

C. Transportation

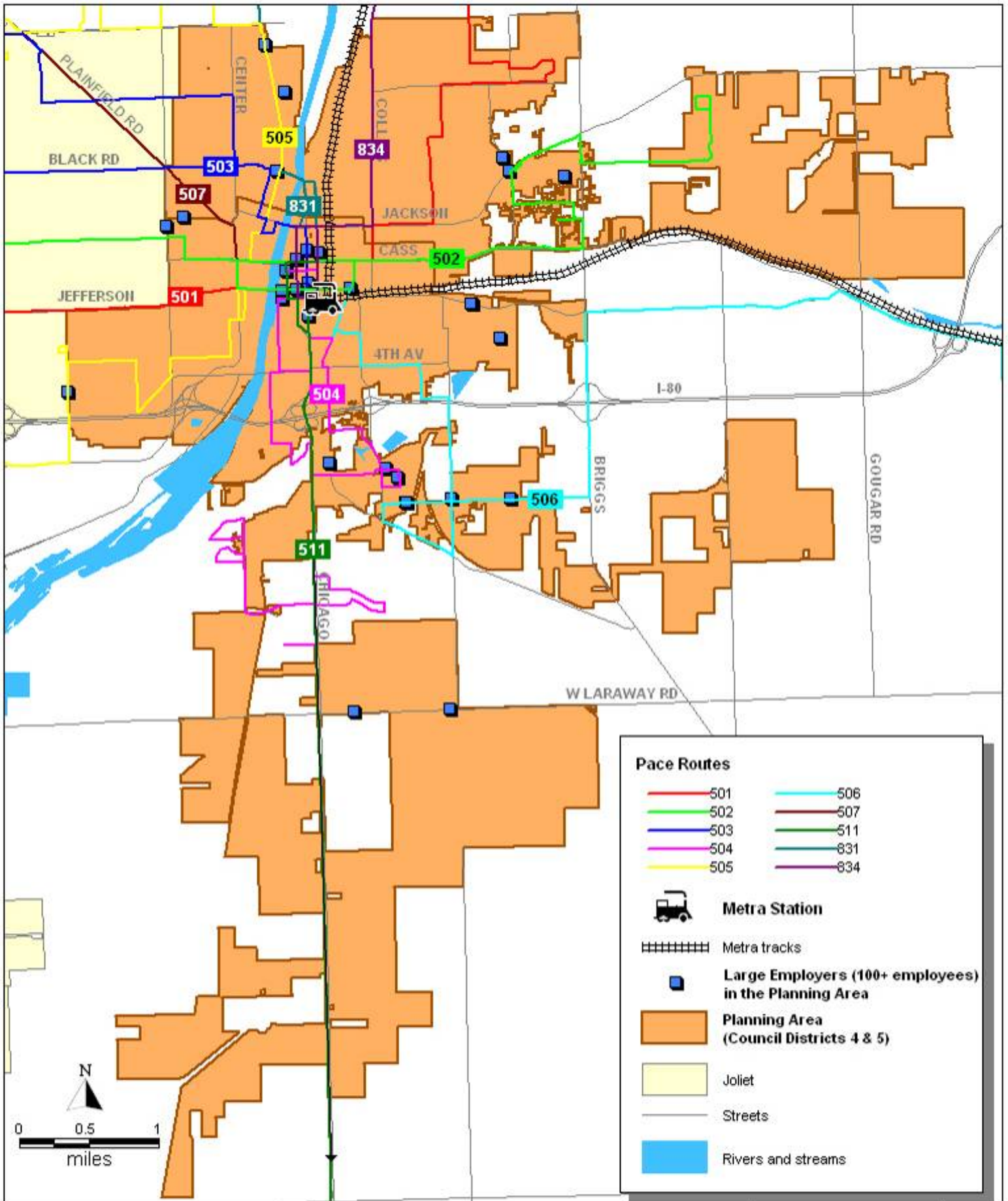
Key Findings

Overview

As in other sections of the Quality of Life (QOL) Plan, this section on transportation focuses on Joliet City Council Districts 4 and 5, the Planning Area for this project. The Planning Area is a community with major geographic and transportation assets that can be leveraged to enhance residents' quality of life. However, challenges are entailed in utilizing these assets to their full potential:

- The Planning Area is surrounded by job sites, shopping centers, recreational and educational opportunities, but residents need efficient transportation access to these assets in order to use them. Furthermore, the Planning Area today contains few industrial job sites, large retail stores, or several other types of destinations that many residents need to reach on a regular basis, so that ready access to sites outside of the area is not only desirable but necessary. This access is problematic for households that do not own a car for every adult.
- The Planning Area itself is extensive and residents often need to travel several miles to reach destinations within it. When destinations do not lie on a direct bus route from a resident's home, car travel becomes necessary and problematic for households that do not own a car for every adult.
- The Planning Area enjoys public transportation services including Metra and Amtrak rail lines to Chicago and ten Pace bus routes. However, these services need to be enhanced and supplemented with non-conventional transportation alternatives in order to provide practical options to car travel.
- The Planning Area and adjoining districts of Joliet contain many worthwhile destinations that youngsters and adults could reach by walking or biking, to the benefit the travelers and the community. But the pedestrian and bicycle routes need to be studied and improved to ensure safe and frequent use.

