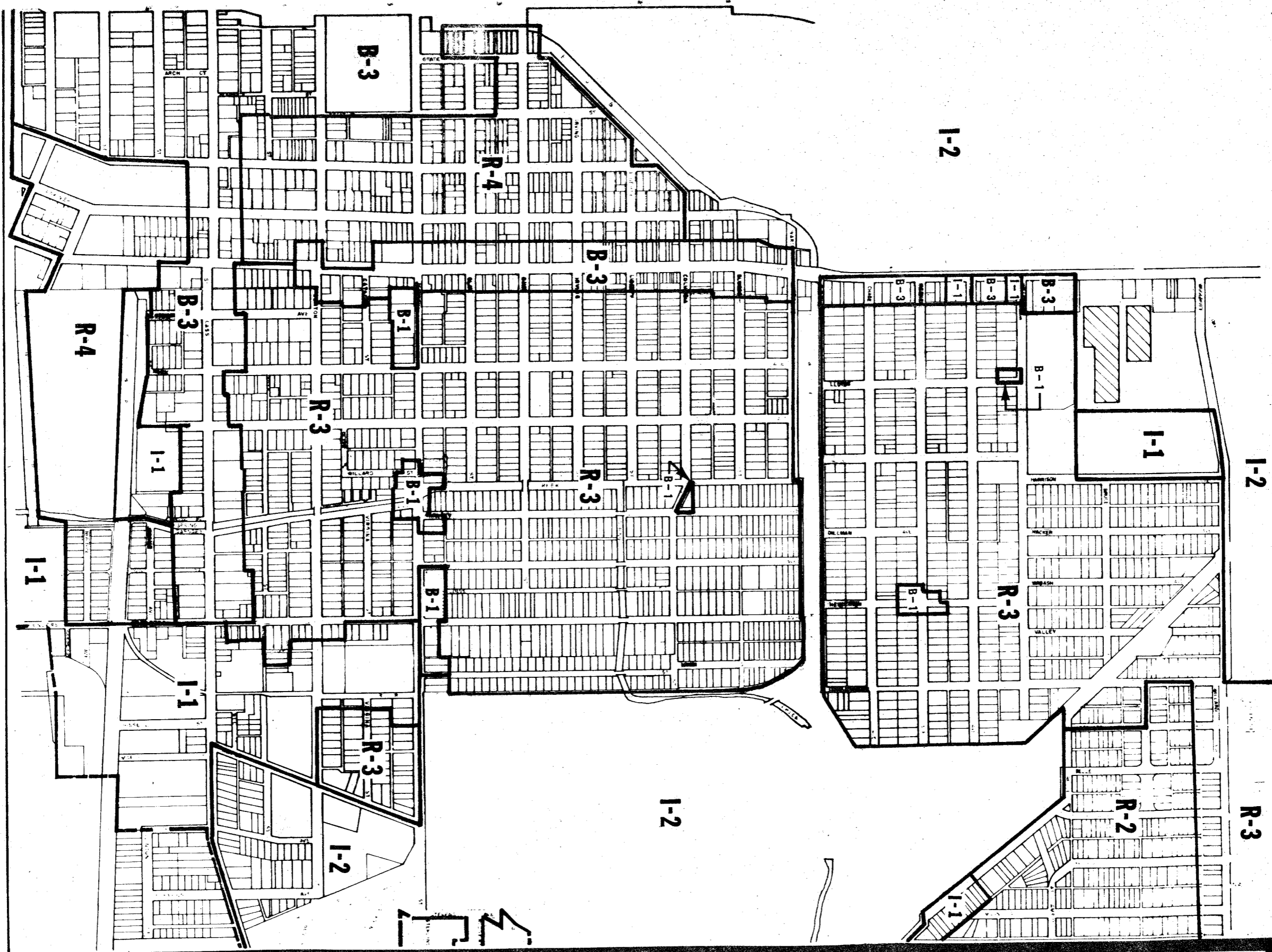
**SPRING CREEK
 NEIGHBORHOOD**
 JOLIET, ILLINOIS

LEGEND
 1 FAMILY
 1 & 2 FAMILY
 MULTI-FAMILY
 COMMERCIAL
 COMMUNITY FACILITIES
 CLUBS & HALLS
 TRANS. & UTILITIES

INDUSTRIAL & WAREHOUSING
 PARKS
 PARKING
 VACANT
 INDUSTRIAL EXPANSION
 PARK EXPANSION
 RESIDENTIAL REDEVELOPMENT

**PROPOSED
 LAND USE
 (GENERALIZED)**

DRAWN BY: GW
 APPROVED BY:
 DATE:
 REVISIONS:
 SHEET NO. III-4A



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**NORTHEAST
 NEIGHBORHOOD**
 JOLIET, ILLINOIS

- LEGEND
- R-2 SINGLE FAMILY
 - R-3 1 & 2 FAMILY
 - R-4 MULTIFAMILY
 - B-1 NEIGHBORHOOD BUSINESS
 - B-3 GENERAL BUSINESS
 - I-1 LIGHT INDUSTRIAL
 - I-2 GENERAL INDUSTRIAL

PROPOSED ZONING

DRAWN BY: RAB
 APPROVED BY:
 DATE:
 REVISIONS:
 SHEET NO. III-4B

b. *Business zoned property in residential portions of the neighborhood which is currently vacant or residential in use should be rezoned to R-3 (One and Two Family Residential) zoning.*

Several small business districts in the Meeker Area should be rezoned to reflect their residential character.

c. *Conflicts between residential and non-residential land uses should be alleviated by the city through stricter enforcement of parking and screening provisions of the Zoning Ordinance and amendment of commercial screening requirements to match the restrictiveness of industrial screening regulations.*

Business and industrial uses which do not comply with parking and screening regulations have a negative impact on nearby homes and overall neighborhood environment. Several otherwise conforming scrap and storage yards, including lots for storage of automobiles awaiting repairs, in both Meeker and Spring Creek, should be completely screened (see Appendix B, "Model Screening Ordinance," and recommendation III:B:1:a, Southside Neighborhood Plan).

d. *The City should seek elimination of incompatible land uses which contribute to neighborhood deterioration.*

Elimination of certain incompatible land uses in the Northeast neighborhood, particularly several taverns, vacant businesses, an auto body repair shop, and a scrap yard, would be desirable for the neighborhood as a whole. Those land uses which are non-conforming should be eliminated as outlined in Section 47-17.22 of the Zoning Ordinance. Several other presently conforming uses should be rezoned to prevent their continuation beyond the 20-year amortization period (see recommendation 3:b).

3. INDUSTRIAL

a. *The Virginia Street residential area east of Henderson Avenue should be considered an industrial expansion area for future land use and zoning changes.*

Although rezoning of the two residential blocks along Virginia Street south of Jackson and the E.J. & E. yards is not warranted at this time, due to the fact that this residential area is completely surrounded by I-1 (Light Industrial) and I-2 (General Industrial) uses, the Plan Commission and City Council should view the area favorably as a possible location for future industrial expansion and rezoning.

b. *Industrial uses which have particularly negative influences on adjacent residences should be rezoned to lower classifications to prohibit their continuation beyond the legally required twenty-year amortization period.*

A spot I-1 (Light Industrial) zone on Columbia Street used for auto repair, and a scrap yard on Harrison Avenue zoned I-2 (General Industrial), should be rezoned to R-3 (One and Two Family Residential) and I-1, respectively, in order to limit their deteriorating effects in the future.

c. An I-2 (General Industrial) district at the north end of Abe Street should be rezoned to R-3 (One and Two Family Residential) to prevent future development of incompatible land uses.

The vacant I-2 district, adjacent to and across the street from Abe Street residences, should be rezoned to R-3 to protect the residential character of the street.

4. PARKS AND OPEN SPACE

a. Heggie Park should be expanded by the Joliet Park District north along Harrison Avenue when feasible.

Planned expansion of Heggie Park east to Harrison Avenue makes additional enlargement of the park unlikely in the immediate future due to the lack of available funds; however, ultimate development of a large neighborhood park at that location is desirable (see Chapter VII, Recreation, Education, and Social Services). Rezoning to I-1 (Light Industrial) as recommended above in 3:c will not prevent park expansion, but will help insure appropriate reuse of the site if not used for a park.

b. Neighborhood parkland should be developed by East Joliet Bank, owner of five vacant parcels at the corner of Garnsey Avenue and Dover Street.

A small tract of land suitable in size for a mini-park is located on the corner of Garnsey and Dover. This site should be considered for development of a mini-park or landscaped area (see Chapter VII, Recreation, Education, and Social Services).

5. COMMUNITY FACILITIES

a. New and expanding community facilities should continue to make use of existing neighborhood buildings.

Occupying and rehabilitating existing neighborhood buildings, particularly vacant commercial structures, will improve neighborhood image and insure that the new community facilities fit well into the neighborhood. The Spanish Center is a good example of this.

IV. TRAFFIC AND TRANSPORTATION

A. EXISTING TRAFFIC PATTERNS AND TRANSPORTATION SYSTEMS

1. TRAFFIC FLOW

Collins Street (State Route 171) and Cass Street (U.S. Route 30) are important city-wide thoroughfares. Cass Street is the city's major entrance to downtown from the east, and Collins Street connects Joliet with Lockport and other communities to the north. Collins, Cass, and Jackson Streets carry high traffic volumes including cross-town traffic and, therefore, function as arterials. Columbia, Henderson, Williamson, Woodruff, and Charlesworth are neighborhood through streets or collectors, although Williamson and Charlesworth are oil and chip streets, and all but Woodruff are narrowed by permitted parking on both sides of the street. All other neighborhood streets are classified as local. Collins, Cass, and Jackson are also designated truck routes.

The number of traffic accidents at intersections along Cass and Collins Streets, especially at signalized intersections, is fairly high compared with the rest of the neighborhood.* These intersections are the points at which the neighborhood's local street system joins thoroughfares serving the entire city. Intersections are spaced closely along Collins Street, breaking up traffic flow. Turning onto Collins from side streets is difficult in many locations because of high traffic volumes at peak hours, narrowness of the pavement, and poor visibility due to parked cars.

Turning onto Collins Street from Williamson Avenue is reported by residents to be especially difficult. Besides poor visibility and heavy peak hour traffic on Collins, the situation is aggravated by the excessive traffic volumes generated by softball games at Heggie Park. Neighborhood residents want to have a traffic signal installed at the Williamson/Collins intersection. However, according to traffic counts taken by Public Works Department engineers, signalization cannot be recommended. The intersection does not meet any of the eight criteria (warrants) required by the State for installation of a traffic signal on a state highway (see Appendix C, Williamson Avenue/Collins Street Intersection Study). Signalization of the Williamson/Collins intersection will encourage increased traffic volumes on Williamson, which is an oil and chip street, by making it a more attractive route through the neighborhood. Signalization also would add another interruption to traffic flows on Collins Street. Elimination of much of the on-street parking, both through parking restrictions and creation of a parking lot for Heggie Park, should reduce some of the congestion currently being experienced on Williamson. An alternative solution would be to proceed with signalization of the intersection after upgrading Williamson Avenue to handle higher volumes of traffic.

*For a listing of traffic accidents by intersection, see Appendix B.

Other traffic flow problems are caused by the need for additional or improved traffic signs and signals. Through traffic on Royce and Henderson Avenues, the neighborhood's only north/south railroad crossings besides Collins Street, is stopped at the railroad tracks, while traffic on the narrow cross streets bordering the railroad tracks (Cleveland and Ward Avenues) is not. Residents would like to see the stop signs reversed at these intersections. Other neighborhood intersections are unmarked in either direction, and are in need of stop or yield signs to eliminate confusion:

Dillman and Chase Avenues
Elwood St. and Youngs Avenue
Irving St. and Youngs Avenue
Irving St. and Park Avenue
Liberty St. and Park Avenue

Also confusing is the fact that part of Abe Street is actually named Hugh Street, despite common use of the name "Abe Street" for that portion.

Left turn signals at the intersections of Collins and Cass Streets and Henderson Avenue and Cass Street are ineffectual because exclusive left turn lanes are not provided. The Henderson/Cass intersection and signals are scheduled to be improved and modernized in 1979. The high volume of traffic traveling straight through the Collins/Cass intersection necessitates providing two through lanes*, however, and creating an additional exclusive left turn lane would require widening the intersection. Traffic signals can be phased to allow more efficient use of the intersection.

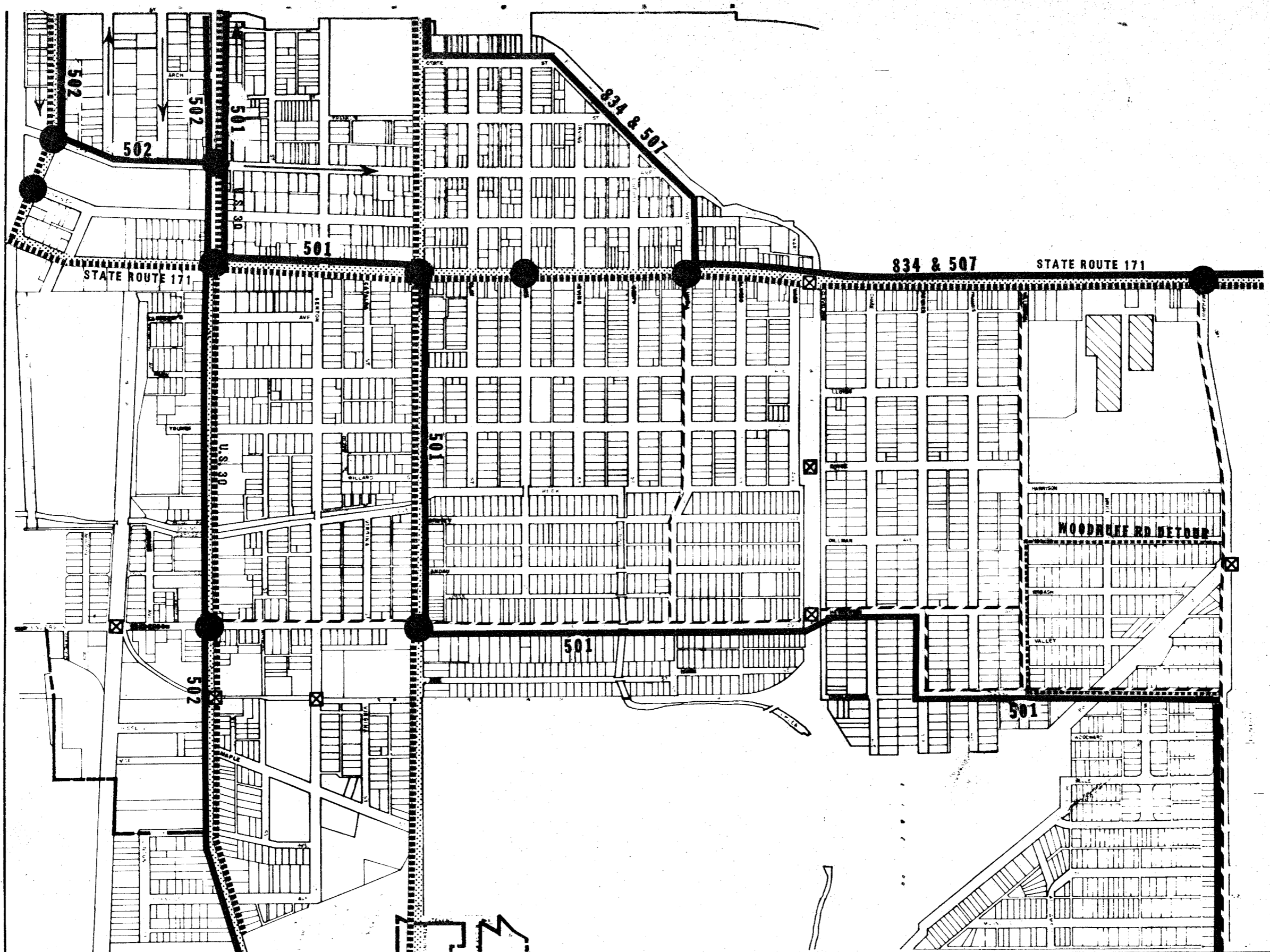
2. RAILROADS

At-grade railroad crossings are an impediment to traffic flow in the Northeast neighborhood, especially between the Spring Creek and Meeker areas. Lengthy blockage of crossings has always been a problem for Northeast neighborhood residents. A detour for through traffic on residential Harrison, Williamson, and Charlesworth Avenues is used when the Woodruff Road crossing is blocked. Residents are interested in a grade separation at that crossing to reduce the amount of through traffic going to and from the Forest Park area. At the request of the Mayor and City Council, railroad companies have re-located certain operations in order to reduce traffic delays. Residents also report that crossings and crossing gates are in poor repair. Runoff from the E.J. & E. yards onto Abe and Virginia Streets, and uncut weeds on railroad property, have also been mentioned (See Chapter VIII). The railroad companies have scheduled repairs for most Northeast neighborhood crossings in Spring, 1979.

3. PUBLIC TRANSIT

The Northeast neighborhood is served by four Joliet Mass Transit District (JMTD) bus routes, one of which is a regional route to Yorktown Shopping Center (#834). Bus #507 travels between Joliet and Lockport. Intracity routes #501 and #502 are the JMTD system's most heavily used. Route 501 is used by Central High School students, and buses are often overcrowded at morning and afternoon peak hours. As of April 2, 1979, evening hours on three JMTD routes, including 501, will be extended.

*Traffic Engineering Division, Dept. of Public Works, City of Joliet, FAU Proposal: Central High School Traffic System (Joliet, IL: 1974).