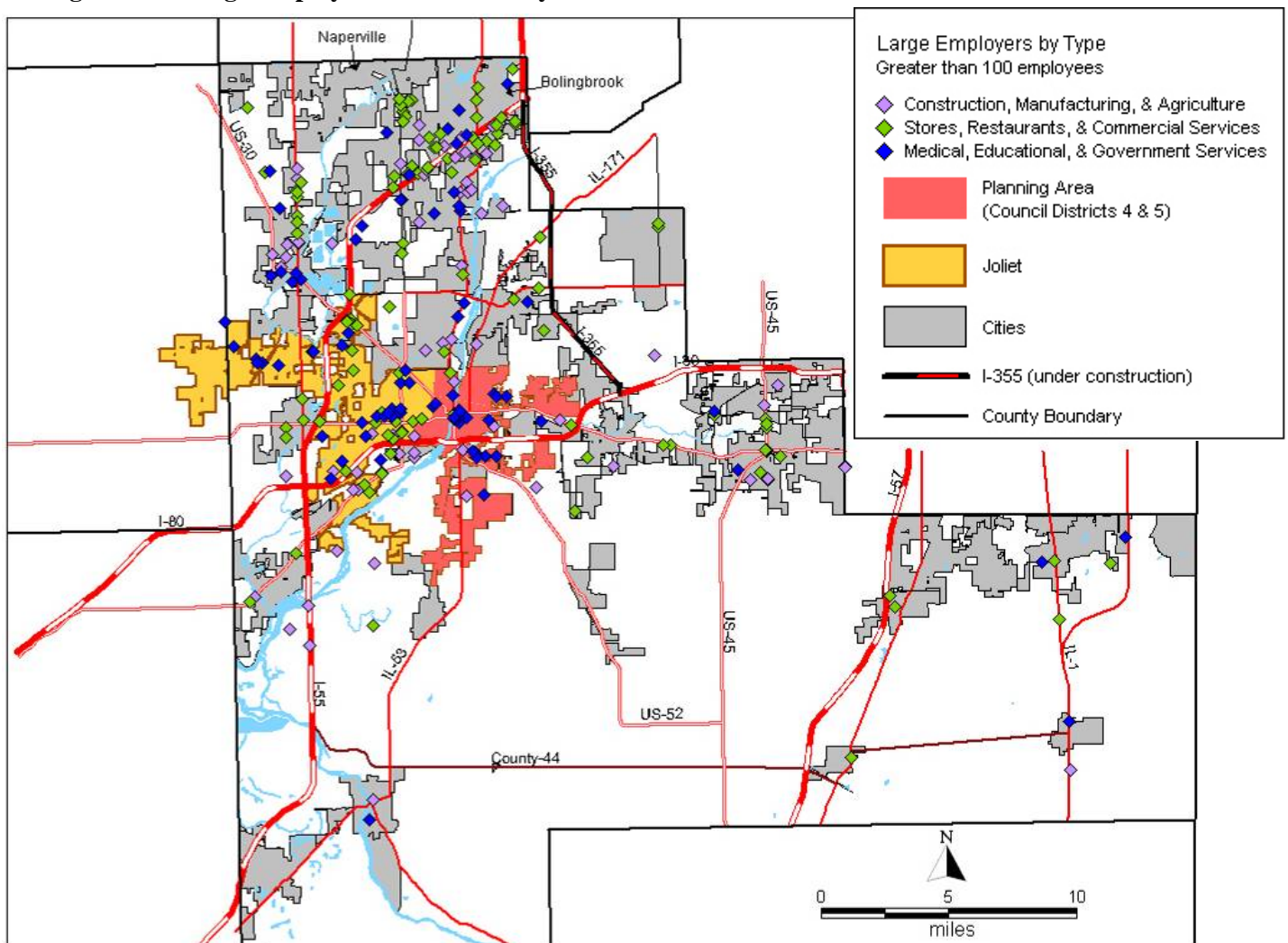
In the following pages these points are developed as the background for action proposals.



Nearby Opportunities

Large sections of the Planning Area contain fewer employment centers, large shopping complexes, and recreational facilities, or adult education institutions than neighboring areas along the I-55 and I-80 corridors. For example, the accompanying map (Figure C-2) shows how the 308 Will County employers with more than 100 workers are clustered along the expressways and in Joliet outside of the Planning Area. Similarly, large retail businesses (including supermarkets and name brand discount stores) are absent from Planning Area neighborhoods but abundant just beyond the Planning Area and along expressways. The opening of I-355 will generate another corridor of desirable destinations that will be close to, though not in the Planning Area. These assets of the surrounding area are potentially valuable to Planning Area residents, to the extent that residents have convenient and reliable transportation to reach them.

Figure C-2. Large Employers in Will County



Source: Reference USA Business database, 2007

Households with No Car or a Single Car

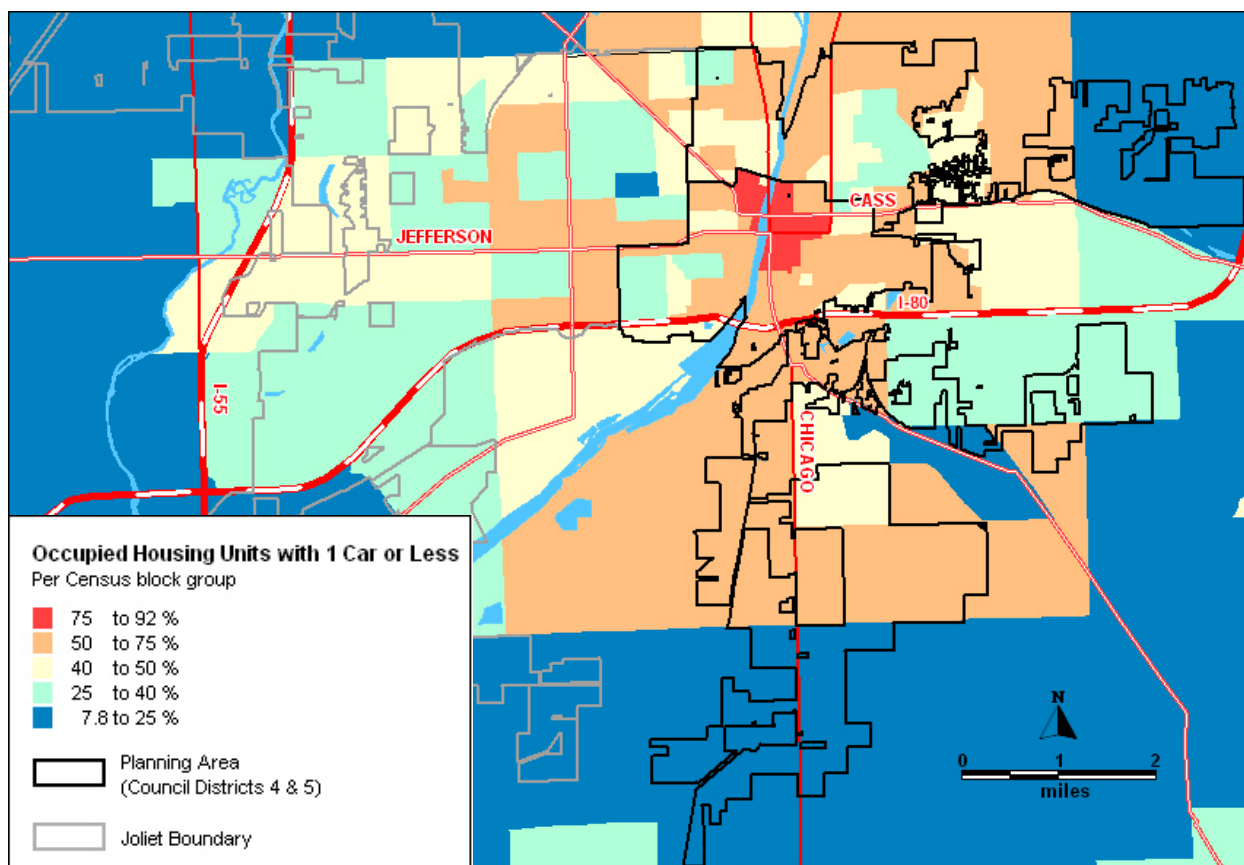
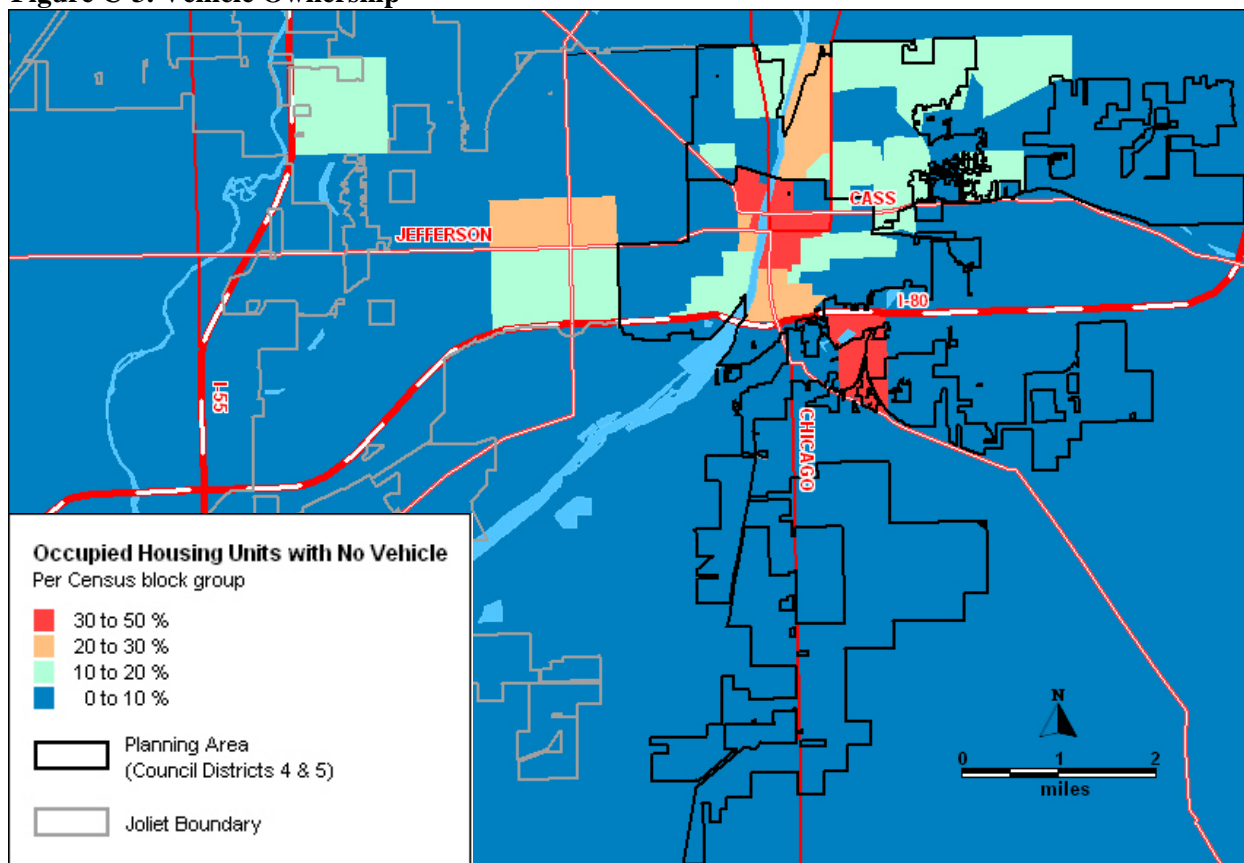
Some Planning Area residents who face difficulty in reaching the assets of surrounding areas are those that do not own a car or do not own a car for every adult in the household. Per the following chart, in the most recent census, 2,297 Planning Area households (10.2% of all Area households) did not own a car. This compares with 4.4% of households in Joliet outside of the Planning Area that do not own a car, and 3.0% of households in Will County outside of the Planning Area that do not own a car. Also, approximately 8,892 Planning Area households (39.0% of all Area households) owned only one car during the last census. This compares with 28.7% of households in Joliet, outside of the Planning Area that owned just one car and 23.7% of households in Will County outside of the Planning Area that owned only one car.

Table C-1. Households with No Car or Single Car

	Total Population	Total housing units	No vehicle available	% of total housing units	1 vehicle or less	% of total housing units
Planning Area:	70,036	22,427	2,293	10.2%	11,178	49.8%
Joliet:	106,157	36,199	3,069	8.5%	15,634	43.2%
Will County:	502,266	175,524	6,673	3.8%	49,834	28.4%

Housing units in which the residents do not own a car or own just one car are geographically concentrated. Of the 3,069 housing units in which the residents do not own cars in Joliet, more than two thirds are located in the Planning Area; and of the 6,673 housing units in which the residents do not have cars in Will County, one third lived in the Planning Area. Similarly, of the 15,634 households in Joliet in which the residents own one car or less, approximately half are located in the Planning Area; and of the 34,269 housing units in which the residents own a single car or less in Will County over a quarter live in the Planning Area. Also, as the accompanying maps (Figure C-3) illustrate, households without cars or with one car are concentrated in the Planning Area, in Downtown Joliet and in some neighborhoods. In most neighborhoods that line the east side of the River, more than 20% of households have no car, and in extensive areas of the Planning Area more than 10% of households own no car. In the Planning Area as a whole approximately half of the households own one car or none.

Figure C-3. Vehicle Ownership



Source: US Census, 2000

Lack of car ownership is a problem because the dispersed development patterns in Joliet and Will County impose serious limitations in the range of job locations, educational institutions, stores, medical services, and recreational programs that residents can reach regularly, reliably, and with reasonable efficiency if they do not have a car. The level of difficulty that ownership of just one car imposes on residents is of course influenced by household size. Ownership of just one car is only problematic if a household has more than one adult. However, if a household has more than one adult and a single car, the second or third worker will probably need to find another means of commuting. Also, if a primary worker is using the household's only car to commute, the household will find difficulty in making the numerous trips to such necessary destinations as school, shopping, medical appointments, or childcare. Unfortunately public data does not tell us the composition of households by car ownership. However, Census data does inform us that single person households are only slightly more common in the Planning Area than in Will County as a whole, while median household size is just as large in the Planning Area as in Will County as a whole. So lack of car ownership is certainly a problem for thousands of Planning Area residents who own a single car as it is for those who do not own a car.¹²

Public Transportation Can Make a Difference

The Joliet area's public transportation system could mitigate many of the problems of limited car ownership for Planning Area residents. When a transit system provides frequent and reliable service to numerous attractive points of destination it can do more that compensate for car ownership; it can become the transportation mode of choice. For example, the Chicago Transportation Authority (CTA) has many problems as an operating system, but it performs well

¹² Household size and car ownership in the Planning Area and Will County:

	Planning Area	Will County
Total Population	70,036	502,266
Average household size	3.02	2.94
Households	22,797	167,542
% 1 person households	23.9%	17.8%
Total housing units	22,427	175,524
% of housing units with no vehicles available	10.2%	3.8%
% of housing units with 1 vehicle or less available	49.8%	28.4%

Car ownership figures are from 2000 Census block group data. Census data report cars owned per the residents of a housing unit. In some cases multiple households reside in one housing unit. To the extent that multiple household occupancy exists, the number of households without cars will be larger than the number of housing units in which the residents do not own cars. As a convention to streamline the text, this section generally refers to housing units in which the residents do not own a car as households without a car. These figures are always a slight understatement of the number of households without cars, because of multiple household occupancy of housing units.