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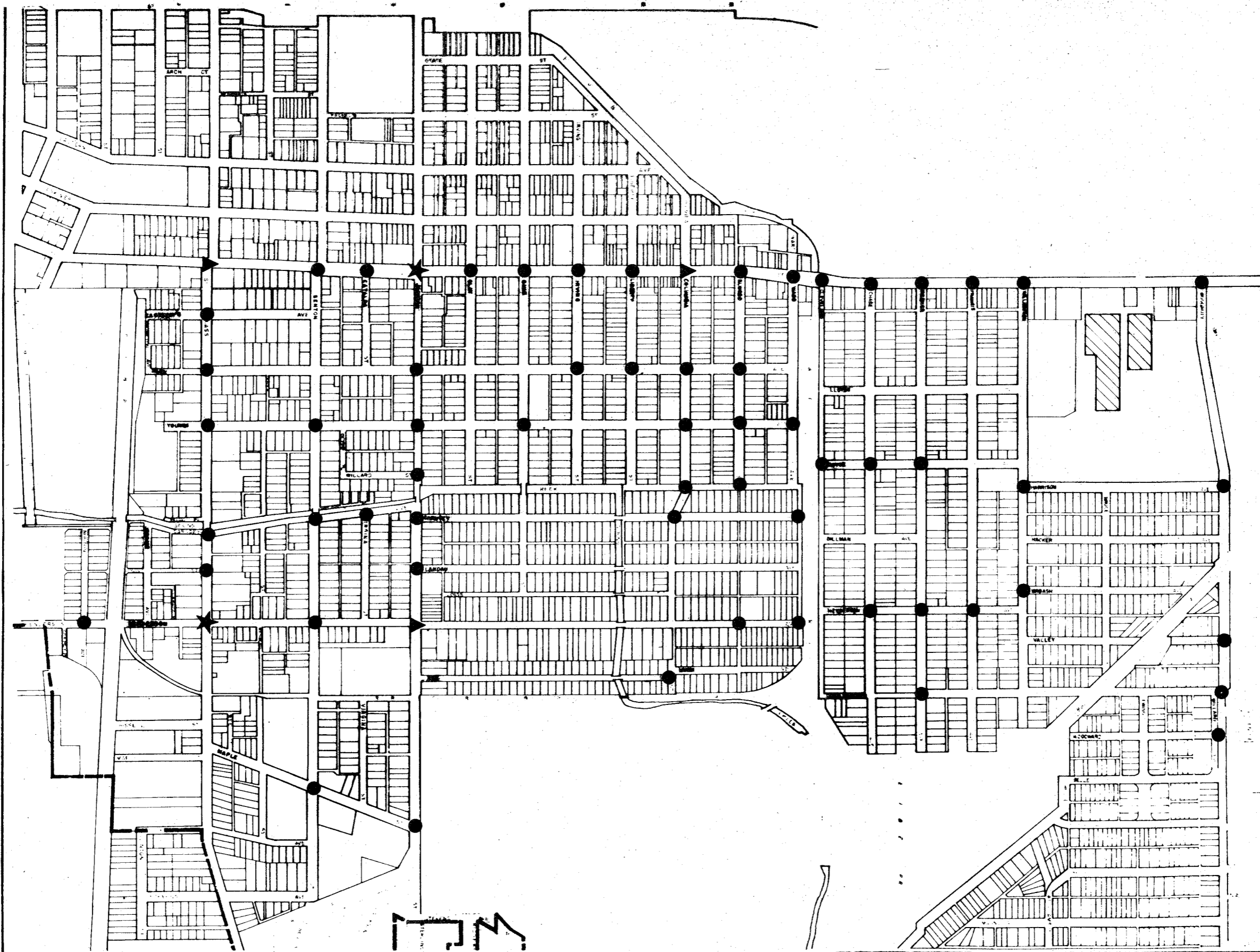
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**NORTHEAST
 NEIGHBORHOOD**
 JOLIET - ILLINOIS

ONE WAY
 ARTERIAL
 COLLECTOR
 BUS ROUTE
 TRUCK ROUTES
 TRAFFIC SIGNALS
 AT GRADE CROSSINGS

TITLE
**CIRCULATION
 SYSTEM**

DRAWN BY: S.A.B.
 APPROVED BY:
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**NORTHEAST
 NEIGHBORHOOD**
 PEORIA, ILLINOIS

LEGEND
 ● 1-10
 ▲ 11-25
 ★ 25+

TITLE
**TRAFFIC
 ACCIDENTS
 1977**

DRAWN BY: PWB
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4. PARKING

Most neighborhood parking problems occur in the Meeker area, and stem from the lack of curbs and gutters on most streets to define orderly parking patterns. Residents report cars parked on sidewalks, yards, alleys, and in front of fire hydrants. Double and even triple parking occurs around taverns and on Williamson Avenue during softball games at Heggie Field. Several auto body shops, both in the Meeker and Spring Creek areas, store junked cars on street shoulders and parkways. Other businesses do not have sufficient off-street parking. These problems are most severe near Collins Street intersections where parked cars obstruct visibility and constrict roadways for turning.

In the Spring Creek area, autos waiting to use the car wash at Cass Street and Park Avenue often block Park south of Cass. Parking is also a problem for Mt. Carmel Chapel on Irving Street. Parked cars for Sunday services fill up both sides of Irving, making vehicular movement through the area difficult.

B. TRAFFIC AND TRANSPORTATION RECOMMENDATIONS

1. TRAFFIC FLOW

a. In conjunction with an urban design plan for Collins Street, a detailed traffic flow plan for Collins and Jackson Streets should be prepared by the Planning and Engineering Divisions during 1979.

A traffic plan for Collins and Jackson Streets should include recommendations for reducing traffic accidents by eliminating unnecessary turning movements, increasing road capacity by replacing on-street with off-street parking, and improving traffic flow through possible closing of unnecessary intersections and increasing pavement widths. The intersection of Cass and Collins Streets should be studied for improvements in left turn lanes and signalization.

b. The State of Illinois Department of Transportation should be requested to study the feasibility of installing a traffic signal at the intersection of Williamson Avenue and Collins Street to eliminate turning difficulties.

Although turning onto Collins Street from Williamson would be easier if the intersection were signalized, it is not known what impact an additional traffic signal will have on Collins Street and Williamson Avenue traffic. At the request of neighborhood residents, the State should consider the merits of installing a traffic signal at Williamson and Collins.

c. *The Engineering Division should take traffic counts at the Royce and Henderson Avenue intersections with Ward and Cleveland Avenues in order to determine whether stop signs should be switched to the east/west streets from the north/south streets, where they are currently located.*

Actual counts of traffic volumes at these intersections should be used in deciding which lanes of traffic should be stopped.

d. *The Engineering Division should count traffic at all unmarked intersections in the Northeast neighborhood and recommend placement of either stop or yield signs at each.*

Either stop or yield signs are needed at five neighborhood intersections to prevent accidents and confusion over legal rights-of-way.

e. *The City should change the name of Hugh Street to Abe Street.*

Hugh Street, the northernmost block of Abe Street, should be renamed Abe, as it is already commonly known. The Planning Division should recommend this change to the Plan Commission and City Council.

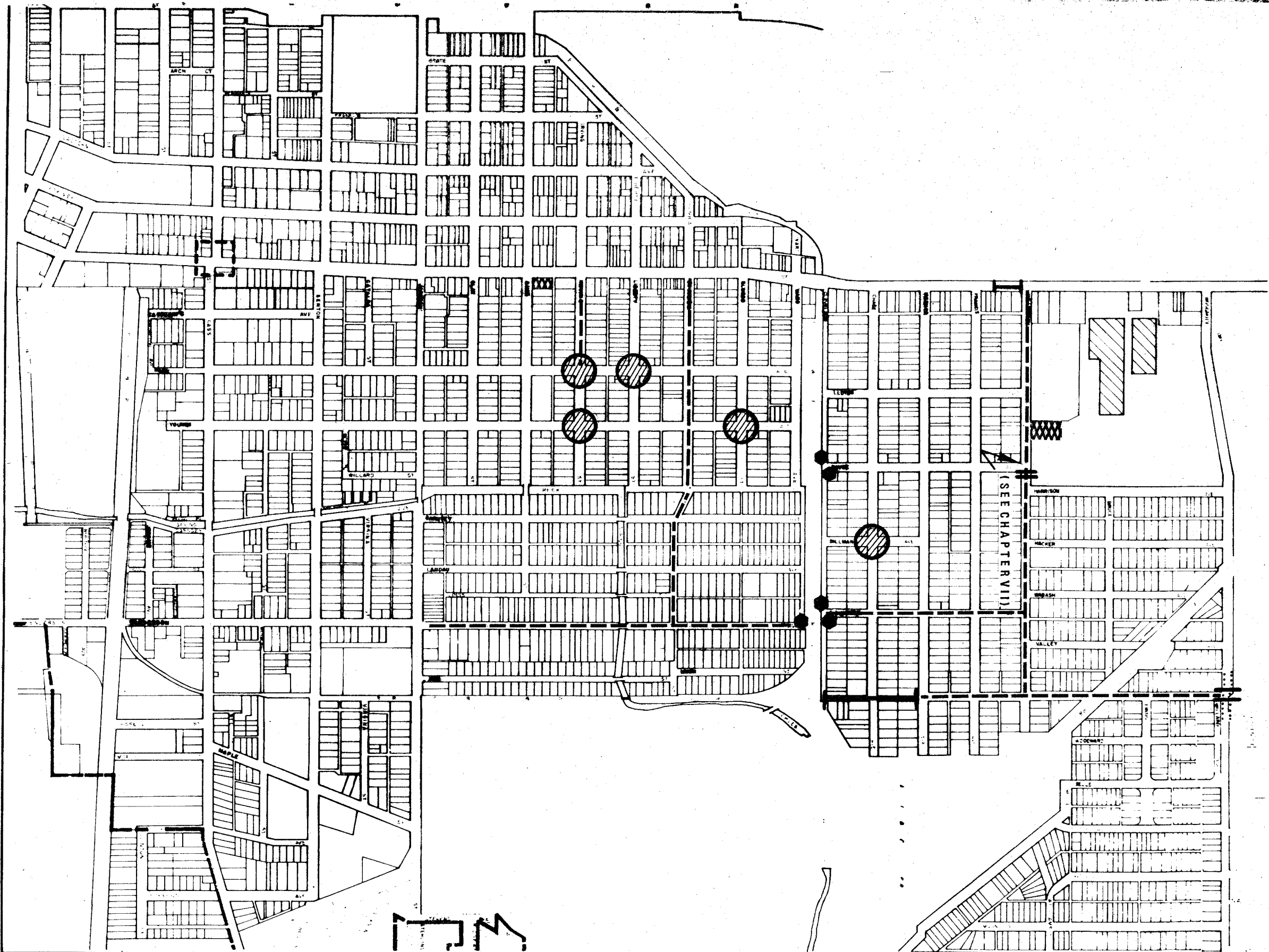
2. RAILROADS

a. *The City and neighborhood organization should monitor the progress of the railroad companies in maintaining railroad owned land and crossings.*

Although Northeast neighborhood railroad crossings are scheduled for repairs in Spring, 1979, the City, through the Mayor and City Council, should request that the railroads continue to do sufficient maintenance, such as cutting weeds and fixing crossing gates, to decrease the deteriorating effects of the railroads on the neighborhood.

b. *The City and railroad companies should cooperate in seeking a grade separation at the Woodruff Road railroad crossing.*

Although no city funds are available for a project of this expense during the city's current five-year capital improvement program, the city and railroads should consider grade separation at the Woodruff Road crossing to be an important project for future funding because it will benefit residents of the city's entire northeast side.



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**NORTHEAST
 NEIGHBORHOOD**
 JOLIET, ILLINOIS

- LEGEND
- STOP SIGNS RELOCATED
 - ◐ STOP OR YIELD SIGNS INSTALLED
 - PEDESTRIAN CROSSWALK
 - ⊥ NO PARKING
 - ⊥ ONE SIDE PARKING

- ◻ OFF-STREET PARKING
- ◻ INTERSECTION & SIGNAL IMPROVEMENTS
- ⊥ GRADE SEPARATED RAIL CROSSING

**PROPOSED
 CHANGES IN
 CIRCULATION
 SYSTEM**

DRAWN BY: JAB
 APPROVED BY:
 DATE:
 REVISIONS:
 SHEET NO. IV-4A

3. PUBLIC TRANSIT

a. *The Joliet Mass Transit District (JMTD) should explore methods for increasing bus service to the Northeast neighborhood during peak hours.*

The JMTD should consider routing an additional bus through the Northeast neighborhood to accommodate the large number of high school students who ride the bus in the morning and afternoon.

4. PARKING

a. *The Building Inspection and Housing Evaluation Divisions of the Community Development Department should enforce off-street parking provisions of the Zoning Ordinance in order to decrease the demand for on-street parking.*

As mentioned in recommendation III:B:2:c, excessive demand for on-street parking creates conflicts between land uses. In addition, double parking and parking too close to intersections reduces visibility and constricts road widths, making travel hazardous.

b. *The Police Department should increase enforcement, in neighborhood problem areas, of city ordinances, pertaining to on-street parking.*

If strictly enforced, ordinances specifying parking distances from intersections, alleys, fire hydrants, and railroads will eliminate many of the parking problems which are a constant bother to Northeast neighborhood residents, particularly in the Meeker area.

c. *On-street parking should be removed from Collins Street from the intersection at Williamson Avenue to 170 feet south of Williamson.*

Elimination of curbside parking on Collins Street south of the Williamson Avenue intersection will improve visibility for turning onto Collins, and may diminish the need for a traffic signal at Williamson.

d. *In preparing design plans for expansion and improvement of Heggie Park, the city Landscape Architect should provide sufficient off-street parking to eliminate the need for double parking during softball games.*

A parking lot should be included in improvement plans for the expanded portion of Heggie Park (see Illustration, p. VII-5).

e. *Parking should be restricted to one side only on all neighborhood collector streets and on Irving Street between Collins Street and Park Avenues.*

In accordance with city policy, residents on Williamson, Charlesworth, Columbia, Henderson, and Irving should be mailed questionnaires asking for their opinions on reducing on-street parking.

f. *Parking should be eliminated on Charlesworth between Cleveland and Meeker Avenues.*

Due to the narrowness of Charlesworth between Cleveland and Meeker, on-street parking should be eliminated altogether along this stretch of roadway.

g. *The City should create a municipal parking lot on city-owned property at the corner of Collins and Ohio Streets.*

Grading the former fire barn site on the corner of Ohio and Collins and applying a gravel surface will make it immediately usable for off-street parking. Arrangements should be made for use of this lot by Mt. Carmel Chapel to alleviate Sunday morning traffic congestion on Irving Street.

V. HOUSING

A. HOUSING PROFILE

1. EXISTING HOUSING STOCK

The decrease in number of housing units in the Northeast neighborhood has been very small since 1970, especially when compared with loss of housing in other east side neighborhoods. Owner occupancy has increased overall over the last 25 years, but experienced a drop between 1974 and 1976. This decrease in owner occupancy is not yet indicative of a trend. Slightly over 80% of all residential structures in the neighborhood were single family homes in 1976, and that proportion is an increase over the 1974 figure. The housing vacancy rate is quite high in the Northeast neighborhood, around 12%; the same for single and multiple dwelling units, but much lower among sale than rental units. Nine new single family homes were constructed in the Meeker area in the 1960's under the FHA 235 program. Most additional housing units have been created through conversion of existing structures, however, often in excess of the maximum of two units allowed under R-3 zoning.

Most homes in the Spring Creek area are large, two-story wood frame structures. Many of them have decorative porches, windows, cornices, and other architectural details characteristic of their period of construction. Several of these homes are quite distinctive, including a residence at 415 Jackson Street which is listed on the Illinois Survey of Historic Structures.* Meeker area homes are generally smaller, wood frame homes, often one story; however, the oldest homes are of brick construction.

2. HOUSING CONDITIONS

Housing conditions in the neighborhood range from excellent to poor (see Map, p. V-3). Many homes in the Spring Creek Block Grant Target Area are in good condition due to the availability, since 1976, of Block Grant funded home improvement rebates and concentrated code enforcement. Since these programs were initiated in the Spring Creek area, approximately 110 dwelling units in single and two family homes have been rehabilitated using Block Grant money. The number of burned, abandoned, and deteriorated buildings is of concern to Spring Creek residents, however, as is the problem of neglect of many rental properties. The area south of Cass Street, consisting of approximately 80 homes, is not included in a Block Grant Target Area.

*Other Northeast neighborhood buildings which are listed on the Illinois Survey of Historic Structures: Adam Growth & Co. (Linblad Construction) 716 Cass Street, Hungarian Reformed Church (Apostolic Assembly of the Faith Jesus Christ) 505 Columbia Street, Barret's Hardware (Warehouse) 325 Henderson Avenue.

TABLE 3: HOUSING CHARACTERISTICS

| | NORTHEAST NEIGHBORHOOD | | | | CITY |
|---|------------------------|--------|--------|--------|--------|
| | 1960* | 1970** | 1974† | 1976†† | 1976†† |
| Residential Structures | ... | ... | 1717 | 1743 | 20,218 |
| Housing Units | 2407 | 2541 | 2169 | 2179 | 26,128 |
| % Single Family Residential Structures | ... | ... | 79.56% | 81.18% | 88.74% |
| % Multi-Family Residential Structures | ... | ... | 20.44% | 18.82% | 11.26% |
| % Owner Occupied Housing Units | 53.29% | 53.91% | 65.22% | 58.98% | 70.25% |
| % Renter Occupied Housing Units | 46.71% | 46.09% | 34.78% | 41.02% | 29.75% |
| % Vacant Housing Units | 5.28% | 6.89% | 9.59% | 12.12% | 9.18% |
| Average Household Size (Persons Per Household): | | | | | |
| Owners | ... | ... | 3.09 | 3.11 | 2.30 |
| Renters | ... | ... | 2.69 | 2.83 | 3.11 |
| Movers In | ... | ... | 2.79 | 3.31 | 2.61 |
| Movers Out | ... | ... | 3.01 | 3.00 | 2.73 |

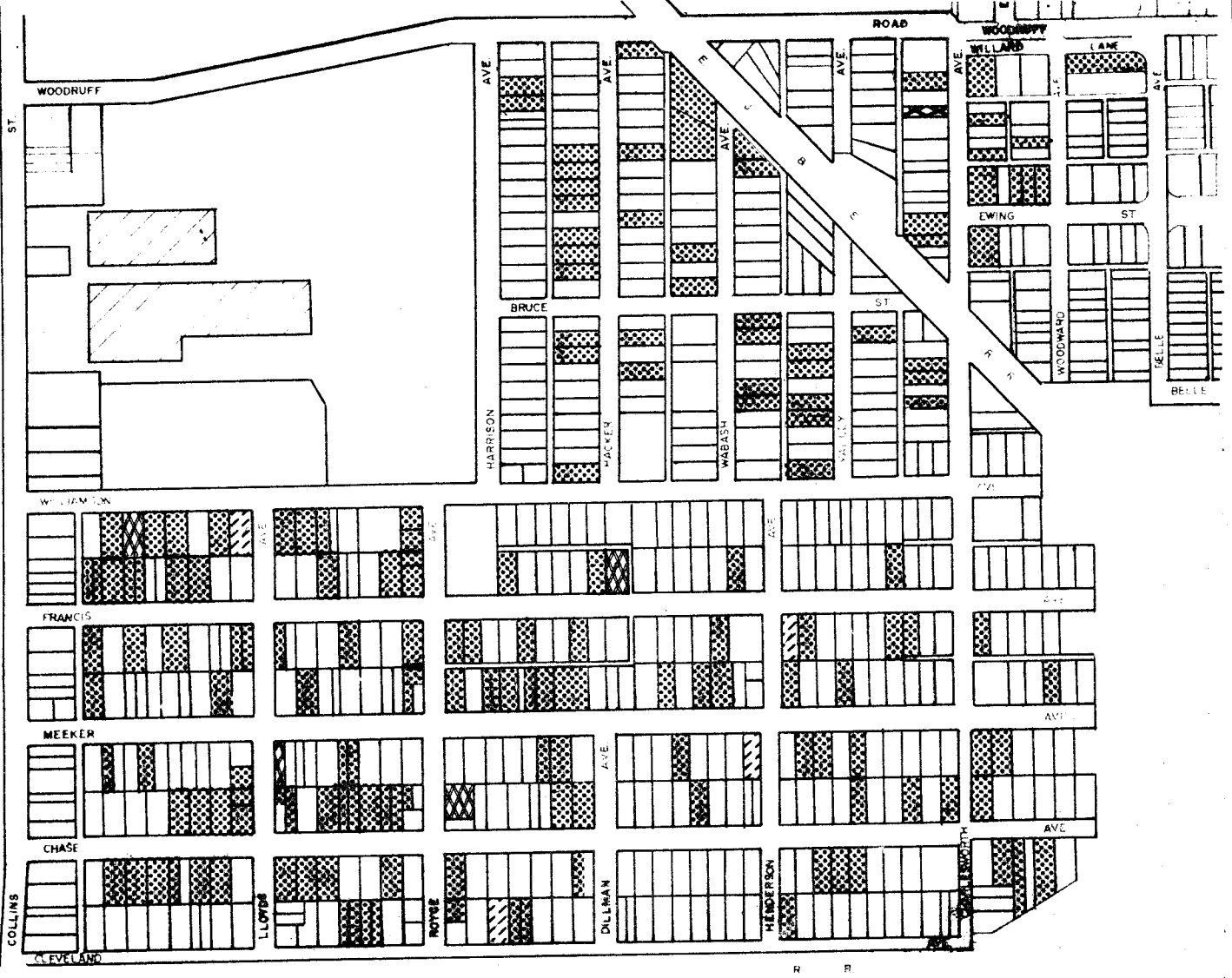
* U.S. Census of Population and Housing, 1960.