Also in regard to households with one car, we note that the number of single person households in the Planning Area is not significantly different than in Joliet as a whole. In the Recreation section of the Plan, regarding ease of access to recreation facilities, we note that the number of single parent households is considerably higher in the Planning Area than in Joliet as a whole. It should be noted that the number of single person households and single parent households are entirely different figures.

enough that 70% of its riders are passengers of choice.¹³ These transit riders own cars or have sufficient wealth that they could readily become car owners; yet they find the transit system more convenient, or economical, or predictable, or socially responsible, or see some combination of these reasons for taking public transportation. Because the public transportation system in Chicago attracts such riders, it provides 26% of the commuter trips in the city and levels as high as 49% for some neighborhoods. So public transportation in Chicago significantly mitigates traffic congestion, air pollution, and parking problems. In some of Chicago's most prosperous neighborhoods, the percentages of households with no car or a single car are higher than in the Planning Area, as a result of relatively compact development patterns coupled with effective public transportation service.¹⁴ Does public transportation in Joliet (operating in a low-density development environment compared to Chicago) provide service that effectively compensates for some households' lack of car ownership and give an option of choice to a significant number of residents? The information in the following paragraphs addresses this question.

On an average weekday, 2,000 passengers board or exit Metra trains in Joliet, most traveling to or from Chicago. On an average weekday 4,000 passengers ride one of 10 Pace bus routes that pass through the Planning Area (taking the paths shown in the Figure C-4 and providing the frequency of service shown in Table C-2).¹⁵ Pace in cooperation with local townships provides scheduled individual public transportation for seniors and individuals with special needs, a program that served an average of 14 people per day in Joliet Township in 2006. Pace also coordinates van/car pools for commuters, although no formal van pools currently operate with Pace facilitation in the Planning Area. Overall, in the Planning Area, 3% of workers commute by public transportation: 2 % by rail, 1 % by bus, as well as 14 % by van or car pool (which are informally organized by local residents).

Table C-2. Pace Route Frequencies

Weekday				
Route	Name	Number/day	Frequency	Hours
501	West Jefferson	25	1/2 hourly	6am-7pm
	Forest Park	17	Hourly	6:30am-7:30pm
502	Marquette Gardens	12	Hourly	6am-5pm
	Cass Street	12	Hourly	6am-5pm
503	Black Road-Raynor Park	13	Hourly	5:30am-5:30pm
504	South Joliet	13	Hourly	5:30am-5:30pm
505	Lidice	12	Hourly	6am-5pm
	Rockdale	12	Hourly	6am-5pm
Route	Name	Number/day	Frequency	Hours
506	E Washington/New Lenox	12	Hourly	6am-5pm
507	Plainfield	13	Hourly	6am-6pm
511	Elwood-Centerpoint Intermodal Center	2	-	6am and 3pm
831	Joliet-Midway	6	Every 3 hours	rush hours
	Joliet-Midway -- Lemont/Willow Springs	3	-	rush hours

¹³ Statement of CTA President Ronald Huberman, addressing the organization Business Leaders for Transportation on June 8, 2007.

¹⁴ US Census 2000 data.

¹⁵ Metra data from 2002, Pace data is for the 2nd quarter of 2007.

834	Joliet-Yorktown	12	Hourly	5am-6pm
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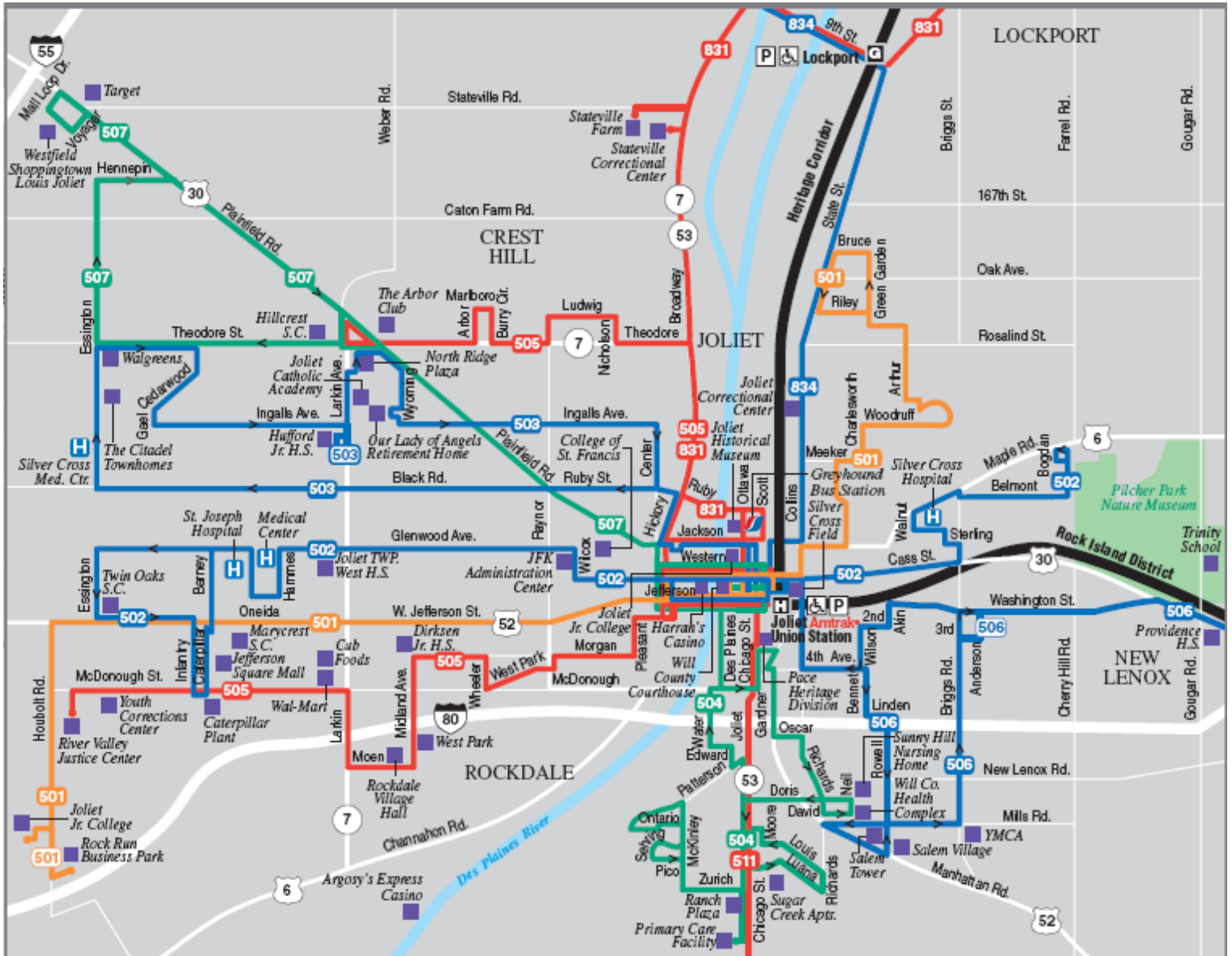
Saturday				
Route	Name	Number/day	Frequency	Hours
501	West Jefferson	9	Hourly	9am-5pm
	Forest Park	10	Hourly	10am-7pm
502	Marquette Gardens	7	Hourly	10am-4pm
	Cass Street	8	Hourly	8:30am-4:30pm
505	Lidice	8	Hourly	10am-5pm
505	Rockdale	8	Hourly	10am-5pm
507	Plainfield	10	Hourly	9am-6pm
831	Joliet-Midway	4	-	2 morning to, 2 afternoon return
834	Joliet-Yorktown	7	Hourly	9am-4pm