** 1970 Census of Population and Housing.




† R.L. Polk and Co., Profiles of Change, 1973-74.

†† R.L. Polk and Co., Profiles of Change, 1975-76.

NOTE: R. L. Polk vacancy rates for housing units tend to be slightly higher than those recorded in the U.S. Census because the Census counts only habitable vacant units whereas Polk counts all vacancies.



MEEKER AREA BUILDING CONDITIONS

- Legend**
-  DETERIORATED
 -  BOARDED OR ABANDONED
 -  BURNED



The Meeker Target Area, just included in the Block Grant program in July, 1978, contains a sizeable number of substandard housing units. The most severely deteriorated homes are concentrated in the blocks closest to Collins Street and along the railroad tracks. Block Grant funded code enforcement occurs on a semi-concentrated basis, whereby only homes with severe exterior deterioration are inspected. In the Northeast neighborhood, as in other older Joliet neighborhoods, a dramatic increase in the number of fires and suspected cases of arson has left burned buildings standing throughout the area. These buildings are particularly numerous in the Meeker area.

3. HOUSING DEMAND

The average size of households moving into the Northeast neighborhood jumped from 2.79 persons in 1974 to 3.31 in 1976. There have been small increases in the proportions of households with children and with five-or-more persons. The percentage of retired heads of households, though increasing only slightly, is higher than in the city as a whole. The number of one-person households has decreased slightly.

Current housing demand is largely for family housing. Neighborhood housing vacancy rates, although very high, do not take into account the existence of a substantial amount of obsolete and substandard housing, much of which is undesirable for continued occupancy in its present condition. A limited amount of new housing construction, mainly on currently vacant lots and where clearance of burned and abandoned buildings is desired, is warranted to meet the housing needs of inadequately housed families and individuals. Housing which is adaptable to the needs of senior citizens is also desirable for this area. New housing must be developed so that residents of the Northeast neighborhood can afford to take advantage of it, and private development is preferable to public housing.

B. HOUSING RECOMMENDATIONS

1. EXISTING HOUSING

a. Continued enforcement of the Zoning Ordinance and Housing Code should be carried out by the Building Inspection, Housing Evaluation, and Neighborhood Services Divisions of the Community Development Department in order to rid the Northeast neighborhood of the most serious cases of housing deterioration and to prevent illegal conversions.

Concentrated housing code enforcement in Spring Creek and semi-concentrated enforcement in the Meeker area are now carried out under the Block Grant program. These code enforcement programs should continue, with an increase to concentrated enforcement in the Meeker area as planned under the city's 1979 Housing and Neighborhood Conservation Plan. Enforcement of the Zoning Ordinance, especially as it pertains to the number of housing units per residential lot should also be increased.

b. *During 1979, the Planning Division should prepare a detailed program for ongoing zoning and housing code enforcement throughout the City.*

Zoning and code enforcement are powerful tools for fighting neighborhood housing deterioration, and should continue beyond the life of current Block Grant programs. Under MAINTAIN, a program proposal being developed by the Planning Division, all homes would be checked for zoning and code compliance at time of sale. This proposal should be worked out in detail and presented to the Plan Commission for review.

c. *The Housing Evaluation Division and Legal Department should work towards speedy removal of burned and abandoned structures.*

Abandoned and especially burned buildings are serious neighborhood problems in terms of image and public safety. Removal of these structures, or rehabilitation before they are vandalized beyond the point of repair, should be a top city priority.

d. *The City, through code enforcement and Block Grant program incentives, should increase efforts to persuade rental property owners to make property improvements.*

Neglect of rental properties by their owners is an important factor in neighborhood decline and disinvestment. Greater efforts should be made to locate and inform absentee landlords about the Block Grant Incentive Contract rebate program, and inspections of rental properties should be increased. The neighborhood organization should contact absentee owners about becoming involved in organization activities designed to increase their concern for the welfare of the neighborhood.

e. *The City should proceed immediately with implementation of a low interest home mortgage and rehabilitation program financed through the sale of mortgage revenue bonds.*

City Council has approved plans to sell mortgage revenue bonds to finance a low interest loan program, to be used for first mortgages and rehabilitation financing at around 3.5% interest. The City should put the loan program into operation as soon as possible. Block Grant Target Area residents should be informed of ways to combine the loans with existing Block Grant rehabilitation programs to increase their benefits.

2. NEW HOUSING

a. *Selective development of new housing on vacant lots and replacement of obsolete stock in the Meeker area should be encouraged by the City through the Urban Landsteading Program.*

The Block Grant Urban Landsteading Program is intended to make City owned and acquired vacant lots available at little or no cost to persons who agree to construct new buildings on them. The Landsteading Program should be gotten underway immediately to encourage new housing construction. The neighborhood organization and the Plan Commission should review all new structures to be built under this program.

b. All new housing constructed in the Meeker area should be low to medium density and not more than two and one-half stories in height in order to fit in with existing development.

The City can and should exercise control over new development through various means. Zoning height limitations restrict buildings to 2-1/2 stories or 35 feet under R-3 (One and Two Family) and R-4 (Multi-Family) residential classifications. Planned Unit Development (PUD) zoning, which can be applied to any regular zoning classification, requires Plan Commission and City Council review of all plans for new development. For land developed under the Urban Landsteading Program (see recommendation 2:a), the city can place restrictive covenants, requiring specific types of development, on all city owned land deeded to new owners.

c. No further housing development, either through new construction or conversion, should occur in Spring Creek.

Unlike the Meeker area, open space in Spring Creek is insufficient for the population it serves. Population density, especially number of children, has increased slightly in Spring Creek since 1974, and uninhabitable housing is not a major problem. Further growth in this area should be discouraged.

VI. COMMERCIAL REVITALIZATION

A. NEIGHBORHOOD COMMERCIAL DISTRICTS

A field survey of commercial districts in the Northeast neighborhood reveals 58 commercial businesses and two warehouses in operation on Collins Street, 20 commercial establishments, one warehouse, and a scrap yard on Jackson Street, and businesses on Cass Street. Several other businesses are scattered within the residential portion of the neighborhood. While Cass Street east of Collins is a thriving strip of fast food, grocery, and other convenience establishments, Collins and Jackson are suffering from many serious problems common to older commercial districts.

Commercial development along Collins and Jackson is in a strip configuration, as on Cass Street, but the lots are narrow and shallow. Commercial buildings consist primarily of one story of retail space, often with second floor apartments, having little or no off-street parking or room for expansion. Vacancies, substandard structures, and unattractive storefronts contribute to an atmosphere of general deterioration in these business districts. Other problems include congested streets, especially Cass and Collins. On Cass Street, an excessive number of driveways enter directly onto the street, and the multiplicity of signs and building styles create visual confusion. Robbery and burglary, plus nuisance crimes such as loitering, are obstacles to business district improvement.

The single greatest commercial use on both Collins and Jackson Streets is taverns, with auto repair and parts shops second in number. Taverns are a source of aggravation and concern to Northeast neighborhood residents. Collins Street still retains a fairly good mixture of commercial uses, although it lacks certain key businesses to effectively serve the surrounding neighborhood, such as a medium-sized grocery or a branch bank. Despite the need for various additional types of commercial establishments in the Northeast neighborhood's business districts, the high vacancy rate among commercial structures, 18.53% in 1976*, indicates that elimination of excess and unusable commercial space would improve the area for existing viable businesses.

*R. L. Polk & Co., Profiles of Change, 1975-1976.

B. COMMERCIAL REVITALIZATION RECOMMENDATIONS

1. NEIGHBORHOOD BUSINESS DISTRICTS

a. A plan for revitalization of the Collins Street business district between Cass Street and Williamson Avenue should be prepared by the Planning Division within one year of adoption of the Northeast Neighborhood Plan.

A plan for Collins Street should have among its goals: creation of off-street parking, improvement of traffic patterns, elimination of deterioration, constructive reuse of vacant structures, limiting conflicts between residences and businesses, and area beautification.

b. Commercial development on Jackson Street should be limited to existing businesses through rezoning of vacant commercial and non-business properties.

As stated in recommendation III:B:2:a, many commercial zoned properties on Jackson Street are actually residential in use, and seven existing commercial buildings are vacant. To prevent further business district sprawl and abandonment of older commercial structures, parcels along Jackson Street should be zoned to match their actual uses.

VII. RECREATION, EDUCATION, AND SOCIAL SERVICES

A. EXISTING SERVICES AND FACILITIES

1. SCHOOLS AND EDUCATIONAL PROGRAMS

Three public elementary schools serve the Northeast neighborhood: Lincoln School for children residing in the Meeker area, Parks School for children living between Ward Avenue and Jackson Street, and F.E. Marsh School for children in the area south of Jackson. All three school buildings were constructed prior to 1920. The school sites are extremely small and entirely paved in asphalt, with few improvements for outdoor recreation. These schools are presently operating well below capacity, with enrollment at Lincoln School at less than 50% of the estimated capacity.

Two parochial elementary schools, St. Thaddeus Catholic and St. Mary Assumption Byzantine Catholic, are located in the Northeast neighborhood. S.S. Cyril and Methodius Catholic School on Landau Avenue is now closed and used for a church, and students attend St. Bernards/S.S. Cyril Learning Center in Ridgewood. The parochial schools do not have geographic district boundaries. Children attend according to their parish membership. St. Thaddeus School has no open space for outdoor recreation, but the adjacent street is blocked off daily to create a play area. If desired by the St. Thaddeus parish, Youngs Avenue could be vacated by the City between Columbia Street and the alley to the south and turned over to the school for use as a playground. This vacation would serve to connect the two halves of the St. Thaddeus site and also would reduce traffic volumes and speeds on the remaining portions of Youngs Avenue (see Illustration, p. VII-4). All public school students in the Northeast neighborhood attend Gompers Junior High and Central High School.

The major problems with neighborhood schools are site limitations. None of the elementary schools have room to expand, although Lincoln School is able to take advantage of nearby Heggie Park. F.E. Marsh School is negatively affected by noise and automobile traffic due to its location on Cass Street. The Central High School site is divided by several streets. Only Gompers Junior High School has an ample site, with excellent improvements and room for expansion.

Additional educational opportunities are offered through a number of programs. The Joliet Public Grade School District runs several special preschool programs including a bilingual preschool at Eisenhower School and an all-day preschool at McKinley Park School. Both programs have waiting lists. Bethlehem Lutheran Church is one of the Joliet-Will County Community Action Agency's (CAA) Headstart sites. That particular Headstart program is bilingual. Vilaseca, a day care center for children of all ages, is run by Mt. Carmel Chapel. The fee varies with parents' income. Neighborhood Centers, Inc., offers summer mini-courses for elementary school-age children.

TABLE 4: NORTHEAST NEIGHBORHOOD SCHOOLS*

| ELEMENTARY (K-5) | Total Site (Acres) | Estimated Play Area (Acres) | Year Original Building Constructed (Additions) | Estimated Capacity | ENROLLMENT | | |
|------------------------------|--------------------|-----------------------------------|--|--------------------|------------|------|--------------------|
| | | | | | 1974 | 1978 | 1978 % Of Capacity |
| Lincoln | 0.90 | 0.56 | 1919 | 420 | 254 | 204 | 48.6% |
| F.E. Marsh | 1.80 | 1.04 | 1916 1883 | 390 | 346 | 280 | 71.8% |
| Parks | 0.90 | 0.48 | (1916, 1969) | 480 | 386 | 372 | 77.5% |
| <u>JUNIOR HIGH (6-8)</u> | | | | | | | |
| Gompers | 25.00 | 22.08 | 1957 (1961, 1969) | 1380 | 1051 | 868 | 62.9% |
| <u>SENIOR HIGH (9-12)</u> | | | | | | | |
| Central | 21.1 | 15.00 | 1901 (1917, 22, 25, 32, 53, 58) | 3200 | 2514 | 2447 | 76.7% |
| <u>PAROCHIAL (1-8)</u> | | | | | | | |
| St. Thaddeus (double grades) | 0.45 | none: street blocked off for play | ... | ... | ... | 112 | ... |
| St. Mary Assumption | 0.90 | 0.45 | ... | ... | ... | 80 | ... |

* Planning Division, Community Development Department City of Joliet, Illinois, Community Resource Inventory and Capacity Analysis (Joliet, Illinois: 1977).

2. PARKS, PLAYGROUNDS, AND PLAYFIELDS

Of the Northeast neighborhood's three neighborhood parks, only Heggie Park is sufficient in size (4.3 acres) and has potential for expansion. Plans for Heggie include the addition of 2.96 acres during 1979 along with renovation of the existing improvements. The expansion area lies directly across the street from Lincoln School and will be utilized, in part, by the students. Some type of connection or crosswalk between the school and park is needed to facilitate this use (see Illustration, p. VII-5). Desmond Park in the Spring Creek area has been entirely rebuilt, and, despite its small size, provides many different play activities. Hartman Field on Collins Street is extremely small as well, but Hartman is the only neighborhood park with indoor recreation facilities (which were recently rehabilitated). Hartman's exterior improvements are in poor condition, however.

All three parks are overcrowded in terms of the number of people they are expected to serve. There are no community parks within one mile of the Northeast neighborhood. School playgrounds and playfields are also over-crowded and undersized. Other problems with existing park and play sites are vandalism and harrassment by gangs, both of which discourage use of the parks. Improved park supervision will help to alleviate this problem and also will encourage increased park use.

TABLE 5: NORTHEAST NEIGHBORHOOD OUTDOOR RECREATION SPACE*

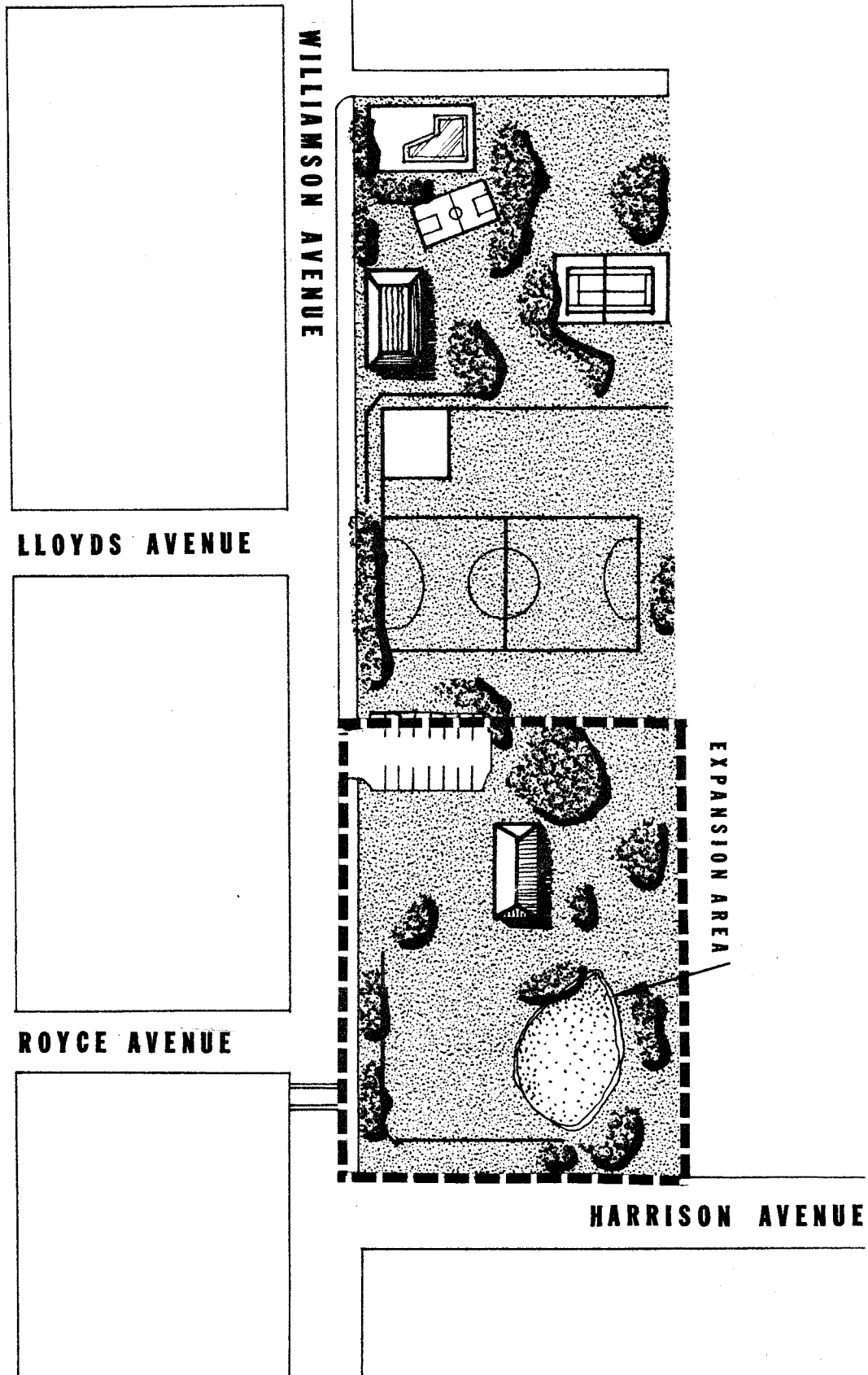
| | Recommended Service Radius | Recommended Acreage per 1000 Population | Existing Acreage | Recommended Acreage for Northeast Neighborhood | Additional Acreage Needed | Comments |
|--------------------|----------------------------|---|------------------|--|---------------------------|---|
| Playgrounds | 1/2 mile | 1.5 | 2.08 | 8.60 | 6.52 | All asphalt; few if any improvements. |
| Playfields | 1 mile | 1.5 | 37.08 | 8.60 | --- | Existing acreage overutilized; much of it is not easily accessible. |
| Neighborhood Parks | 1/2 mile | 3.5 | 6.60† | 20.00 | 13.50 | |
| Community Parks | 1 mile | 3.5 | --- | 20.00 | 20.00 | |
| TOTAL | | 10.0 | 44.72 | 57.20 | 40.02 | |

*Planning Division, Community Development Department, City of Joliet, Community Resources Inventory and Capacity Analysis (Joliet, IL: 1977).

Harland Bartholomew and Associates, Park and Open Space Plan (Joliet, IL: 1975).

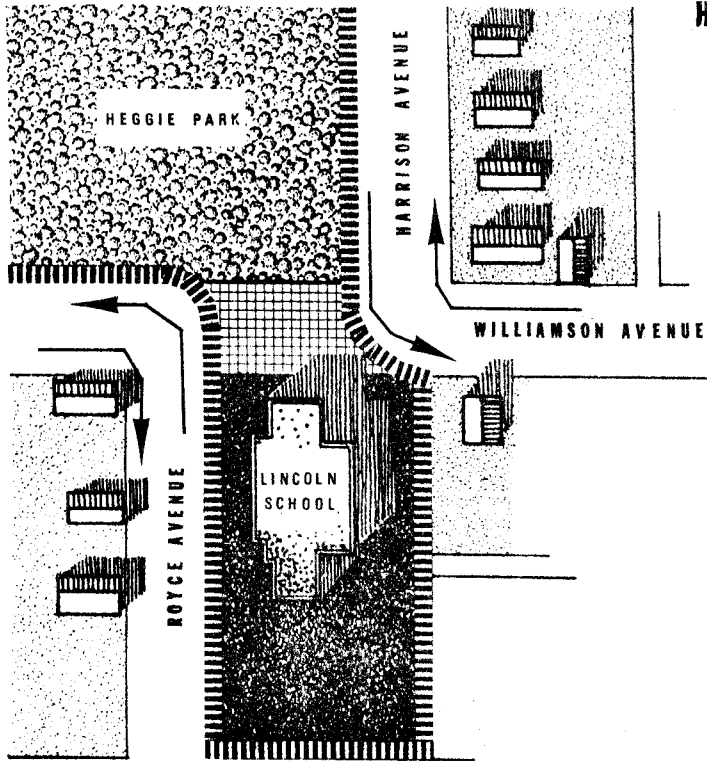
†Additional 2.96 acres to be acquired in 1979.

ILLUSTRATIVE PLAN FOR HEGGIE PARK EXPANSION AND IMPROVEMENTS



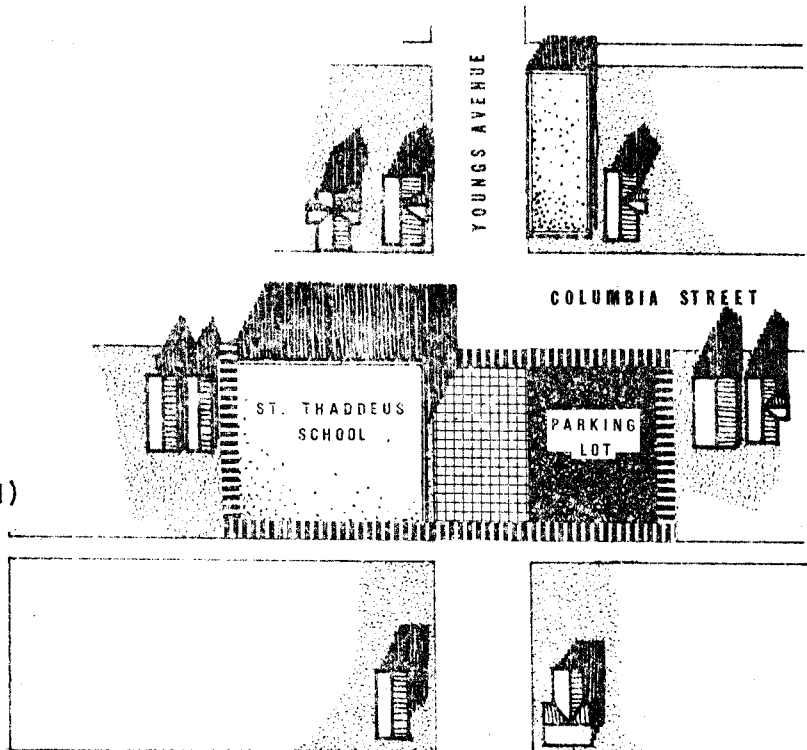
**HEGGIE PARK / LINCOLN SCHOOL
CONNECTOR**

(WILLIAMSON AVENUE VACATION)



**ST. THADDEUS SCHOOL
PLAYGROUND**

(YOUNGS AVENUE VACATION)



ILLUSTRATIVE IMPROVEMENTS TO EXISTING PLAY FACILITIES

According to the Joliet Bikeway Plan, routes connecting Lincoln School, Heggie Park, and Parks School will be part of a city-wide bikeway system. The stretch of the planned system in the Northeast neighborhood, when implemented, will be a Class II - below curb route, consisting of a marked bike lane on city streets. To date, no money has been allocated to this project.

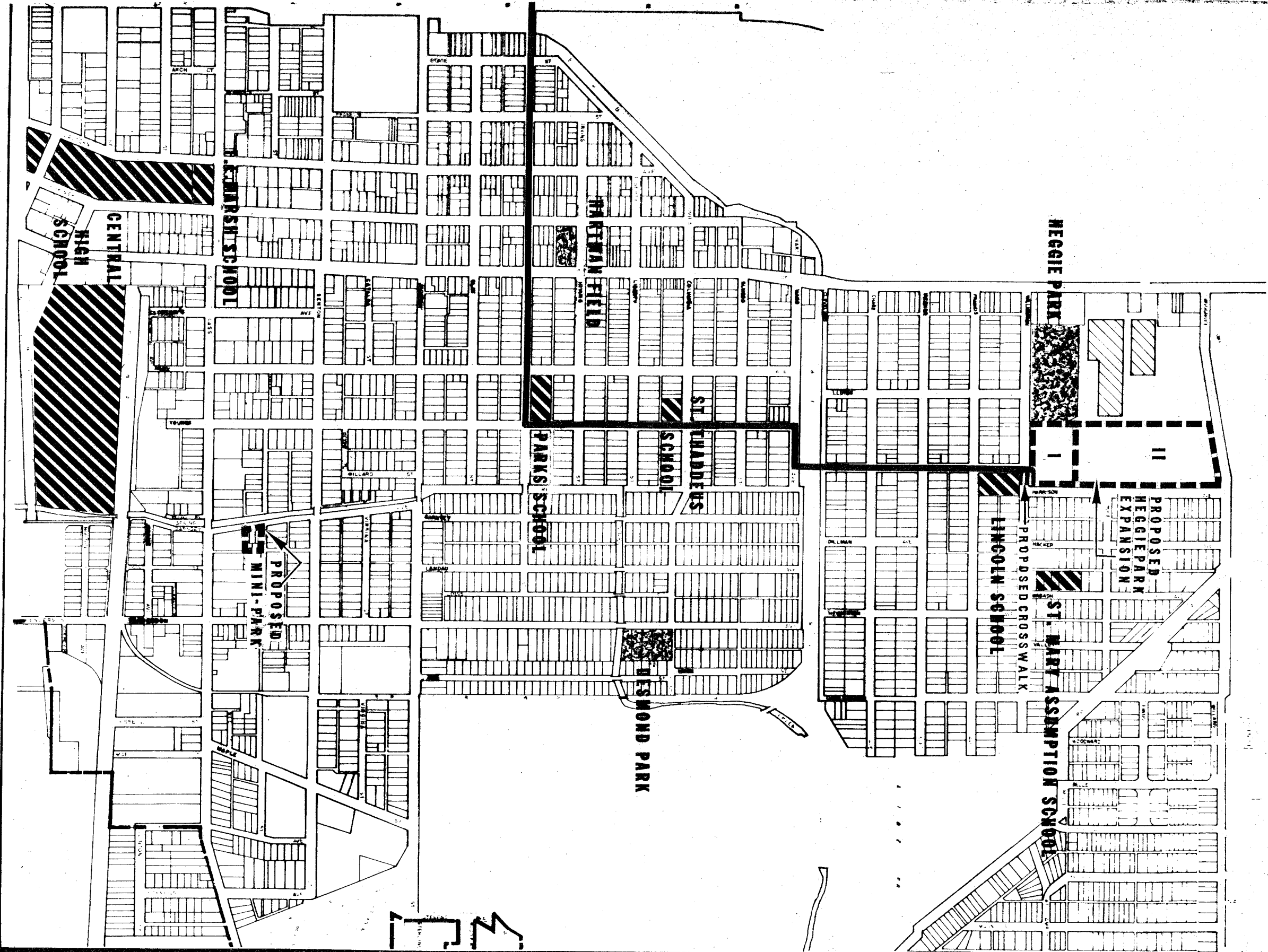
3. SOCIAL SERVICES AND COMMUNITY FACILITIES

The social services available to the residents of the Northeast neighborhood are, for the most part, either children's recreation programs or aid to needy persons, with an emphasis on the special needs of the neighborhood's large Spanish speaking minority. The organizations and agencies sponsoring these services are listed along with a description of their programs in Appendix D of this plan. Several of the organizations have small facilities of their own within the Northeast neighborhood, though some take advantage of churches and Park District facilities or operate out of private homes. The Joliet Public Library East Branch is located in a converted commercial building and has only 1000 sq. ft. of floorspace.

Recreation programs are offered by a variety of organizations. Neighborhood Centers, Inc., runs a free summer program at several parks throughout the city. Activities include swimming, field trips, and tutoring. Peoples Alliance for Political Action has organized a boxing and wrestling program for boys at the Hartman Field building. The Parents Who Care organization is administering a Law Enforcement Assistance Administration grant for providing activities aimed at deterring juvenile crime, and will be offering several children's programs in the near future. Free summer craft classes for children and weekly craft classes for women are offered at the East Branch Library, along with story-telling sessions which are available for groups upon request.

For needy persons, Morningstar Mission on Collins Street will provide emergency food, one night housing, and transportation at no cost. The Spanish Center on Herkimer Street will provide low income and needy persons with translation, transportation, food, immigration services, food stamp assistance, court interpretation, counseling, and job hunting assistance. The Latin American Task Force and Joliet Diocese for Spanish Speaking Persons also operate out of the Spanish Center. The Latin American Task Force trains Spanish speaking individuals for jobs in the construction trades. Hope Clinic, Inc., runs diabetic weight control classes, weekly hypertension screening, prenatal classes, and public assistance counseling. The Will County Sheltered Workshop on Cass Street is a work training center for handicapped persons.

Despite these programs, segments of the population are less than adequately served. Senior citizens programs are lacking even though the neighborhood has a high percentage of retired residents. One of the Joliet-Will County CAA dining rooms for the elderly (for anyone over 60 years of age) is located at the Senior Services Center, 310 N. Joliet Street, but transportation is not provided. Recreational opportunities for older girls are also scarce. Residents have expressed a desire for increased assistance in obtaining jobs, English language classes for Spanish-speaking persons, and additional bilingual staff for existing social service programs.



north
 N
 SCALE
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NORTHEAST NEIGHBORHOOD
 JOLIET, ILLINOIS

LEGEND

- NEIGHBORHOOD PARK
- SCHOOL: PLAYGROUND/PLAYFIELD
- PROPOSED BIKEWAY

TITLE
PARKS AND RECREATION

DRAWN BY: 5518
 APPROVED BY:
 DATE:
 REVISIONS:
 SHEET NO. VII-6A

B. RECREATION, EDUCATION, AND SOCIAL SERVICE RECOMMENDATIONS

1. SCHOOLS AND EDUCATIONAL PROGRAMS

a. Joliet Public Grade School District 86 should improve Lincoln, Parks, and Marsh School sites to make them more attractive for children's play activities.

Although expansion of these school sites is not possible, improvements such as play equipment and soft ground cover will enhance their usability and the enjoyment of the users.

b. Joliet Public Grade School District 86 should investigate reduction or elimination of user fees for evening and weekend use of school buildings.

Although user fees pay for light, heat, and janitor's time after school hours, the fees inhibit the use of school buildings by community organizations. Because schools and churches are the only public facilities available for use by most community organizations, these buildings are a tremendous public asset, and fees should be reduced or waived to encourage their use.

c. Local school districts and social service organizations should examine the need for expanding English language programs in the city's Northeast side.

Spanish-speaking residents report a need for English language classes at a Northeast neighborhood location.

2. PARKS, PLAYGROUNDS, AND PLAYFIELDS

a. Heggie Park expansion plans (Phase I) should include development of a children's play area and a link with Lincoln School.

Lincoln School's limited site makes the availability of Heggie Park to students desirable. Constant use of the park facilities will help deter vandalism and gathering of gangs. A pedestrian crosswalk should be located across Williamson Avenue at the corner of Royce to slow traffic on Williamson around the school and the park. The possibility of creating a permanent connection between the park and school should be explored.

b. Future expansion of Heggie Park (Phase II) should occur north of the current expansion area along Harrison Avenue.

As mentioned in recommendation III:B:4:a, a sizable neighborhood park (10-15 acres) is greatly needed in the Northeast neighborhood because residents do not have access to a community level park. The vacant industrial land along Harrison Avenue is the only available site in the neighborhood for such a park. Expansion of Heggie Park is not likely in the immediate future, however, due to a lack of funds beyond what is allocated for current expansion and renovation plans.

c. *The Joliet Park District should make improvements to Hartman Field.*

The Hartman Field play facilities are in need of repair and renovation. The wading pool is in particularly poor condition. Hartman is the only park serving the area west of Collins Street and should be improved, as it has become a neighborhood eyesore.

d. *Neighborhood organizations should urge East Joliet Bank to landscape its vacant parcels on the corner of Garnsey Avenue and Dover Street as a neighborhood mini-park and beautification project.*

Due to its small size (0.38 acres), the vacant land on Garnsey should be used only for sitting and passive recreation. Landscaping that site will help beautify the surrounding neighborhood as well as the East Joliet banking facility.

e. *The Joliet Park District should employ play supervisors on its neighborhood park sites to increase attendance and security.*

Studies reveal that park supervision is a major factor in increasing use of parks, and that increased park use enhances their desirability.* Security problems will decrease as people become less hesitant to use parks. Supervision should be provided during the summer and on weekends and after school hours if possible.

3. SOCIAL SERVICES AND COMMUNITY FACILITIES

a. *Indoor play facilities should be developed for residents of the city's northeast side.*

Although schools, churches, and the Hartman Field building are available for indoor recreation activities, none of these facilities is especially large or well equipped. A community recreation center should be run and maintained by local social service organizations, and should be located in an existing neighborhood building such as the union hall on the corner of Collins and Irving Streets. Sources of funding for this project have not yet been explored.

b. *Local social service organizations should target their efforts towards increasing services and programs for teenagers and senior citizens.*

Activities for neighborhood teenagers, especially girls, are few, and juveniles are reported to be a source of neighborhood concern. Teenagers should be able to make use of recreation activities and facilities during their free time. Senior citizens are another underserved neighborhood group, and a growing proportion of the population. Their needs and desires should be investigated by local service organizations, and programs designed to meet those needs.

*Seymour M. Gold, Urban Recreation Planning (Lea and Febiger, Philadelphia: 1973).

VIII. NEIGHBORHOOD REVITALIZATION

A. PUBLIC SERVICES AND PRIVATE INVESTMENT

The Northeast neighborhood is one of the city's declining older neighborhoods by all indications: deteriorating condition of property and housing, relatively low property values, fear of crime (as opposed to actual crimes committed), and a feeling of alienation from the rest of the city. Residents believe that their neighborhood's needs have been ignored by local government and the business concerns located in the neighborhood. One case in point is the blighting effect of the railroads on the northeast area of the city.

Although the history of decline in Joliet's older neighborhoods has been regrettable to date, recent efforts on the part of the city through neighborhood planning, capital improvements programming, and the Block Grant program are steps toward reversing many of these undesirable trends. No government program can bring about revitalization of a neighborhood by itself, however. A commitment to reinvestment by property owners is equally important, if not more so, in turning a neighborhood around. Public services complement private investment in creating a partnership dedicated to preserving the city's most valuable resource: its neighborhoods.

1. CITY SERVICES

City services enhance property values by ensuring the safety, comfort, and well-being of city residents. Problems with city services usually involve response time or confusion on the part of citizens over the extent of city responsibility in a particular situation. The following sections describe those services provided by city departments and divisions which directly affect the quality of life in the community. Citizen input is crucial in bringing problems to the attention of the City.

a. The *Public Works Department*, divided into *Engineering and Streets Divisions*, is responsible for maintaining and improving all alleys and streets, street sweeping, snow removal, traffic sign and signal repair, cleaning catch basins, garbage collection contracts, brush and leaf pickup, and requests for street lighting. Besides an annual street survey, most services are performed in response to citizen complaints. Weed cutting and cleanup on privately owned property are not the responsibility of the City, except for persuading the property owner to comply with city ordinances.

b. The *Housing Evaluation Division* of the *Community Development Department* is responsible for enforcing city housing ordinances in developed areas of the city, and for helping to solve neighborhood environmental problems. Housing Evaluators follow up on complaints about unsafe housing conditions, removal of burned out houses, rodent control, and accumulation of garbage on private property. They have the power to issue violation notices and can take property owners to court over noncompliance with the housing code. The Building Inspection Division issues building permits. Inspectors handle zoning

related complaints such as reports of illegal housing conversions, and are responsible for enforcement of the Zoning Ordinance.

c. The *Neighborhood Services Division* of the Community Development Department is responsible for administering all of the City's Block Grant programs. Block Grant programs are aimed at providing assistance in all facets of neighborhood conservation and revitalization, and are concentrated in designated target areas.