These low levels of public transit use in a community with low levels of car ownership and major employment centers that exist within ten miles but not in the community indicate that the public transit system is not providing an adequate or desirable alternative for many residents. This is not surprising in light of the implications of an intra-county public transit system that consists largely of fixed bus routes running on hourly schedules that end at 5:00 or 6:00 p.m. For example, a worker who wanted to commute from a neighborhood east of the river to an industrial job in the I-55 corridor would need to catch the hourly bus closest to his or her home and transfer to another bus Downtown. With walking time to and from bus stops and margins for not missing the hourly bus or connection, the commute might take 1 to 2 hours each way and fit within the limits of an ordinary working life, provided that buses and connections were rarely missed and that work never extended into the evening. Low levels of Pace commuter ridership indicate that this is not a series of contingencies many workers want to accept. The relatively high levels of commuting by informal van or car pools indicate that many residents are solving their transportation problems as well as they can by working out deals with their neighbors who have cars.

Public data do not tell us the extent to which Planning Area residents' actual ability to reach important destinations regularly is limited by the service limitations in the public transit system, however, Planning Area stakeholders and residents have consistently explained that public transit use is limited because current services do not permit many residents to reach jobs, necessary shopping, or education, recreation, or medical services on a regular basis. In interviews with individual stakeholders from a wide range of fields, at least 20 interviewees identified inadequate public transportation as a significant reason why Planning Area residents could not find or retain jobs, purchase nutritional food or other necessary goods within limited household budgets, complete work training or other education courses, or access recreation facilities. In community meeting break out sessions, needs for public transportation improvements were cited as critical community problems 8 times, and 78 meeting participants "voted" to list these identified needs for public transportation improvements among the three most important points raised in their sessions. The large majority of community stakeholders and residents commented on Pace bus services, the usual means of public transportation within the Joliet area. Frequently, bus services along fixed routes were described as reliable during their scheduled hours of operation. Commonly perceived deficiencies included:

- Short hours of operation along fixed bus routes, not extending into early morning or evening periods
- Infrequent service on fixed routes making connections to other public transportation very difficult
- Long walks from some neighborhoods to any route service
- Lack of bus shelters
- Unsafe conditions for pedestrians accessing bus stops

Figure C-4. Pace Bus Routes in Joliet



From RTA System Map, January 2007

Agency Proposals for Bus Service Improvements

When Pace officials were interviewed to provide information for this plan, they were not surprised by nor did they disagree with any of the needs for improved service noted by community stakeholders and residents. Since 2004 Pace has been conducting research in Will County in order to plan service improvements, and Pace has verified all of the perceived service problems noted above.

Within the limitations of its resources, Pace proposes to improve its service along the lines indicated by community comments. Proposed Pace service improvements are summarized in the following chart (Table C-3), and in the detailed in Appendix C. In general these improvements will provide increased access from Downtown Joliet and some Planning Area neighborhoods to employment centers, longer hours of operation for some major routes, and increased access to hospitals from Planning Area neighborhoods. Pace also proposes to maintain some service (such as the 504 Bus that serves the extreme southern end of the Planning Area) even though ridership is extremely low, because residents would have no public transit alternative without this service. For Route 504 in particular, Pace proposes to convert the portion of the route south of I-80 into a dial-a-ride type service. Buses would run a fixed route until a certain point, then pick up and drop off people as requested (via calling an operator or speaking to the driver) before returning to the fixed route north of I-80.

In the view of this plan’s consultants, Pace’s proposed improvements will either improve service or modify routes in ways that will reduce costs while having minimal impact on the quality of service. So these changes are generally positive, but they will need to be supplemented with other measures to provide Planning Area residents with desirable alternatives to car travel.

Pace’s planned service improvements are grouped according to the agency’s resources. Along with other transit agencies in Northeastern Illinois and their civic supporters, Pace is now seeking funding through the State Legislature to sustain and improve service.

It is notable that Pace is a relatively flexible public transit agency, open to non-traditional modes of service with a demonstrated interest in working with its constituent communities. In various parts of the Chicago region Pace has partnered with communities to provide circulator services with small busses or vans that connect points of service, provide dedicated service to particular major job sites, and work with a range of local entities to support car and van pool services.¹⁶

Table C-3. Proposed Changes to Joliet Routes¹⁷

Route	Name	Proposed Changes: Early 2008	Proposed Changes: Future date
501	Forest Park/West Jefferson	Adjust routing south of Joliet Jr. College, extend evening hours of service	