- (1) Home rehabilitation rebates are available in varying percentages, depending upon income and family size, to residents of target areas. In the Northeast neighborhood, Meeker and Spring Creek are Block Grant Target Areas.
- (2) Incentive contracts are rebates for landlords to assist them in improving their rental properties.
- (3) Systematic Code Enforcement involves inspection of all homes in target areas for code violations, and eventual elimination of the most serious violations.
- (4) Through the Urban Homesteading Program, city owned homes are awarded to people who contract to bring the houses up to code standards and live in them for at least three years.
- (5) 312 Loans are low interest loans for people who cannot afford the initial monetary outlay necessary to become eligible for a rebate.
- (6) Clean-up/fix-up monies can be used for alley grading and to haul away trash collected by neighborhood residents.
- (7) Neighborhood capital improvement projects are selected by City Council on the basis of a review of priorities expressed by target area residents and recommendations of the Community Development and Housing Activities Committee.
- (8) Neighborhood organization and citizen participation are aided through the efforts of a Neighborhood Coordinator.
- (9) Neighborhood plans are scheduled for most target areas in order to help coordinate the use of present and future Block Grant, City, Federal, State, and private resources in those areas.
- (10) Housing education programs, conducted by the University of Illinois Cooperative Extension Service, deal with subjects pertaining to home maintenance and improvement.

d. The *Planning Division* of the Community Development Department works with neighborhood residents to prepare neighborhood plans. These plans describe the improvements residents would like to see in their neighborhoods and the methods to implement those improvements. A comprehensive plan is being prepared for the entire city. The Planning Division also reviews all requests for subdivisions, zoning changes, and annexations.

e. The *Police Department* patrols the city by zones. Officers respond to complaints and requests of various sorts, most of which do not pertain to criminal activities. A Block Grant funded Directed Determent Patrol gives extra attention to special problem areas within the Block Grant target areas. Various other services are also offered by the Police Department. A Crime Prevention officer is available to inspect homes, upon request, for security against break-ins. The Crime Prevention van travels to locations throughout the city with crime prevention displays. Under Operation Identification, residents can borrow a metal engraver from the Police Department for marking valuable possessions. The Officer Friendly program is conducted in the city's elementary schools.

f. The *Criminal Justice Planning Department* works closely with the Police Department to develop better ways of providing law enforcement, police protection, and crime prevention.

g. The *Fire Department* responds to fire alarms and provides emergency and rescue services. Fire prevention programs are given in schools upon request, and routine inspections of homes for potential fire hazards are performed, also upon request.

h. The *Officer of Complaints and Information* will research any question or complaint and return a written response within ten working days. The telephone number of that office is 740-4000.

2. PUBLIC SAFETY

a. *Crime*

Although crime is of great concern to most Northeast neighborhood residents, the police patrol zones which cover the Northeast neighborhood did not have the highest rates of burglary and robbery within the city in 1977. Among nine zones, the Northeast zones ranked 3rd and 6th in burglaries, and 4th and 5th in robberies.* Crime statistics for 1978 show a decreasing crime rate. The number of reported target crimes dropped more in east side zones than on the west side during 1978, although the crime rate per capita for the east side is still around 2-1/2 times that of the west side.†

*Gary Fitzgerald, "Robbery and Burglary Trends," (Criminal Justice Planning Department, City of Joliet, Illinois: 1977).

†Phase IV Plan of the Urban High Crime Reduction Council (Joliet Urban High Crime Reduction Council, Joliet, IL: 1979), p. 17.

Target crimes: burglary, robbery, homicide, rape, and aggravated assault.

TABLE 6:
BURGLARIES AND ROBBERIES PER CAPITA*†

| PATROL ZONES | RESIDENTIAL BURGLARY | | NON-RESIDENTIAL BURGLARY | | ALL BURGLARY | | ROBBERY | | TOTAL BURGLARY AND ROBBERY | |
|--------------|----------------------|------|--------------------------|------|--------------|------|---------|------|----------------------------|------|
| | 1977 | 1978 | 1977 | 1978 | 1977 | 1978 | 1977 | 1978 | 1977 | 1978 |
| East Side | .029 | .024 | .011 | .009 | .040 | .033 | .007 | .007 | .048 | .040 |
| West Side | .011 | .010 | .006 | .004 | .017 | .015 | .001 | .002 | .018 | .016 |
| City | .017 | .015 | .008 | .006 | .024 | .021 | .004 | .004 | .028 | .024 |

TABLE 7:
BURGLARY AND ROBBERY:
PERCENT CHANGE, 1977 TO 1978*

| PATROL ZONES | RESIDENTIAL BURGLARY | NON-RESIDENTIAL BURGLARY | ALL BURGLARY | ROBBERY | TOTAL BURGLARY AND ROBBERY |
|--------------|----------------------|--------------------------|--------------|---------|----------------------------|
| East Side | -15.9% | -18.3% | -16.5% | -7.5% | -14.9% |
| West Side | -3.2% | -28.6% | -12.3% | +21.7% | - 9.5% |
| City | -10.6% | -23.7% | -14.6% | + 0.4% | -12.6% |

*Criminal Justice Planning Department, Target Crime Trend Report, 1978, (Urban High Crime Reduction Council, Joliet, Illinois: 1979).

†Per capita figures based on 1978 population estimates in City of Joliet, Illinois, Urban High Crime Reduction Program, Phase IV Plan (Joliet Urban High Crime Reduction Council, Joliet, Illinois: 1979).

The types of crimes most frequently mentioned as being of concern to Northeast neighborhood residents are nuisance crimes such as speeding, noisy neighbors, illegal parking, etc. Nuisance crimes may be less serious than other offenses, but they are annoying and have a marked deteriorating effect on the neighborhood.

A more visible police presence in order to deter crime in the neighborhood is desired by many residents. A Directed Deterrent Patrol is now operating in Block Grant Target Areas on a part time basis to give extra attention to trouble spots. The patrol's methods of operation include occasional foot patrols. Field workers for the YMCA crime prevention program, funded by the Law Enforcement Assistance Administration (LEAA), are organizing juvenile recreation programs to help reduce crime in the Northeast neighborhood. Programs aimed at educating citizens in home crime prevention are offered by the Joliet Police Department and the University of Illinois Cooperative Extension Service.

b. Fire

The past year, 1978, was characterized by a dramatic increase in the number of fires throughout the city. Cases of fires with suspected arson causes more than doubled. Unlike the rest of the Northeast neighborhood, Census Tract 8813, which makes up the northern portion of the neighborhood, did not follow the trend. The number of fire calls in that area actually decreased substantially from 1977. One result of the rising number of fires has been an increasing number of burned buildings, which pose a health and safety hazard.

The Northeast neighborhood is served by Fire Station #4 located just outside the Meeker area at 868 Draper Avenue. A field survey of fire hydrants in the neighborhood indicates a need for seven additional hydrants in the Meeker area and ten in Spring Creek. Needs were determined according to State Insurance Office minimum standards of one hydrant at each intersection and at intermediate points, spaced from 350 to 600 feet.*

c. Animal Control

Joliet Township Animal Control, located at 2807 W. McDonough Street, is responsible for picking up stray animals within the City. Northeast neighborhood residents are concerned by the large number of stray dogs in the area.

*Great Lakes-Upper Mississippi River Board of State Sanitary Engineers, Recommended Standards for Water Works, (Health Education Service, Albany, New York: 1976) p. 89.

TABLE 8: GENERAL ALARM FIRE CALLS PER 100 HOUSING UNITS*

| CENSUS TRACTS | 8813 | 8821 | 8822 | CITY |
|---------------|------|------|------|------|
| 1974 | 3.06 | 2.32 | - | 1.76 |
| 1975 | 2.72 | 2.76 | - | 2.12 |
| 1976 | 3.24 | 2.30 | - | 2.06 |
| 1977 | 3.48 | 1.53 | 3.39 | 1.67 |
| 1978 | 1.99 | 3.05 | 9.30 | 2.20 |

*From a 50% sample between January and June each year.

TABLE 9: FIRES WITH SUSPECTED ARSON CAUSES†

| CENSUS TRACTS | 8813 | | 8821 | | 8822 | | CITY | |
|---------------|-----------------|---------------------|-----------------|---------------------|-----------------|---------------------|-----------------|---------------------|
| | Cases/100 Units | % of all Fire Calls | Cases/100 Units | % of all Fire Calls | Cases/100 Units | % of all Fire Calls | Cases/100 Units | % of all Fire Calls |
| 1974 | .306 | 10.0% | 0 | 0 | - | - | .086 | 4.9% |
| 1975 | .248 | 9.1% | 0 | 0 | - | - | .098 | 4.6% |
| 1976 | .124 | 3.9% | 0 | 0 | - | - | .054 | 2.6% |
| 1977 | .560 | 16.8% | .254 | 17.0% | .212 | 6.0% | .100 | 6.2% |
| 1978 | .498 | 25.0% | .763 | 25.0% | .422 | 4.5% | .276 | 12.5% |

†From a 100% sample between January and June each year.

3. UTILITIES AND STREETS: CAPITAL IMPROVEMENT NEEDS

a. Utilities

According to City Sanitary Sewer and Water Maps, several blocks in both the Meeker and Spring Creek areas are unserved by city sewer or water. The homes on these blocks are most likely served by private sewer and water lines which do not appear on City maps. In some cases, these private lines are very old, and either undersized or in poor repair. In the Meeker area, suspected leakage from a private sanitary sewer line has been reported behind homes on Harrison and Hacker Avenues. Severe drainage problems such as standing water and seasonal flooding in that area add to the problem.

The Spring Creek and Meeker areas are served by a combined sanitary and storm sewer system. Combined sewers are problematic due to their limited capacity during heavy rainfalls, which lead to sewer backups, and potential for polluting the creeks and river. The northwest corner of the Meeker area is unserved by any sort of stormwater management system. Separate storm sewers have recently been installed on several streets in the Spring Creek area through the Block Grant program. Charlesworth Avenue is also drained by a separate storm sewer. Properties bordering the E.J. & E. yards receive runoff from the train yards, which do not have a drainage system.

b. Streets and Other Capital Improvements

Capital improvements are major non-recurring public physical improvements, including streets, utilities, curbs and gutters, sidewalks, landscaping, and street lights. Most of the Spring Creek area already possesses such improvements, although the curbs and sidewalks are in various stages of deterioration due to their age. All streets but one in the Meeker area, Meeker Avenue, are lacking in most of these improvements. Meeker area streets are oil and chip with gravel shoulders and generally without sidewalks. According to Environmental Protection Agency (EPA) regulations, streets cannot be upgraded with an asphalt surface and curbs and gutters unless they are drained by a separate storm sewer. In both areas, some additional street lighting is needed. As a result of field surveys and review of city maps, the following capital improvement needs were identified for the Northeast neighborhood. Cost estimates are based on December, 1978, costs plus 10%.

TABLE 10: CAPITAL IMPROVEMENT NEEDS

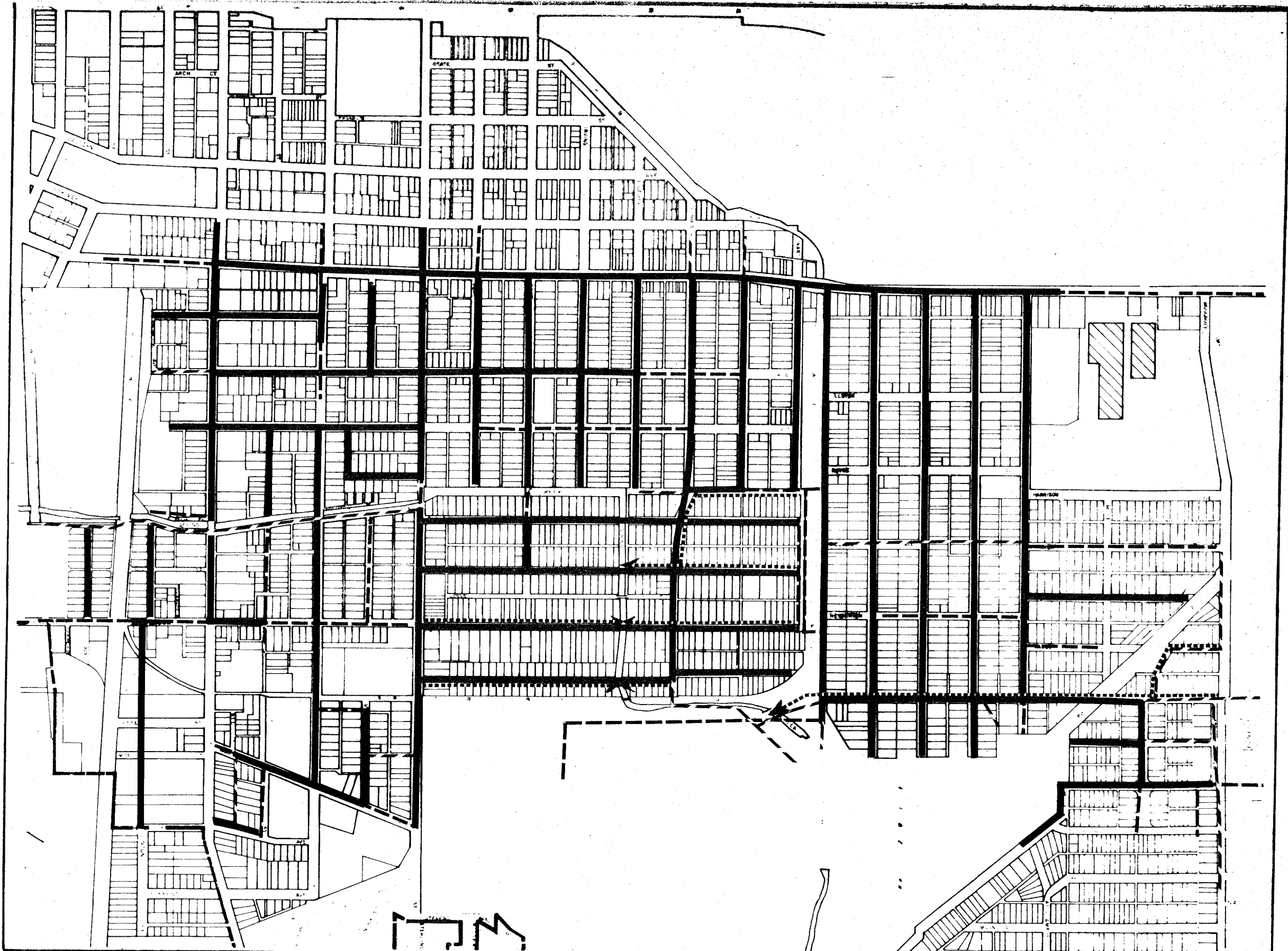
| IMPROVEMENT TYPE | AMOUNT NEEDED | ESTIMATED COST TO COMPLETE |
|---|----------------|-------------------------------------|
| Water main installation | 9550 ln. ft. | \$ 210,100 |
| Sanitary sewer line install | 8850 ln. ft. | 239,900 |
| Storm sewer installation | † | 8,500,000* |
| Street upgrading (asphalt surface, curb & gutter) | 32,750 ln. ft. | 2,000,000* |
| Curb and gutter removal and replacement | 7385 ln. ft. | 85,300 |
| Street lights | 43 lights | (cost amortized over life of light) |
| Alley lights | 5 lights | " " |
| Street trees | 38 trees | 5,000 |
| Landscaping | 0.38 acres | 3,500 |
| Sidewalk installation | 30,900 ln. ft. | 613,300 |
| Sidewalk removal and replacement | 16,433 ln.ft. | 382,500 |
| Fire hydrant installation | 17 hydrants | 74,800 |
| Parkland acquisition | 2.96 acres | 25,000 |
| Park improvements | 8.06 acres | 95,000* |
| Bikeway improvements | 6300 ln. ft. | 1,700 |

TOTAL ESTIMATED COST: \$12,236,100

†Figure unavailable without engineering study.

*Very approximate; detailed cost estimate unavailable.

Capital improvements are programmed for five-year periods city-wide. In Block Grant Target Areas such as Meeker and Spring Creek, Block Grant funds make up a major share of capital improvements funding. Capital improvements projects to be funded are voted upon by target area residents at neighborhood meetings and must be approved by City Council. The top priority project in the Meeker area is installation of a storm sewer system. Storm sewers are needed to alleviate drainage problems in the Hacker and Williamson Avenues area, and to allow for future upgrading of streets. In Spring Creek, repair of curbs and sidewalks is considered by residents to be the most pressing project.



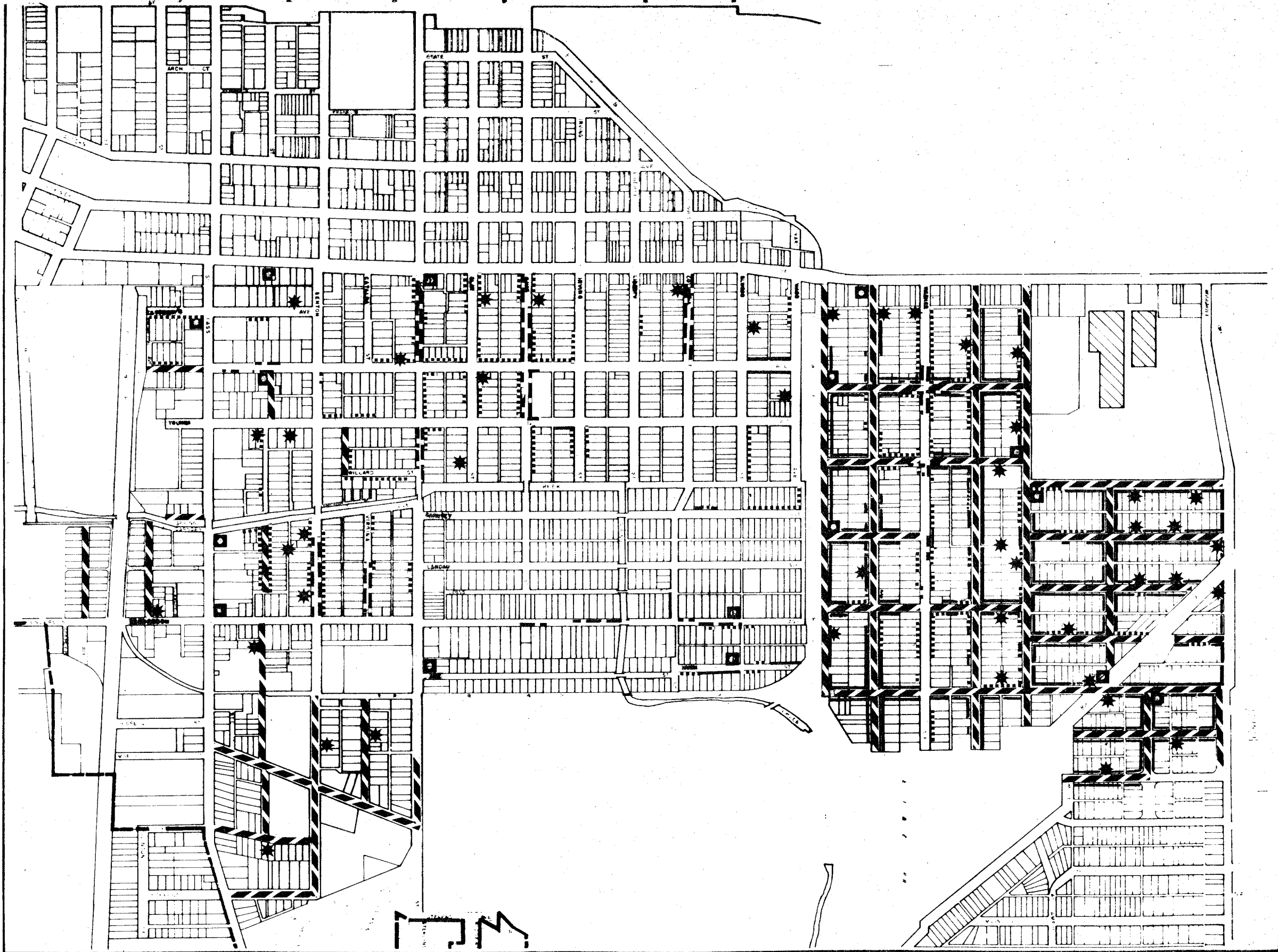
north
 — N —
 SCALE
 200 0 200

**NORTHEAST
 NEIGHBORHOOD**
 JOLIET, ILLINOIS

LEGEND
 ——— SANITARY SEWER & WATER MAIN RUNNING PARALLEL
 - - - SANITARY SEWER ALONE
 ——— WATER MAIN ALONE
 STORM SEWER

TITLE
UTILITIES

DRAWN BY: H.A.B.
 APPROVED BY:
 DATE:
 REVISIONS:
 SHEET NO. VIII-8A



north
 N
 SCALE
 200 0 200

**NORTHEAST
 NEIGHBORHOOD**
 JOLIET, ILLINOIS

- LEGEND
- ★ STREETLIGHT NEEDED
 - FIRE HYDRANT NEEDED
 - OIL & CHIP STREET
 - ▨ DETERIORATED SIDEWALK
 - ▩ DETERIORATED CURB & GUTTER
 - NO SIDEWALK

TITLE
**CAPITAL
 IMPROVEMENT
 NEEDS**

DRAWN BY: S.A.B.
 APPROVED BY:
 DATE:
 REVISIONS:
 SHEET NO. VIII-8B

4. NEIGHBORHOOD BEAUTIFICATION

The most important investment that property owners can make in their neighborhoods is in their property. The desirability of a particular neighborhood is in part due to the attitudes which the property owners have about that area and their willingness to invest in it. The value of property is also partially dependent upon the condition of nearby lots, so that investment in a neighborhood is really a community effort.

Conservation of a neighborhood's housing stock is vital to its "health." Housing rehabilitation is especially important in an area like Spring Creek where the size and style of housing is of a type no longer available or affordable in new construction. The various Block Grant programs, described in section 1:c of this chapter, are designed to encourage and assist in neighborhood housing rehabilitation efforts. Instructional sessions in home maintenance and fix-up are conducted at the regular meetings of neighborhood organizations by the University of Illinois Cooperative Extension Service.

Neighborhood beautification can also be accomplished through clean-up projects, gardening and landscaping contests, block by block decorating themes, coordination of house colors, tree planting or removal of deteriorated garages and sheds, to name a few projects. The purpose of organizing neighborhood-wide beautification projects is to demonstrate publicly a commitment by the residents of an area to neighborhood improvement, and to develop a spirit of cooperation among neighbors, which is vital to revitalization of a neighborhood.

B. NEIGHBORHOOD REVITALIZATION RECOMMENDATIONS

1. CITY SERVICES

a. The City should increase its program of street shoulder maintenance in the Meeker area.

Potholes and standing water on street shoulders makes parking difficult for Meeker area residents. Shoulders serve as sidewalks on some blocks, and should be kept in good repair.

b. The City should enforce weed ordinances, particularly along railroad property.

High weeds along railroad rights-of-way obstruct visibility and encourage trash dumping. The railroads should be required to comply with city ordinances, numbers 6517 and 6706, prohibiting weeds taller than eight inches on private property.

c. The City should require property owners to clean up illegal refuse dumps and remove abandoned automobiles.

Several residents of the Northeast neighborhood have created unsightly and unsanitary conditions through illegal dumping and junk storage. The Housing Evaluation Division of the Community Development Department should persist in enforcing city dumping regulations, Section 14 of the City Code of Ordinances, in order to get neighborhood eyesores removed.

2. PUBLIC SAFETY

a. The Police Department should strictly enforce all ordinances against nuisance crimes such as loitering, public disturbances, noisy and junked automobiles, and illegal parking.

Nuisance crimes are especially bothersome near taverns and along Collins Street. Police presence at those locations is needed to deter nuisance crimes and their harmful effects on the neighborhood.

b. The Police Department should create an experimental police team to patrol one of the city's east side neighborhoods in order to test the effectiveness of team policing in reducing neighborhood crime.

Unlike the city's Directed Deterrent Patrol which rotates among various locations, under the team policing concept, a police patrol is assigned to the same area daily in order to increase the officers' knowledge of special problem situations. Team policing also has the advantage of making police officers more accountable for their performance. Due to higher rates of reported burglary and robbery on the city's east side, an experimental team should be put into operation for a period of at least one year in an east side neighborhood (see similar recommendations in the Southeast Joliet Neighborhood Plan and the Southside Neighborhood Plan).

c. As a crime prevention measure, neighborhood residents should organize block watches throughout the Northeast neighborhood.

Under a system of block watches, neighborhood residents can feel free to leave their homes without fear of break-ins because nearby neighbors agree to watch for and report all suspicious activities. Block captains are responsible for making and following up on all reports to the police.

3. UTILITIES AND STREETS: CAPITAL IMPROVEMENTS

a. City engineers should work with affected residents in eliminating sewer leakage in the Meeker area.

City engineers should determine the source of reported seepage from a private sanitary sewer line in the alley between Harrison and Hacker Avenues. If that line is, in fact, in need of repair, adjacent property owners will be responsible for the cost of any work needed.

b. *The City should request the cooperation of the E. J. & E. Railway Company in solving the problem of excessive water runoff from the train yards onto residential properties in the Spring Creek area.*

The City should assist railroad officials in devising a method for containing or redirecting runoff. One possible solution is a drainage system feeding into the Abe Street storm sewer, which has ample capacity, according to City engineers.

c. *The City should consider storm sewers in the Meeker area as a top priority project for capital improvements programming.*

d. *The following capital improvements program should be adopted as part of the city's overall five-year program beginning January 1, 1979, subject to annual review.*

The capital improvements needs identified in section A:3:b of this chapter cannot possibly be satisfied with current sources of funding available to the city. All capital improvements needs not included in the following four-year program should be considered for funding in upcoming years. Program years correspond to the Block Grant program rather than the city's fiscal year. All cost estimates are based on December, 1978, costs plus 10%.

- (1) Benton Street Watermain: installation of 700' of 6" watermain near the eastern end of Benton Street to connect dead end mains.
- (2) Royce Avenue Watermain: installation of 600' of 8" watermain on Royce between Cleveland and Meeker Avenues to improve service and fire protection capabilities.
- (3) Meeker Area Storm Sewers: installation of a trunk line and several laterals designed to drain the area surrounding Bruce Street, Williamson, Harrison, and Hacker Avenues, allowing for possible future expansion of the system to drain other Meeker area streets.
- (4) Spring Creek Street Trees: planting of 38 street trees in parkways to help beautify the Spring Creek Area.
- (5) Heggie Park Expansion and Improvement: acquisition of 2.96 acres of land east of Heggie Park and improvement of existing park facilities plus the expanded area.
- (6) Meeker Area Street Improvements: asphalt paving and curb and gutter installation on an undetermined length of roadway which is (or will be) drained by a separate storm sewer.
- (7) Spring Creek Sidewalk and Curb and Gutter Repair: removal and replacement of an undetermined amount of sidewalk and curb and gutter where needed.

Other projects which should receive first consideration for funding in upcoming years are additions to the Meeker area storm sewer system, completion of the Abe Street storm sewer, improvement of streets served by separate storm sewers, and expansion of Heggie Park to the north along Harrison Avenue.

TABLE 11: NORTHEAST NEIGHBORHOOD CAPITAL IMPROVEMENTS PROGRAM

| Program Year Beginning July 1: | | 1979 | 1980 | 1981 | 1982 | |
|--------------------------------|--|-------------------------|-----------|-----------|-----------|-----------|
| Funding* Source | Project | Estimated Total Cost | | | | |
| Xws | Benton St. Water Main | \$8,400 | | \$8,400 | | |
| Xws | Royce Ave. Water Main | 9,600 | | 9,600 | | |
| Fbg | Meeker Area Storm Sewers | 900,000 ⁺ | \$422,300 | 500,000 | \$40,200 | |
| Fbg | Spring Creek Street Trees | 5,000 | \$5,000 | | | |
| Fhcrs/ Fbg/ Ljpd | Heggie Park Expansion & Improvements | 120,000 | \$120,000 | | | |
| Fbg | Meeker Area Street Improvements | 1,440,000 | | | 82,000 | |
| Fbg | Spring Creek Sidewalks and Curb & Gutter Repair | 318,900 | | | 100,000 | |
| TOTAL | | | \$120,000 | \$427,300 | \$518,000 | \$222,200 |

*Xws: water and sewer user-charge revenue
 Fbg: Federal Block Grant
 Fhcrs: Heritage Conservation and Recreation Service
 Ljpd: Joliet Park District

e. The Public Works Department should recommend installation of additional street lights where they are most needed in the Northeast neighborhood.

Because standard street lighting is not considered within the city's Capital Improvement Program, Public Works Department engineers should review proposed locations for additional street lights (see Map VIII-8B, Capital Improvement Needs) and recommend installation of lights where they are most critically needed.

4. NEIGHBORHOOD BEAUTIFICATION

a. The University of Illinois Cooperative Extension Service should assist neighborhood organizations in organizing beautification programs.

The Extension Service gives instructional programs and workshops on, among other subjects, all facets of home improvement, gardening, and landscaping, and will help to organize neighborhood-wide programs or contests. An organized beautification effort on the part of Northeast residents will certainly have a beneficial impact.

b. Northeast neighborhood residents should organize a Spring Creek clean-up day.

Besides improving the condition of the creek, a Spring Creek clean-up will demonstrate neighborhood concern for the environment, and help to make the public aware of neighborhood issues.

c. With the assistance of the Block Grant Clean-up, Fix-up program, neighborhood residents should work to remove dilapidated garages and sheds.

Deteriorated garages and sheds are very unsightly, possibly dangerous, and should be removed, especially if they are no longer usable. Under the Clean-up, Fix-up program, dumpsters will be provided to haul away the refuse from tearing down a shed or garage.

APPENDIX A
ZONING CLASSIFICATIONS

For more detailed descriptions of each zoning classification, see Revised Zoning Ordinance, (Joliet, IL, 1968).

1. R-2 (RESIDENTIAL DISTRICT)

a. Permitted Uses:

One-family residences;
Educational or religious schools; churches, parish houses;
community social and recreational centers; public parks,
playgrounds, forest preserves; public libraries and cultural
uses; essential municipal and public services; farm, stable,
plant nursery.

b. Conditional Uses (when authorized by the Zoning Board of Appeals):

Cemeteries; stone, sand, and gravel extraction.

c. Accessory Uses:

Private garages or parking areas; living quarters of
persons employed on premises; boarding for not more than
two (2) persons; home occupations (regulated).

d. Yard Requirements and Lot Coverage:

Minimum lot area: 7,500 square feet
Minimum lot width: 60 feet

e. Building Height Limitations: 2-1/2 stories or 30 feet.

f. Accessory Parking: Two car spaces per dwelling.

2. R-3 (ONE AND TWO FAMILY RESIDENTIAL DISTRICT)

a. Permitted Uses:

All uses permitted in R-2 Districts;
Two-family dwellings.

b. Conditional Uses:

Those permitted in the R-2 District.

c. Accessory Uses:

Those uses customarily incidental to the uses permitted
in this district.

d. Yard Requirements and Lot Coverage:

Minimum lot area: 6000 square feet
Lot Area per family: 3,500 square feet
Minimum lot width: 50 feet

e. Building Height Limitations: 2-1/2 stories or 35 feet

f. Accessory Parking:

Three parking spaces for each two-family dwelling
Two parking spaces for each one-family dwelling

3. R-4 (MULTI FAMILY DISTRICT)

a. Permitted Uses:

Those permitted in the R-3 District;
Multiple family residences;
Boarding houses, lodging houses, dormitories, fraternities
and sororities, boarding schools, orphanages, monasteries,
nunneries, retreats, kindergartens, and day care.

b. Conditional Uses:

Those permitted in the R-3 District.

c. Accessory Uses:

Those uses customarily incidental to the uses permitted in
this District.

d. Yard Requirements and Lot Coverage:

No more than twenty (20) dwelling units per net residential
acre.
Minimum lot area: 5000 square feet
Lot area per family: 2178 square feet
Minimum lot width: 50 feet

e. Building Height Limitations:

2-1/2 stories or 35 feet

f. Accessory Parking:

One and one-half parking spaces for each unit, plus one space
for each employee.

4. R-4A (ONE TO SIX FAMILY RESIDENCES)

a. Permitted Uses

Those permitted in the R-3 District; those permitted in the
R-4 District except that multiple family uses may only be
from one to six units per structure.

b. Conditional Uses:

Those permitted in the R-3 District.

c. Accessory Uses:

Those uses customarily incidental to the users permitted in this District.

d. Yard Requirements and Lot Coverage:

No more than twelve (12) dwelling units per net residential acre.

Minimum lot area: 5000 sq. ft.; Lot area per family: 3630 sq. ft.;
Minimum lot width: 50 feet.

e. Building Height Limitations:

2-1/2 stories or 35 feet.

f. Accessory Parking:

One and one-half parking spaces for each unit, plus one space for each employee.

5. B-1 (NEIGHBORHOOD BUSINESS DISTRICT)

a. Permitted Uses:

R-4 District residential uses; R-5 and R-B non-residential uses;
Various neighborhood business establishments (see section 47-11, Revised Zoning Ordinance) completely within an enclosed building, retail sales only, primarily new merchandise.

b. Prohibited Uses:

Manufacturing

c. Building Height Limitations:

30 feet

d. Accessory Parking:

One parking space per 200 square feet of gross leasable floor area.

6. B-3 (GENERAL BUSINESS DISTRICT)

a. Permitted Uses:

Convenience stores, comparison stores, service facilities, professional offices, automobile businesses; public and semi public buildings; multiple family residences; repair, assembly, and cleaning shops; hospitals and clinics; entertainment establishments; bottling plants; commercial recreation; hotels and motels; automobile service stations; theaters; wholesale business and warehouses.

b. Special Uses:

Trailer parks

c. Building Height Limitations: 3 stories or 50 feet

d. Accessory Parking:

See section 47-17.17

7. I-I (LIGHT INDUSTRIAL DISTRICT)

a. Permitted Uses:

Those permitted in B-3 Districts;
Various storage, wholesale, repair, cleaning, and non-
noxious or offensive manufacturing uses (see Section
47-14, Revised Zoning Ordinance).

b. Prohibited Uses:

Residences; schools, hospitals, and clinics; any noxious
or offensive uses.

c. Building Height Limitations: 50 feet

d. Accessory Parking:

See Section 47-17.17

e. Screening:

See Section 47-17.18

8. I-2 (GENERAL INDUSTRIAL DISTRICT)

a. Permitted Uses:

Those permitted in I-1 Districts;
All other industrial uses.

b. Conditional Uses (when authorized by the Zoning Board
of Appeals):

Particularly offensive and noxious uses.

c. Prohibited Uses:

Those prohibited in the I-1 District;
Any use other than those authorized as a principal
use or accessory in an I-2 District.

d. Building Height Limitations: 50 feet

e. Accessory Parking:

See Section 47-17.17

f. Screening:

See Section 47-17.18

APPENDIX B

TRAFFIC ACCIDENTS BY INTERSECTION, 1975-77

| INTERSECTIONS | Accidents | | |
|-----------------------|-----------|------|------|
| | 1975 | 1976 | 1977 |
| Casseday & Cass | 4 | 1 | 6 |
| Park & Elwood | 10 | 2 | 1 |
| Park & Columbia | 2 | 0 | 2 |
| Park & Liberty | 4 | 2 | 1 |
| Park & Irving | 0 | 5 | 2 |
| Park & Ohio | 1 | 3 | 0 |
| Park & Jackson | 11 | 8 | 4 |
| Park & Clay | 1 | 2 | 0 |
| Park & Cass | 4 | 6 | 1 |
| Park & Benton | 1 | 2 | 0 |
| Lloyds & Williamson | 0 | 1 | 0 |
| Lloyds & Meeker | 3 | 0 | 0 |
| Youngs & Ward | 0 | 0 | 1 |
| Youngs & Elwood | 2 | 2 | 8 |
| Youngs & Irving | 1 | 0 | 0 |
| Youngs & Columbia | 1 | 1 | 1 |
| Youngs & Liberty | 3 | 3 | 0 |
| Youngs & Ohio | 2 | 0 | 2 |
| Youngs & Clay | 0 | 2 | 0 |
| Youngs & Jackson | 2 | 3 | 6 |
| Youngs & Benton | 1 | 2 | 1 |
| Youngs & Cass | 14 | 11 | 10 |
| Royce & Meeker | 1 | 3 | 2 |
| Royce & Chase | 2 | 1 | 2 |
| Royce & Cleveland | 2 | 4 | 1 |
| Willard & Jackson | 1 | 2 | 1 |
| Harrison & Woodruff | 1 | 1 | 1 |
| Harrison & Williamson | 0 | 0 | 1 |
| Creed & Ward | 1 | 0 | 0 |
| Creed & Elwood | 0 | 2 | 1 |
| Creed & Liberty | 0 | 1 | 0 |
| Creed & Columbia | 0 | 0 | 1 |
| Garnsey & Ward | 1 | 0 | 1 |
| Garnsey & Columbia | 0 | 0 | 3 |
| Garnsey & Jackson | 3 | 6 | 3 |
| Garnsey & Ohio | 1 | 0 | 0 |
| Garnsey & Virginia | 0 | 0 | 1 |
| Garnsey & Benton | 0 | 0 | 2 |
| Garnsey & Cass | 1 | 0 | 4 |
| Hacker & Williamson | 0 | 1 | 0 |
| Hacker & Bruce | 2 | 0 | 0 |
| Landau & Ohio | 0 | 3 | 0 |
| Landau & Jackson | 3 | 3 | 4 |
| Wabash & Williamson | 0 | 0 | 1 |

| INTERSECTIONS | Accidents | | |
|---------------------------|-----------|------|------|
| | 1975 | 1976 | 1977 |
| Wabash & Bruce | 1 | 1 | 0 |
| Henderson & Francis | 1 | 0 | 1 |
| Henderson & Meeker | 1 | 3 | 1 |
| Henderson & Chase | 0 | 2 | 1 |
| Henderson & Cleveland | 1 | 0 | 0 |
| Henderson & Ward | 2 | 0 | 1 |
| Henderson & Elwood | 0 | 0 | 1 |
| Henderson & Jackson | 7 | 18 | 14 |
| Henderson & Benton | 1 | 3 | 3 |
| Henderson & Virginia | 1 | 1 | 0 |
| Henderson & Cass | 34 | 24 | 28 |
| Henderson & Norton | 1 | 0 | 2 |
| Grant & Cass | 0 | 1 | 1 |
| Valley & Woodruff | 2 | 2 | 1 |
| Charlesworth & Woodruff | 1 | 1 | 1 |
| Charlesworth & Williamson | 1 | 1 | 0 |
| Charlesworth & Meeker | 0 | 0 | 1 |
| Maple & Jackson | 1 | 4 | 2 |
| Maple & Benton | 0 | 5 | 1 |
| Maple & Cass | 2 | 1 | 0 |
| Hugh & Columbia | 0 | 0 | 3 |
| Woodward & Woodruff | 0 | 0 | 1 |
| Collins & Woodruff | 9 | 14 | 4 |
| Collins & Williamson | 3 | 9 | 1 |
| Collins & Francis | 8 | 1 | 2 |
| Collins & Meeker | 3 | 6 | 1 |
| Collins & Chase | 1 | 0 | 1 |
| Collins & Cleveland | 3 | 3 | 5 |
| Collins & Ward | 7 | 4 | 9 |
| Collins & Elwood | 0 | 6 | 3 |
| Collins & Columbia | 18 | 10 | 16 |
| Collins & Liberty | 7 | 4 | 9 |
| Collins & Irving | 2 | 4 | 4 |
| Collins & Ohio | 12 | 16 | 8 |
| Collins & Clay | 3 | 3 | 2 |
| Collins & Jackson | 16 | 25 | 31 |
| Collins & Catalpa | 2 | 1 | 2 |
| Collins & Benton | 5 | 1 | 1 |
| Collins & Cass | 23 | 17 | 24 |
| Abe & Elwood | 0 | 1 | 0 |
| Abe & Columbia | 0 | 2 | 0 |
| Dillman & Meeker | 1 | 0 | 0 |
| Dillman & Chase | 1 | 0 | 0 |
| Landau & Columbia | 1 | 0 | 0 |
| Valley & Bruce | 1 | 0 | 0 |

APPENDIX C

WILLIAMSON AVENUE/COLLINS STREET INTERSECTION STUDY

As requested by the Northeast Neighborhood Organization, a study of traffic volumes at the Williamson Avenue/Collins Street intersection was made by the city's Public Works Department on February 8, 1979. The outcome of this study and the recommendations of the Public Works Department are included in this section.