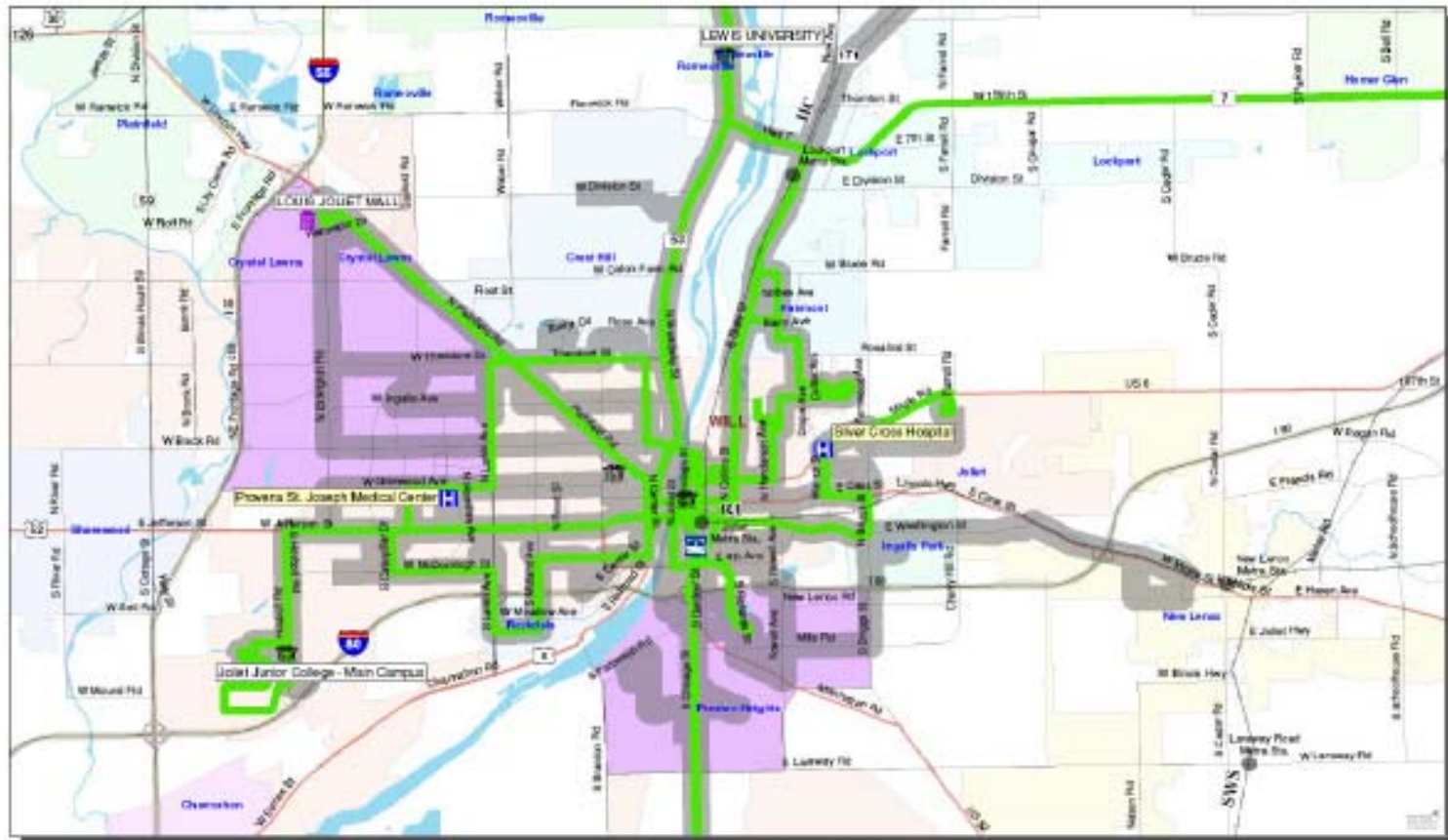
¹⁶ Pace Bus website: <http://pacebus.com>

¹⁷ Changes to be made in early 2008 are within the current funding capabilities of Pace, though delayed due to the current transit funding crisis. Changes proposed for some future date, as yet undetermined, will only be implemented should Pace receive additional funds from the State Legislature.

502	Cass/Marquette Gardens	Restructure Marquette Gardens branch to serve high-ridership sites along it and Rtes. 503 and 505 Lidice, discontinue Cass St. branch (see Rt. 506)	Add a 6:10pm weekday trip
503	Black Road/Raynor Park	Discontinue route (see Rt. 502, West Joliet Dial-a-Ride)	
504	South Joliet	Operate fixed route between Joliet City Center and Will Co. Health Complex, operate on-demand service each trip in Preston Heights and South Joliet similar to dial-a-ride service	Add a 6:10pm weekday trip
505	Rockdale/Lidice	Discontinue Lidice branch (see Rt. 502), streamline Rockdale branch and end route at Provena St. Joseph Hospital	Add a 6:10pm weekday trip
506	E Washington - New Lenox	Restructure route to serve high-ridership sites along it and Rt. 502 Cass Street	Add a 6:10pm weekday trip
507	Plainfield	Operate on Plainfield Rd. in both directions (see West Joliet Dial-a-Ride for service on Theodore and Essington), increase rush-hour and evening service	Increase service during midday periods
511	Joliet-Elwood-Centerpoint Intermodal Center	Extend route to northeast Joliet, add weekday and weekend round-trips	
831	Joliet-Midway	Operate between Joliet and Orland Square only via 159th St., discontinue service via Lemont (no alternate service in area) and north of Orland Square (see Rtes. 384 and 386)	More convenient connection to Midway CTA Station via Rt. 379
834	Joliet-Yorktown	Serve Bolingbrook Park & Ride during rush hours to connect with new Rt. 837, discontinue Greenleaf/Innsbruck Apartments loop, discontinue one weekday afternoon southbound trip and add an evening round-trip	
NEW	Channahon Dial-a-Ride		Operate dial-a-ride service open to general public in Channahon area with connections to Joliet transfer points
NEW	Shorewood Dial-a-Ride		Operate dial-a-ride service open to general public in Shorewood area with connections to Joliet transfer points
NEW	West Joliet Dial-a-Ride	Operate dial-a-ride service open to general public in west/northwest areas of Joliet during midday hours (replaces portions of Rtes. 502, 503, 505, 507)	Add rush-hour service

Source: Pace Website - http://www.pacebus.com/sub/initiatives/south_cook_will/proposed_changes.asp