CITY OF JOLIET
INTEROFFICE MEMORANDUM

February 9, 1979

To: Ellen Garber, Neighborhood Planner

From: John Mezera, Director of Public Works *JMM*

Subject: Traffic Recommendation - Intersection of Collins Street and Williamson Avenue

The intersection of Collins Street and Williamson Avenue involves streets under the jurisdiction of both the City of Joliet and the State of Illinois. Thus either governmental body could initiate improvements to this intersection. However, if the improvements involve signalization, then state warrants must be met, no matter who initiates the improvements. The attached evaluation sheet will verify that this intersection does not meet the minimum state warrants. Neither the traffic volume nor accident experience can justify signalization. It is my opinion that neither signals nor additional stop signs should be sought at this location. I would recommend against any such approach since the likelihood of state approval is non-existent.

I do agree that traffic flow and safety may be jeopardized by current parking policies at the intersection. Our staff would be glad to study this intersection and make recommendations to your office for any corrective action necessary.

If you wish to supplement our findings with information from the state, please contact:

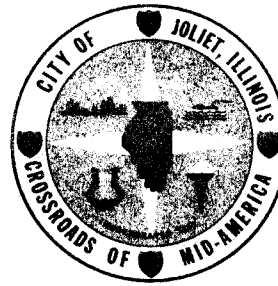
Mr. Carl Kowalski
Traffic Division
Illinois Department of Transportation
1000 Plaza Drive
Schaumburg, Illinois 60196

JM; dr

Attachment

Department of Public Works
John M. Mezera
Director

CITY OF



JOLIET

150 WEST JEFFERSON STREET
WILL COUNTY, ILLINOIS 60431
TELEPHONE (815) 727-5401

February 9, 1979

NOW ACCEPTING CALLS THROUGH NEW CENTREX
(815) 740-2211

Mr. Robert H. Oldland
City Manager
150 West Jefferson Street
Joliet, Illinois 60431

RE: SIGNALS - STOP SIGNS - COLLINS STREET AND WILLIAMSON AVENUE

Dear Mr. Oldland:

I have received a request to install signals or stop signs at the above location. An investigation has been conducted and the results are presented below:

INTERSECTION: Collins Street and Williamson Avenue

REQUESTED BY: Northeast Neighborhood Organization

TYPE OF CONTROL REQUESTED: Signals 4-Way Stop

REQUEST IS TO STOP: East & Westbound on Williamson Avenue
 North & Southbound on Collins Street
 Other _____

REASON GIVEN FOR REQUEST:

Cannot make left turn onto Collins Street causing backup on Williamson.

OTHER STOP INTERSECTIONS IN VICINITY: N/A

LAND USE IN VICINITY: Small business - residential - park - Steel Mill

ACCIDENTS:

| | | | |
|----------|---------------------------|----------|----------|
| <u>9</u> | Accidents in 19 <u>76</u> | <u>0</u> | Injuries |
| <u>0</u> | Accidents in 19 <u>77</u> | <u>0</u> | Injuries |
| <u>4</u> | Accidents in 19 <u>78</u> | <u>0</u> | Injuries |

TRAFFIC VOLUMES: (Average Daily Traffic for 24-hour period)

| | | | | |
|--------------|-------------------------|--------------|----------------------|--------------------------|
| | | 18,500 ADT | -1974 ADT on Collins | |
| <u>3,930</u> | Northbound; | <u>4,254</u> | Southbound on | <u>Collins Street</u> |
| <u>589</u> | Eastbound; | <u>473</u> | Westbound on | <u>Williamson Avenue</u> |
| <u>29</u> | % North & Southbound on | | | <u>Collins Street</u> |
| <u>11</u> | % East & Westbound on | | | <u>Williamson Avenue</u> |

STATE (IDOT) WARRANTS MET:

None

RECOMMENDATION:

- Recommend approval as requested
- Recommend denial
- Recommend Remove parking on Collins Street
to allow for sight distance

REASON FOR RECOMMENDATION OTHER THAN APPROVAL:

- Does not meet State (IDOT) warrants.
- Other;

Respectfully submitted,



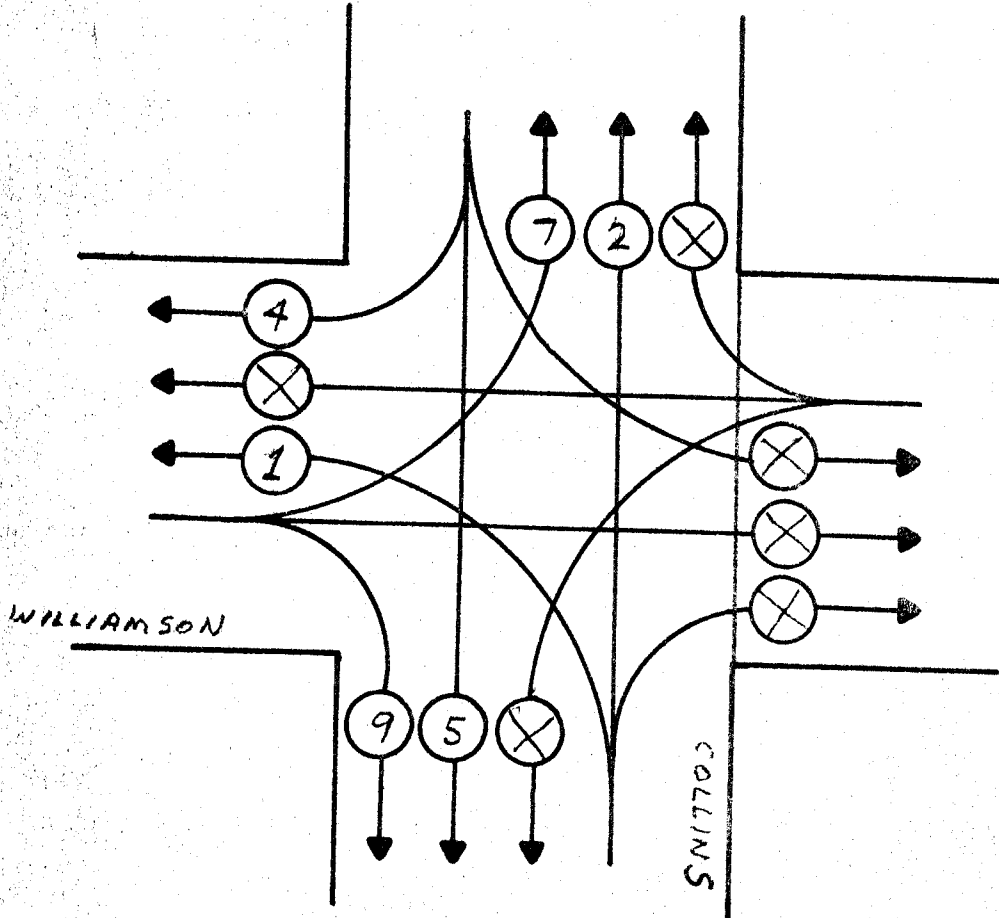
James L. Cleppe
Civil Engineer II

Intersection Number **215-547**

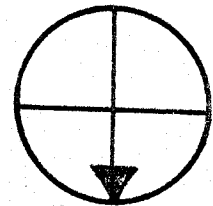
Month **02** Day **08** Year **79**

D.O.W.

CITY OF JOLIET
DEPARTMENT OF PUBLIC WORKS
TRAFFIC DIVISION



| | Time | Total |
|-----------|------|-------|
| AM Peak | 7-8 | 788 |
| Noon Peak | 1-2 | 700 |
| PM Peak | 4-5 | 1,119 |
| PEAK HOUR | 4-5 | 1,119 |



INDICATE NORTH

| hrs | Movements | | | | | | | | | | | | Total | |
|-----------------|-----------|-----|---|-----|------|---|-----|---|-----|----|----|----|-------|-------|
| | ① | ② | 3 | ④ | ⑤ | 6 | ⑦ | 8 | ⑨ | 10 | 11 | 12 | | |
| 8 ^{AM} | 28 | 363 | | 31 | 328 | | 18 | | 20 | | | | | 788 |
| 9 | 24 | 304 | | 29 | 274 | | 22 | | 33 | | | | | 691 |
| 10 | 12 | 293 | | 24 | 300 | | 16 | | 23 | | | | | 668 |
| 11 | 7 | 282 | | 19 | 229 | | 12 | | 23 | | | | | 578 |
| 12 | 8 | 313 | | 20 | 256 | | 8 | | 12 | | | | | 647 |
| 1 ^{PM} | 8 | 323 | | 29 | 287 | | 13 | | 19 | | | | | 689 |
| 2 | 6 | 320 | | 39 | 292 | | 17 | | 24 | | | | | 700 |
| 3 | 17 | 372 | | 37 | 299 | | 19 | | 28 | | | | | 772 |
| 4 | 23 | 448 | | 41 | 388 | | 17 | | 33 | | | | | 950 |
| 5 | 34 | 530 | | 50 | 470 | | 15 | | 17 | | | | | 1,119 |
| 6 | 21 | 248 | | 43 | 272 | | 15 | | 26 | | | | | 625 |
| 7 | 10 | 241 | | 29 | 233 | | 21 | | 19 | | | | | 553 |
| 198 | 4058 | | | 391 | 3160 | | 196 | | 227 | | | | | 553 |

CHAPTER 4

SIGNALS*

4-1 GENERAL

4-1.1 SCOPE. This chapter pertains to traffic control devices, such as traffic control signals, flashing beacons, lane-use control signals, drawbridge signals, emergency traffic control signals, and ramp metering signals.

4-1.2 BASIS OF INSTALLATION. Before any highway traffic signal is installed, a complete study should be made to insure that this type of device is the most appropriate for each particular case. A careful analysis of traffic operations and other factors at a large number of signalized and unsignalized intersections, coupled with the judgment of experienced traffic engineers, has provided a series of warrants that define the minimum conditions

under which signal installations may be justified. It is essential that these warrants be strictly adhered to and uniformly applied in order to prohibit the use of these devices where they are not required. Unwarranted signals of any type can cause not only unnecessary delay to traffic but often result in an increase in the number of accidents.

In addition to an initial engineering study to determine whether the warrants are met, continuing studies should be made of all devices to insure that the type of installation and the timing and operation of the devices meet the current demands of traffic.

4-2 TRAFFIC CONTROL SIGNALS

4-2.1 TYPES OF TRAFFIC CONTROL SIGNALS.

There are two basic types of traffic control signals, pretimed and traffic actuated. The features of traffic control signals in which vehicle operators and pedestrians are interested are the location, design, indications, and legal significance of the signals. These are identical for both types of traffic control signals. Uniformity in the design features that affect the traffic to be controlled as set forth in this manual is especially important for safe and efficient traffic operations. Although it is not possible to design each intersection identically, it is important that the principles set forth in this chapter for the design of traffic signals be strictly adhered to so that the motorist becomes accustomed to seeing signals designed and operated uniformly.

4-2.2 ADVANTAGES AND DISADVANTAGES OF TRAFFIC CONTROL SIGNALS. Traffic control signals are valuable devices for the control of vehicular and pedestrian traffic. Because they assign the right-of-way to various traffic movements, traffic control signals exert a profound influence on traffic flow. Whether this influence is negative or positive is dependent on many factors.

Traffic control signals, when warranted and properly installed and operated, have the following advantages:

1. They can provide for the orderly movement of traffic.
2. Where proper physical layouts and control measures are used, they can increase the

3. traffic-handling capacity of the intersection.
3. Where properly spaced, they can be coordinated to provide continuous or nearly continuous movement of traffic at a definite speed along a given route.
4. They can be used to interrupt heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross.
5. They offer a more economical means of controlling traffic than full-time manual control.

Properly designed and operated traffic control signals can solve many traffic problems at intersections. Unfortunately, their effectiveness at locations where they are warranted has led to the belief that they are the solution to traffic problems at all intersections. Experience has shown that signals which are unwarranted, poorly designed, improperly timed, or poorly maintained may result in one or more of the following disadvantages:

1. Excessive delay.
2. Disobedience of the signal indication and disrespect for other regulations.
3. Use of less adequate routes in an attempt to avoid these signals.
4. An increase rather than a decrease in the number of accidents.

4-2.3 ENGINEERING STUDIES. In order to take advantage of the favorable and avoid the unfavorable

*Illinois Department of Transportation, Manual on Uniform Traffic Control Devices for Streets and Highways (Springfield, IL: 1973).

aspects of traffic signals, it is necessary that complete engineering studies be made before traffic signals are installed. In addition, continuing studies need to be made to insure proper operation of the signals. The data collected should desirably include the following:

1. Vehicular volume counts showing the number of vehicles entering the intersection from each approach and the direction of their movement (e.g., left turn, straight through, or right turn). Counts should be for at least twelve consecutive hours of an average day (preferably Tuesday, Wednesday, or Thursday), including both the a.m. and p.m. peak hours.
2. Vehicular volume counts during two hours in the morning and two hours in the afternoon during which total traffic entering the intersection is greatest, broken down into fifteen-minute periods and classified by vehicle type (heavy trucks, passenger cars, light trucks, and public transit vehicles).
3. Pedestrian volume counts on each crosswalk during the same periods as the vehicular counts in Item 2 and also during hours of highest pedestrian count if this occurs at some other hour.
4. The 85th percentile speed of all vehicles on the approaches to the intersection. Speed checks should be made at the point nearest the intersection where speeds are unaffected by existing control at the intersection.
5. Condition diagrams showing details of the intersection, including such features as channelization, grades, sight distance restriction, bus stops and routings, parking conditions, pavement markings, street lighting, driveways, location of nearby railroad crossings,

distance to nearest signals, utility poles and fixtures, and adjacent land use.

6. A collision diagram showing accident experience by type, location, direction of movement, severity, time of day, date, and day of week, for at least one year and preferably for three years.

Additional data may also be required at particular intersections where it is necessary to obtain more detailed or more precise data. It is also useful to make vehicle delay studies before and after the installation of the signals to determine the resultant effect upon traffic for use in future considerations.

In considering whether to signalize an intersection, the capacity of the intersection must be reviewed. Widening of both the main highway and the intersecting roadway may be necessary to reduce the delays caused by the assignment of right-of-way at intersections controlled by traffic signals. Widening of the intersecting roadway is often beneficial to the operation of the main highway because it reduces the green time that must be assigned to side street traffic. It is always desirable to have at least two lanes for moving traffic on each approach to a signalized intersection. Additional width may be necessary in order to clear traffic through the intersection effectively. When there is a high volume of turning traffic, it is essential that at least two approach lanes be provided so that through traffic does not have to stop behind vehicles waiting to make a left turn. In urban areas, the effect of widening can often be achieved by eliminating parking at intersection approaches. The length of area where parking must be removed can be determined by the traffic volumes and a determination of the number of cars that will be waiting at the intersection during the heavy traffic cycles.

4-3 WARRANTS FOR TRAFFIC SIGNAL INSTALLATIONS

4-3.1 CONDITIONS. The engineering data described in Section 4-2.3 should be carefully analyzed by a qualified traffic engineer before a determination is made as to whether signals should be installed. Intersections where conditions meet the warrants established in this section may not necessarily be suitable for the installation of signals. Due to many other factors, such as sight distance and width of approach lanes, the installation of signals may create a situation more hazardous and less efficient than the use of some other control device.

For new intersections or where intersection improvements or development of large generators will significantly increase the traffic volumes, traffic signals may be justified when the eighth maximum hourly volume

indicated on an intersection design study for the year of construction exceeds the values stated in the warrants. The eighth maximum daily hourly volume may be estimated to be 55 percent of the thirtieth annual maximum hour.

Signal warrants have been established as a result of careful analysis of traffic operations and other factors at a large number of signalized and unsignalized intersections, coupled with the judgment of experienced engineers. They provide the minimum conditions under which signalization may be justified. It is essential that these warrants be adhered to in order to maintain control over the use of traffic signals. Traffic control signals shall be installed and operated only where one or more of the following warrants exist:

- WARRANT 1 - Minimum Vehicular Volume
- WARRANT 2 - Interruption of Continuous Traffic
- WARRANT 3 - Minimum Pedestrian Volume
- WARRANT 4 - School Crossings
- WARRANT 5 - Progressive Movement
- WARRANT 6 - Accident Experience
- WARRANT 7 - System
- WARRANT 8 - Combination of Warrants

the traffic volumes given in the table below exist on the major street and on the higher volume minor street approach to the intersection and the signal installation will not seriously disrupt traffic flow.

Minimum Vehicular Volumes For Warrant 2

| Number of Lanes for Moving Traffic on Each Approach | | Vehicles Each Hour on Major Street (Total of Both Approaches) | Vehicles Each Hour on Higher Volume Minor Street Approach (One Direction Only) |
|---|--------------|---|--|
| Major Street | Minor Street | | |
| 1 | 1 | 750 | 75 |
| 2 or more | 1 | 900 | 75 |
| 2 or more | 2 or more | 900 | 100 |
| 1 | 2 or more | 750 | 100 |

These major-street and minor-street volumes are for the same 8 hours. During those 8 hours, the direction of higher volume on the minor street may be on one approach during some hours and on the opposite approach during other hours. When the 85th percentile speed of major-street traffic exceeds 40 miles per hour or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the Interruption of Continuous Traffic warrant is 70 percent of the requirements above, in recognition of the differences in the nature and operational characteristics of traffic in urban and rural environments and smaller municipalities. Because of the proximity of intersections and the operational characteristics of traffic, such reductions in required traffic volumes will not apply to locations in Cook, DuPage, and Lake Counties.

When signals are installed under this warrant, they should normally be of the traffic-actuated type.

4-3.4 WARRANT 3 - MINIMUM PEDESTRIAN VOLUME. The Minimum Pedestrian Volume warrant is satisfied when for each of any 8 hours of an average day the following traffic volumes exist:

1. On the major street, 600 or more vehicles per hour enter the intersection (total of both approaches); or 1,000 or more vehicles per hour (total of both approaches) enter the intersection on the major street where there is a raised median island 4 feet or more in width, and
2. During the same 8 hours, there are 150 or more pedestrians per hour on the highest volume crosswalk crossing the major street.

When the 85th percentile speed of major-street traffic exceeds 40 miles per hour or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the Minimum Pedestrian Volume warrant is 70 percent of the requirements above, in recognition of the differences in the nature and operational

4-3.2 WARRANT 1 - MINIMUM VEHICULAR VOLUME.

The Minimum Vehicular Volume warrant is intended for application where the volume of intersecting traffic is the principal reason for consideration of signal installation. The warrant is satisfied when for each of any eight hours of an average day the traffic volumes given in the table below exist on the major street and on the higher volume minor street approach to the intersection.

Minimum Vehicular Volumes For Warrant 1

| Number of Lanes for Moving Traffic on Each Approach | | Vehicles Each Hour on Major Street (Total of Both Approaches) | Vehicles Each Hour on Higher Volume Minor Street Approach (One Direction Only) |
|---|--------------|---|--|
| Major Street | Minor Street | | |
| 1 | 1 | 500 | 150 |
| 2 or more | 1 | 600 | 150 |
| 2 or more | 2 or more | 600 | 200 |
| 1 | 2 or more | 500 | 200 |

These major-street and minor-street volumes are for the same 8 hours. During those 8 hours, the direction of higher volume on the minor street may be on one approach during some hours and on the opposite approach during other hours.

When the 85th percentile speed of major-street traffic exceeds 40 miles per hour or when an intersection lies within the built-up area of an isolated community having a population of less than 10,000, the Minimum Vehicular Volume warrant is 70 percent of the requirements above, in recognition of the differences in the nature and operational characteristics of traffic in urban and rural environments and smaller municipalities. Because of the proximity of intersections and the operational characteristics of traffic, such reductions in required traffic volumes will not apply to locations in Cook, DuPage, and Lake Counties. Signals installed under this warrant may be either pretimed or traffic actuated, except that if signals are installed at an intersection where only 70 percent of the usual volumes are required, traffic-actuated control should be provided.

4-3.3 WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC. The Interruption of Continuous Traffic warrant applies to operating conditions where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or hazard in entering or crossing the major street. The warrant is satisfied when for each of any eight hours of an average day

characteristics of traffic in urban and rural environments and smaller municipalities.

Signals installed under this warrant are normally of the traffic-actuated type with push buttons for pedestrians. If such a signal is installed at an intersection within a signal system, it should be equipped and operated to provide proper coordination.

Signals installed under this warrant shall be equipped with pedestrian indications conforming to the requirements set forth in Section 4-5 of this chapter. Warranted pedestrian signals may be installed at an established mid-block crosswalk provided they are not closer than 150 feet to another established crosswalk or 400 from another signal. Design and installation of mid-block signals shall conform to the standards set forth in this manual.

4-3.5 WARRANT 4 - SCHOOL CROSSING. Traffic signals may be warranted at established school crossings at either mid-block or intersection locations. Warrants are based on the amount of delay to schoolchildren using the crosswalk while waiting for a gap in traffic adequate to safely cross the street. Details of warrants, design, and operation of school signals are covered in Section 5-4.

4-3.6 WARRANT 5 - PROGRESSIVE MOVEMENT. A traffic signal that would not be justified under any of the preceding warrants may be justified as a part of a signal system if the proposed installation is necessary to maintain group movement or desired group speed.

The installation of a signal according to this warrant should not be considered where the resultant signal spacing would be less than 1,000 feet.

4-3.7 WARRANT 6 - ACCIDENT EXPERIENCE. The Accident Experience warrant is satisfied when:

1. Adequate trial of less restrictive remedies with satisfactory observance and enforcement has failed to reduce the accident frequency; and
2. Five or more reported accidents, of types susceptible to correction by traffic signal control, have occurred during each year for two consecutive years; and
3. There exists a volume of vehicular and pedestrian traffic not less than 80 percent of the requirements specified either in the minimum vehicular volume warrant, the interruption of continuous traffic warrant, or the minimum pedestrian volume warrant; and
4. The signal installation will not seriously disrupt

progressive traffic flow.

Signals should never be installed solely because of a spectacular or much-publicized accident. Thorough analysis of the accident records should be made to determine if signals are likely to cause an increase rather than a decrease in accidents.

Signals installed under this warrant should normally be traffic actuated.

4-3.8 WARRANT 7 - SYSTEMS WARRANT. A traffic signal installation may be warranted at some intersections to encourage concentration and organization of traffic flow networks. The Systems warrant is applicable when the common intersection of two or more major routes has a total existing or one-year projected entering volume of at least 800 vehicles during the peak hour of a typical weekday or during each of any five hours of a Saturday and/or Sunday.

A major route, as used in the above warrant, must have one or more of the following characteristics:

1. It is part of the street or highway system that serves as the principal network for through traffic flow.
2. It connects areas of principal traffic generation.
3. It serves as a connector to freeway or expressway ramp terminals.
4. It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.

Because this warrant is intended for through streets, it would not be applicable on streets that have stop or yield control at any intersection within the normal limits of signal interconnection as defined in Section 4-4.14.

4-3.9 WARRANT 8 - COMBINATION OF WARRANTS. Signals may occasionally be justified where no one warrant is satisfied but two or more of warrants 1, 2, and 3 are each satisfied to the extent of 80 percent or more of the stated values.

Adequate trail of other remedial measures that cause less delay and inconvenience to traffic should precede installation of signals under this warrant.

Where a 70 percent reduction is permitted in warrants 1, 2, and 3, the 80 percent value required in this warrant should be taken from that reduced value.

APPENDIX D

SOCIAL SERVICES

The following agencies and organizations provide social services and programs which are available to the residents of the Northeast neighborhood. Some of these agencies and organizations are located or conduct their programs in the Northeast neighborhood.

1. Boy Scouts of America - Rainbow Council
2600 Winterbottom Road
Morris, IL 60450
945-4450
8 a.m. - 9 p.m. M, 8 a.m. - 5 p.m. T - F.

Boys ages 8 - 18 can join. The cost is \$2.00 per year. Individual dens meet at various locations throughout the area.

2. CETA (Comprehensive Employment Training Act)
68 N. Chicago Street
727-8757
9 a.m. - 5 p.m. M - F

Screening and placement of unemployed residents of Will and Grundy counties in various CETA training programs. Job placement, counseling, and referral are also offered.

3. George Werden Buck Boy's Club
226 E. Clinton St.
729-1731
4 p.m. - 8:30 p.m. M - F, 9:00 a.m. - 5:00 p.m. Sat. and school holidays

For boys and girls age 6-18. Programs offered are tutoring, employment assistance, seasonal team sports, arts and crafts, weekend camping, modern dance, gymnastics, and tumbling. Dues are \$3.00 per year.

4. Girl Scouts - Trailways Council
220 N. Broadway St.
723-3449
9 a.m. - 5 p.m. M - F

For girls age 6 - 17. There is a \$2.00 per year membership fee. Troops meet at sites throughout the county.

5. Hope Clinic, Inc.
629 Collins Street
726-0663

Monthly diabetic weight control classes are open to the public, as is weekly hypertension screening (Wednesdays between 10:00 a.m. and 5:00 p.m.). Counseling on prenatal care and public assistance are given to clinic patients.

6. Joliet Adult Education Center
1200 Larkin Avenue
725-0314 (school hours), 725-6631, ext. 35 (other times
10:00 - 12:00 M-F, 6:30 - 8:30 p.m. M-W, 1:00 - 3:00 T-H-F

For adults who want to obtain a high school diploma or
who want an educational refresher. NO FEES.

7. Joliet Metropolitan YMCA
Greater Joliet Area
215 N. Ottawa
740-3310

8 a.m. - 5 p.m. M - Saturday

| | | |
|-------------------------------------|------------------------------------|---|
| Gerald Galowich YMCA 749 Houbolt | Briggs St. YMCA 1350 Briggs St. | Clarence C. Warren YMCA 472 S. Joliet Street |
|-------------------------------------|------------------------------------|---|

Recreation and education programs for people ages 6 and over.
Fees vary with activities.

8. Joliet Park District
564 N. Chicago Street
727-4824

8 a.m. - 5 p.m. M - F

Recreational sports, arts and crafts classes, dancing, day
camping, and a nature museum are available for children and
adults. Fees vary with programs.

9. Joliet Public Library

Main Branch
150 N. Ottawa
727-4726
9 a.m. - 9 p.m. M - F
9 a.m. - 4 p.m. Sat.

East Branch
606 E. Cass
726-4360
8:30 a.m. - 5:00 p.m. T-W-Th.
11:30 a.m. - 8:00 p.m. Fridays
8:30 a.m. - 5:00 p.m. Saturdays

Books, magazines, films, newspapers, cassettes, framed prints,
talking books for the blind, are available. Arts and crafts
programs are offered at the East Branch. No fee for the City of
Joliet residents, \$25 for non-residents.

10. Joliet Public Grade School District #86
Division of Special Services
420 N. Raynor Avenue
740-3196
8:00 a.m. - 4:30 p.m. M - F

Parent and infant education, speech and language therapy,
special education, counseling, preschool screening and referral,
and hospital or homebound instruction are all available to any
child residing within District #86. Several special preschool
programs are operated by District #86, including:

- (a) Title I Program Preschool
McKinley Park School
9:30 a.m. - 2:15 p.m. M - F

For children 4 years of age from Title I (low income school districts. Emphasis is on language development.

- (b) Bilingual Program Preschool
Eisenhower School

Morning and afternoon sessions are offered, primarily for eastside residents.

- 11. Joliet Township High School District #204
201 E. Jefferson Street
727-6890
7:30 a.m. - 4:00 p.m.

District #204 offers the Community Service Aid Program to disadvantaged youth ages 14-21. The program assists in career exploration and provides on-the-job training in various career areas, especially in the public service sector. Alternate Schools I and II are for students who are unable to complete school in a traditional setting. Students are referred from District #204 and are given diagnostic testing, guidance, and work experience.

- 12. Joliet-Will County Community Action Agency
57 W. Jefferson St.
8:30 a.m. - 5:00 p.m., M - F

The following programs are offered through the Jefferson St. office unless otherwise noted:

- (a) Can-Do Program (727-8910): Low income mothers who are heads households are given employment and job training advice and assistance, consumer education, counseling, and encouragement to raise self esteem.

- (b) Foster Grandparents (727-8960): Senior citizens interact with children. Hot meals and monthly trips are provided.

- (c) Head Start (727-7127) 8:30 a.m. - 2:00 p.m. M-F: Preschoolers who are handicapped or from low income homes are eligible. Includes physical examinations, hot meals, and free transportation. In the Northeast neighborhood, Bethlehem Lutheran Church is the site of the Head Start bilingual program.

Bethlehem Lutheran Church
412 E. Benton Street
726-4461
8:00 a.m. - 1:30 p.m. M - F

- (d) Manpower, Inc. (726-4406): Work experience, counseling, testing, job referral, skills training, and classroom instruction for unemployed persons 16 years and older. Minimum wage is paid.

- (e) Nutrition Program: Daily lunches (M-F) are available for a small donation or no cost to anyone age 60 or older, providing reservations are made one day in advance. The nearest Dining Room for the Elderly for Northeast neighborhood residents is the Senior Services Center of Will County, 310 N. Joliet Street, 723-9713.

(f) Youth Development Program (723-1351) 8:30 a.m. - 9:00 p.m. M-F: Includes training in auto mechanics, running a retail food cooperative, and a tutorial program for low income youths ages 12-21. The Johari Communicative Skills Workshop improved skills through theater, art, photography, music, and a newsletter.

14. Kankakee-Will County Citizens Council
Learning Skills Center
61 W. Clinton
723-7117
8:00 a.m. - 8:00 p.m. M - F

For Will and Kankakee County residents age 16-21 who are dropouts, unemployed, underemployed, or disadvantaged. Program provides 4 hours of daily instruction, General Equivalency Diploma (GED) testing, and work experience for a non-profit agency at a minimum wage.

15. Morning Star Mission
460 Collins Street
722-5180
6:30 - 8:00 a.m.; 11:00 a.m. - Noon; 4:00-9:00 p.m.

Overnight housing, a meal, gas allowance, and minimum bus fare offered to all sober and needy persons for no fee.

16. Neighborhood Centers, Inc.
229-1/2 Collins Street
722-3487
8 a.m. - 5 p.m., 6-8 p.m., M - Sat.; 8 a.m. - 3 p.m. Sun.

Activities and services for low income and unemployed residents of Joliet including summer sports, field trips, swimming lessons, supervised play, mini-classes for grades K-4, and citizens' action support. No fees.

17. Parents Who Care
612 Francis Ave.
723-2311 (for information)

An association of Northeast neighborhood parents who provide recreation opportunities for neighborhood children in hopes of fighting juvenile delinquency.

18. Peoples Alliance for Political Action (PAPA)
725-0315

PAPA is currently in charge of boxing and wrestling programs for Northeast neighborhood boys, held every day but Sunday at the Hartman Field recreation building.

19. Senior Services Center of Will County
310 N. Joliet St.
723-9713
8:30 a.m. - 4:30 p.m. M - F

Any Will County resident age 55 or older can join. The center offers a wide range of cultural, educational, social, and recreational activities. The \$3.00 membership fee is voluntary.

20. SER Jobs for Progress, Inc.
155 E. Jefferson Street
727-4545
9 a.m. - 5 p.m. M - F

For Will and Grundy County residents. Employment, job training, GED testing, and English classes for unemployed and poverty level persons, especially minorities.

21. Spanish Center
205 N. Herkimer St.
727-3683

Services include translation, transportation, food, immigration services, food stamp assistance, court interpretation, counseling, and employment assistance. The Center houses the Joliet Diocese for Spanish Speaking Persons, and the Latin American Task Force, which trains Spanish-Speaking individuals in the construction trades.

22. University of Illinois Cooperative Extension Service
100 Manhattan Road
727-9296
8:30 a.m. - 4:30 p.m. M - F

Cooperative Extension agents will give information and programs on subjects related to home making, nutrition, home maintenance, landscaping, gardening, wildlife, carpentry, and outdoor education. Will County 4-H, for boys and girls age 10 years and older, is also offered through the Extension Service. Activities relate to hobbies, skills, leadership training, and recreation. 4-H will train adults to be 4-H leaders.

23. Vilaseca
210 N. Herkimer St.
727-1467
6:30 a.m. - 5:00 p.m. M - F

A preschool and day care center for children between the ages of 2 and 8. The fee is \$15 per week (\$3.00 per day) but varies according to parents' income. The program is bilingual.

24. Will County Sheltered Workshop, Inc.
455 E. Cass Street
727-3627
8:00 a.m. - 4:30 p.m. M - F

Work training and experience for physically, emotionally, and mentally handicapped persons age 16 and older.

APPENDIX E

NEIGHBORHOOD ORGANIZATION

1. THE FUNCTION OF NEIGHBORHOOD ORGANIZATIONS

Neighborhood organizations perform many functions, among which is the creation of a sense of community among neighbors. Through meeting and working together, people learn the importance of being good neighbors and taking mutual responsibility for neighborhood improvement. Probably the most important function of a neighborhood organization is to be effective in solving neighborhood problems. By being part of a neighborhood organization, an individual's opinions and ideas can be expressed within the context of a larger group so that they take on a greater degree of importance in the eyes of decision makers. Neighborhood organizations are effective because they represent the wishes of many people who are willing to combine their efforts to bring about needed changes. Neighborhood organizations can also serve an educational function. Regular meetings provide an opportunity for presentation of various types of useful information to members.

2. FORMATION OF NEIGHBORHOOD ORGANIZATIONS

Neighborhood organizations are usually formed by the residents of an area in response to common concerns. The size of the "neighborhood" depends upon the scope of the problem(s) to be tackled by the organization. Neighborhood organizations may also be initiated by outsiders who are seeking the assistance or advice of neighborhood residents. City government itself is often the impetus behind neighborhood organizing efforts because it looks to the organizations as representative of the voice of the people.

Once formed, decisions about the organization's goals and operating procedures must be made by members. All decisions should be recorded and voted upon to insure their permanency, limit confusion, and assure the continuity of the organization over the long run. A written constitution is a statement of the organization's goals. The constitution's bylaws are a detailed description of the methods which the organization intends to employ in pursuing its goals. Bylaws should include the following articles:

- a. The name of the organization.
- b. The purpose of the organization.
- c. Qualifications for and types of membership.
- d. The titles of the officer positions and their responsibilities.
- e. Election of officers, how and when.
- f. Meetings, how often they are to be held, and how to call them.
- g. The Board of Directors (if any) and its responsibilities.
- h. Committees names, and purposes, if any.

- i. Parliamentary authority or rules of order to be used.
- j. Process of constitutional and bylaw amendment.
- k. Constitutional review process.*

3. MAINTAINING AN ACTIVE NEIGHBORHOOD ORGANIZATION

The most difficult aspect of neighborhood organizing is maintaining the interest of members. Organization goals and activities must continually be assessed in light of changing neighborhood attitudes and issues. Projects undertaken should have visible results by which to measure progress being made in improving the neighborhood. Making sure that the Northeast Neighborhood Plan does, in fact, become reality should be of major concern to the Northeast Neighborhood Organization. Implementation of most of the plan recommendations depends upon the involvement of neighborhood organizations.

a. Projects Requiring Indirect Participation by Neighborhood Organizations.

- (1) Representatives of neighborhood organizations should attend all public meetings of concern, participate in all relevant public hearings, and monitor all standing committees and boards which regularly make decisions affecting the neighborhood.
- (2) Neighborhood residents should keep abreast of all neighborhood problems which require outside assistance, report them to the proper authorities, and follow up on complaints.

b. Projects Requiring Direct Participation by Neighborhood Organizations.

- (1) Several recommendations in the Northeast Neighborhood Plan call for specific actions by the neighborhood organization.
 - (a) Urge East Joliet Bank to landscape its property.
 - (b) Monitor the railroad companies' efforts in cleaning up problem situations.
 - (c) Organize a Spring Creek clean-up event.
 - (d) Contact rental property owners about improving their properties.
- (2) Other activities not mentioned in this plan, but which could be undertaken by neighborhood organizations include:
 - (a) Block parties.
 - (b) Membership drive.
 - (c) Fund raising activities.
 - (d) Publication of a neighborhood newsletter.

*Roberts Rules of Order (Revised).