Joliet Area: Proposed Late 2007 Service Coverage*



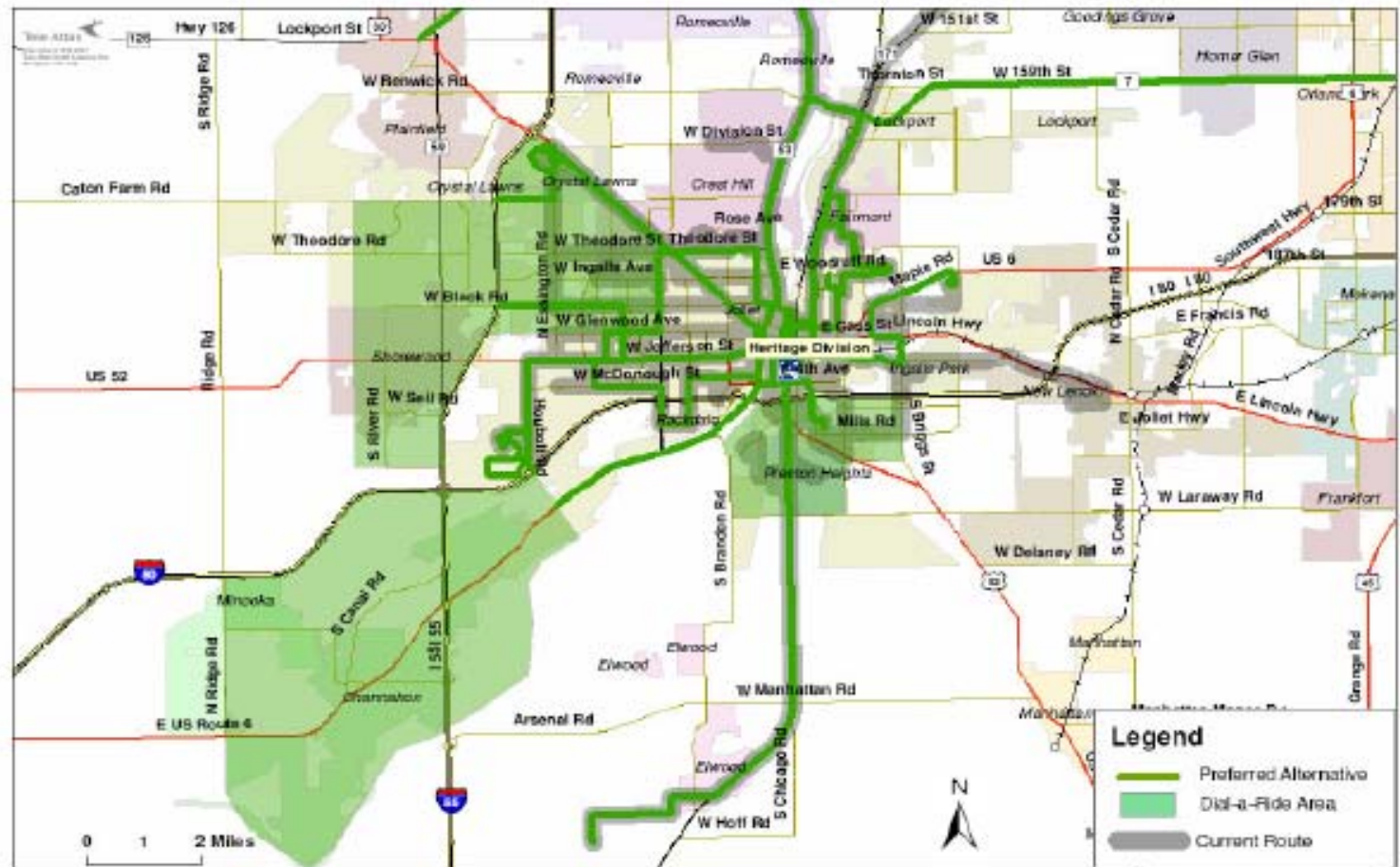
- Legend**
- Preferred Alternative
 - Routes Unchanged
 - Current Pace Service
 - Dist-A-Ride Zone



* As of July 2007, these changes have been postponed to early 2008 due to funding limitations.



Joliet Area: Proposed Early 2008 Service Coverage*



* As of July 2007, these changes have been postponed indefinitely, until further funding is secured.

Major Rail and Highway Developments

The imminent completion of the I-355 expressway is already establishing another corridor of new communities and businesses flanking the Planning Area. It offers opportunities comparable to those now available to the west and north of the Planning Area and further highlights the need for effective transportation from the Planning Area.

Metra has proposed an extension of its rail service that now terminates in Downtown Joliet to Elwood. This extension would provide improved regular access to the important regional job center of Logistics Park, provided that the extension is complimented by circulator bus service that would provide “last mile” connections to job sites.

On a larger and more long-term scale, Metra in cooperation with a regional civic and business coalition has proposed the construction of the “Star Line,” a new passenger rail line that would provide suburb-to-suburb connections along a route that circles the center of the Chicago Metropolitan area.¹⁸ A Strategic Commission, established by the Will County Center for Economic Development (WCED) has introduced “Blue Print for Transportation” in Will County.¹⁹ The “Blue Print” features large highway and expressway projects, including the creation of an expressway link of I-55 to I-57; it also calls for enhancing public transportation services “that support economic development.” If executed, these plans will change the built environment and landscape of Will County for the next generation. They will further enrich the opportunities for employment, economical shopping, commercial and professional services that surround the Planning Area and to which the community will need to be connected by convenient and reliable public transportation services.

Proposals

Establish a Community Organization (possibly a Community Development Corporation (CDC)) to Share the Responsibility for Implementing Transportation Proposals as One of Its Functions

To effectively implement the transportation proposals of this Plan the Planning Area community will need to act through an organization that represents its neighborhoods and has the capacity to plan and execute programs. Other sections of the Plan discuss and propose the formation of a Planning Area community development corporation (CDC) that would succeed the Quality of Life Task Force in representing the community and share responsibility for implementing the overall Plan and many of its critical proposals. This CDC (or another representative and capable community organization) should work with Pace, the City, and other development partners in implementing the following proposals.

¹⁸ Star Line information on *Metra Connects: Proposed New Starts* website:
<http://metraconnects.metrarail.com/star.php>

¹⁹ Will County Transportation Blueprint, Will County Center for Economic Development, adopted March 16, 2007, available online: <http://www.willcountyced.com/CED-blueprint.pdf>.

Support Pace Bus Service Improvement Proposals at Fully Funded Levels

Pace proposals will consistently improve the mobility of Planning Area residents, ameliorating some of the major needs expressed by community residents and other stakeholders, especially for extended hours of service and improved connections to employment centers and other critical destinations. Support for these improvements should begin with communications to representatives in the Illinois legislature and should be expressed by the City, the County, Joliet Township, the Quality of Life Task Force, and other organizations that are partnering with the City and the community in the implementation of the QOL Plan.

Supplement Pace Proposals with a Planning Area Circulator Service

This proposed service might be provided by minibus vehicles. It would begin and end each loop at the Downtown pulse point, making cycles approximately every 20 to 30 minutes. The circulator would stop along each of 3 or 4 main bus routes through the Planning Area. Given coordination of timing and communication with moving Pace vehicles, it would drop passengers 5 to 10 minutes before the arrival of the hourly bus for each route and pick up passengers around the midpoint between the passages of hourly buses on each route. In this way the circulator would effectively convert hourly service to half hour service in the core of the Planning Area.

Suggested points of service for the circulator were identified through an analysis that considers: population density, clustering of retail businesses and public service program sites, and densities of households that do not own a car or own only one car, and existing bus routes. The methodology of this analysis is described in Appendix C-3. By connecting these points, the circulator would give Planning Area residents a way to move within their community as well as outside of it. This analysis and the underlying data have been conveyed to Pace for the agency's immediate consideration, while its service improvements are under consideration.

Pace should use its expertise to design alternatives for an optimum circulator route. But Pace should plan the circulator service cooperatively with the City and with a Transportation Committee of the Planning Area Community Development Corporation (CDC) or other representative community organization proposed in this Plan. Planning for this service should also be coordinated with the Chicago Metropolitan Agency for Planning (CMAP), which directs the use of federal transportation funds in the Chicago region and may be able to contribute to the funding of the service from one of several federal programs. The service might be funded, managed, and performed as a Pace service carried out under its general charter or as a collaborative effort with the planning partners, i.e., the City and the CDC.

Multiply and Coordinate Van Pools

Given the disbursement of employment centers in Will County, it is unlikely that any combination of fixed route bus services will ever provide the level of mobility required to effectively connect all Planning Area residents to available job opportunities. However, an extensive network of van pools could provide the level of flexibility necessary for effective transportation to jobs. Perhaps no other community in America has such a rich and interlocking combination of assets that can help to make a van pool program successful:

- A large population of potential workers eager to find employment
- A rapidly growing base of jobs, including jobs for skilled and less skilled workers, and jobs that potentially offer career ladders
- A short distance, by motor vehicle, between willing workers and job sites
- Residents who already conduct van and car pools informally on a significant scale
- Social capital in the form of a strong network of community and faith-based organizations with deep outreach into communities of prospective workers who need transportation
- Social capital in the form a strong network of business organizations that may be galvanized to provide openings for workers connected by van
- A flexible and service-oriented transit agency with a mission to coordinate van pools

These assets should be utilized in a program that overcomes the inherent problems of van pools including the inconveniences of cooperation among van pool participants and the turn over of pool participants.

A Planning Area van pool program might serve needs besides commuting to work. For example, access to educational, medical, or recreational opportunities could be provided through van pools. However, transportation to work should be the primary focus of a van pool program.

A Planning Area van pool program should be planned and coordinated by a partnership of the City, a Transportation Committee and an Employment Committee of the Planning Area Community Development Corporation (CDC) recommended in this Plan, and Pace. The service might be funded, managed, and performed by Pace under its general charter or as a collaborative effort of the planning partners. Federal funds available through the Job Access Reverse Commute program are particularly appropriate for the support of the van pool program. In its planning and operation the van pool program should also involve the network of community and faith-based organizations that has relationships among prospective workers and the network of business organizations that can provide helpful employer cooperation.

Establish an IGO Car Sharing Service Cooperative

Car sharing services have been popular in Europe for a generation and have been expanding rapidly in the US for the last decade. In metropolitan Chicago the Center for Neighborhood Technology established the IGO car sharing service as a not-for-profit cooperative in 2002. IGO has rapidly grown to serve more than 3,000 Chicago area households.

In the IGO cooperative members may use a computer or a phone call to reserve a car for an hour or for any period up to several days. Members pay a modest fee to enroll and then pay monthly bills proportional to their use of the IGO cars. IGO members often use public transportation, bicycles, or walking to commute to work and rely on IGO cars for shopping or other errands that involve carrying loads and for appointments at locations that are not well-served by public transportation. IGO members are often households that do not own a car or only one car. Because a typical monthly car sharing expense for an IGO member family is \$100 to \$200 per month compared to the \$500 to \$700 per month required to amortize the purchase of a car and insure, maintain, and fuel it, IGO households realize substantial ongoing savings through their

membership. Frequently, IGO members could afford to own more than one car, but choose car sharing for a combination of economic and philosophical reasons. Corporations, public agencies, or not-for-profit organizations may also be IGO members. IGO could play a valuable role in expanding the transportation alternatives of Planning Area residents.

Planning and outreach to implement a Joliet chapter of the IGO cooperative should be undertaken by a partnership of the IGO organization, the City, and a Transportation Committee of the Planning Area CDC. The network of community and faith-based organizations that has relationships among prospective IGO members should also be involved in this effort. Public funding from federal, state, or local municipal sources has been used in other communities to help IGO quickly reach a critical mass of members. For its ongoing operations the IGO service can be self-sustaining. The IGO organization should manage day-to-day service operations with oversight from member representatives and input from the Planning Area CDC and any funding partner, such as the City or a contributing state or federal agency.

Establish Safe and Common Pedestrian and Bicycle Routes

The Recreation and the Land Use sections of this plan propose (and map) a network of interconnected trails for pedestrians and cyclists that would mesh with the sidewalk network and provide access to major points of destination within the Planning Area. This trail network would directly and indirectly enhance residents' quality of life in a number of ways. It would give older children, adults, and families together safe and healthy ways of traveling through the city as alternatives to driving. It would give Planning Area neighborhoods a distinctive advantage in the housing market. It would encourage transit-oriented development and provide more pleasant if not more convenient ways to reach public transit. Following proposals made in the Industrial Development and Employment section of this plan, the trail system could also give Planning Area residents alternative means to commute to intra-city workplaces, including hospitals, Downtown offices, or industrial parks that will be developed south of I-80. In all these ways the trail and sidewalk network would reduce traffic congestion and improve air quality.

A proposed action step that dovetails with the creation of the trail and sidewalk network is the establishment of safe and monitored routes for children to walk or bike to all schools in the Planning Area, following the guidelines of the "Safe Routes to School" legislation recently enacted at the state and federal levels. A committee of the Planning Area CDC should work with Joliet public school districts, parochial schools, the City, Illinois Department of Transportation (IDOT), and sustainable transportation advocates (including CNT) to establish a network of safe routes to school. State funds should be available for safety and traffic calming measures to implement these routes.

Support Transportation Projects of Regional Significance that Also Directly Serve the Transportation Needs of Planning Area Residents

The review of key observations and findings for this section of the Quality of Life (QOL) Plan noted proposed major rail and highway programs. Like all other Will County residents, residents of the Planning Area could benefit from these projects, which would draw and retain economic opportunities. However, without improved public transportation, many Planning Area residents

will not benefit from the opportunities in surrounding corridors. Accordingly the City and organizations of the Planning Area should support the Metra extension to Elwood, the Star Line, and the Transportation Blue Print for Will County, but only to the extent that sponsors make effective public transportation for Planning Area residents an integral part of the projects.

Proposals Summary					
Short Term (0-3 years)	Responsibility	Priority	Completion Date	Estimated Cost	Potential Funding Sources
1) Support Pace bus service proposals at fully funded levels	City of Joliet, Organized Planning Area possibly led by a Community Development Corporation (CDC), Other units of government, Business & Civic organizations	1			Pace, Regional Transportation Authority (RTA), State of Illinois
2) Introduce Planning Area Circulator Service	PACE, City of Joliet, CDC	1		\$100,000 - \$200,000 annually	Pace, Federal transportation funds via the Chicago Metropolitan Agency for Planning (CMAP)
3) Multiply & coordinate van pools	PACE, City of Joliet, CDC, Business organizations	1		\$25,000 - \$75,000 annually	
4) Establish an IGO car sharing cooperative	Center for Neighborhood Technology, CDC, City of Joliet	2		Possible \$50,000 - \$100,000 fast start infusion	CMAP, Illinois Department of Transportation (IDOT), Foundations
5) Establish "Safe Routes to School Program"	CDC, School Districts, City of Joliet, IDOT	1		\$25,000 to \$250,000	Federal funds via IDOT, Foundations

Long Term (3+ years)	Responsibility	Priority	Completion Date	Estimated Cost	Potential Funding Sources
6) Establish safe & common pedestrian & bicycle routes	City of Joliet, CDC, Regional bike & pedestrian organizations	2		\$10,000 to \$100,000	IDOT, Foundations, bicycle federations
7) Support Will County Transportation Blue Print, given business support for improved public transportation	City of Joliet, CDC, Business organizations	3			
8) Support Elwood & STAR Line Metra expansions	City of Joliet, CDC, Business organizations	3			
9) Support Downtown Transit-Oriented Development	City of Joliet, CDC, Business organizations	2			