













Downtown Joliet Equitable Transit-Oriented Development Plan

JOLIET ETOD PLAN

Adopted - July 2025

Acknowledgements

The development of the City of Joliet's Equitable Transit-Oriented Development (ETOD) Plan has been a collaborative effort, and we would like to extend our deepest gratitude to the many individuals, organizations, and community members who contributed their time, expertise, and vision to this project. We especially thank the Joliet City Council and Plan Commission for their leadership and ongoing commitment to creating a more connected and equitable Joliet.

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JOLIET
GATEWAY
CENTER



01

INTRODUCTION

In partnership with the Regional Transportation Authority (RTA), the City of Joliet developed an Equitable Transit Oriented Development (ETOD) Plan focused around the Joliet Gateway Center. The Gateway Center is the City's central transit hub for Amtrak, Metra, and Pace, connecting Joliet to the Chicago metropolitan area and to cities farther away. Though the station sees thousands of passengers pass through on a daily basis, the land around it is underutilized and disconnected from Downtown and the neighborhoods around it. With assistance from the RTA, the City can use the Gateway Center as a catalyst to advance the area's potential. This document creates a long-term vision and policy framework for the City to enhance the areas around the station into a vibrant, mixed-use district with housing and economic vitality for residents of all ages, income levels, and abilities.

Purpose of the Plan

The *Joliet ETOD Plan* provides a strategic approach to urban planning that focuses on creating accessible and inclusive communities around public transportation hubs. The purpose of the Plan is to ensure that development around transit stations benefits everyone, including underserved and marginalized populations. This involves promoting affordable housing, enhancing economic opportunities, and providing essential services within proximity of transit. Ultimately, the Plan determines how land within a half-mile of the Joliet Gateway Center should evolve into an accessible mixed-use district and provides recommendations for achieving that vision.

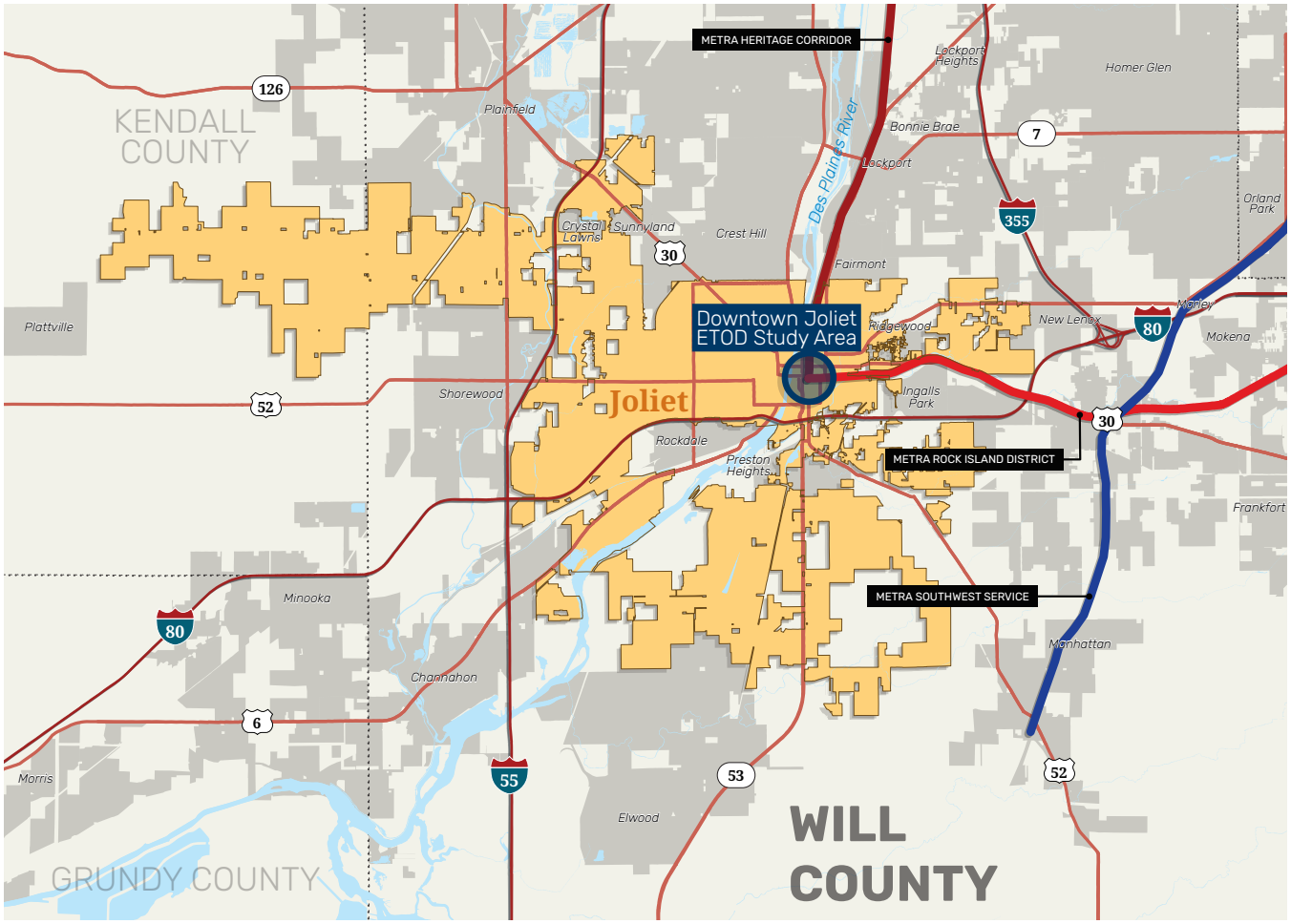
REGIONAL SETTING

Incorporated in 1852, Joliet initially thrived as a key transportation corridor for river and railroad traffic. The City's strategic location became even more significant with the rise of Chicago as the dominant commercial center in the Midwest. This led to the development of a network of heavily traveled routes, positioning Joliet as a hub for trade. Known as the "Crossroads of America," Joliet continues to leverage its robust rail, water, and highway transportation system, attracting diverse and dynamic regional industries to the City today.

With a current population of about 150,000, Joliet is the third most populous city in Illinois. It is situated 45 miles southwest of Chicago in both Will and Kendall Counties. Freight railroads such as BNSF, Union Pacific, Canadian National, and CSX operate through the area. Amtrak and Metra provide passenger and commuter rail service, connecting it to major destinations like Chicago and St. Louis.

In addition, access to major highways such as Interstate 80 (I-80) and Interstate 55 (I-55), and interchanges linking to U.S. Highway 6, U.S. Highway 30, U.S Highway 52, and IL Route 53 means Joliet has good regional connectivity by road.

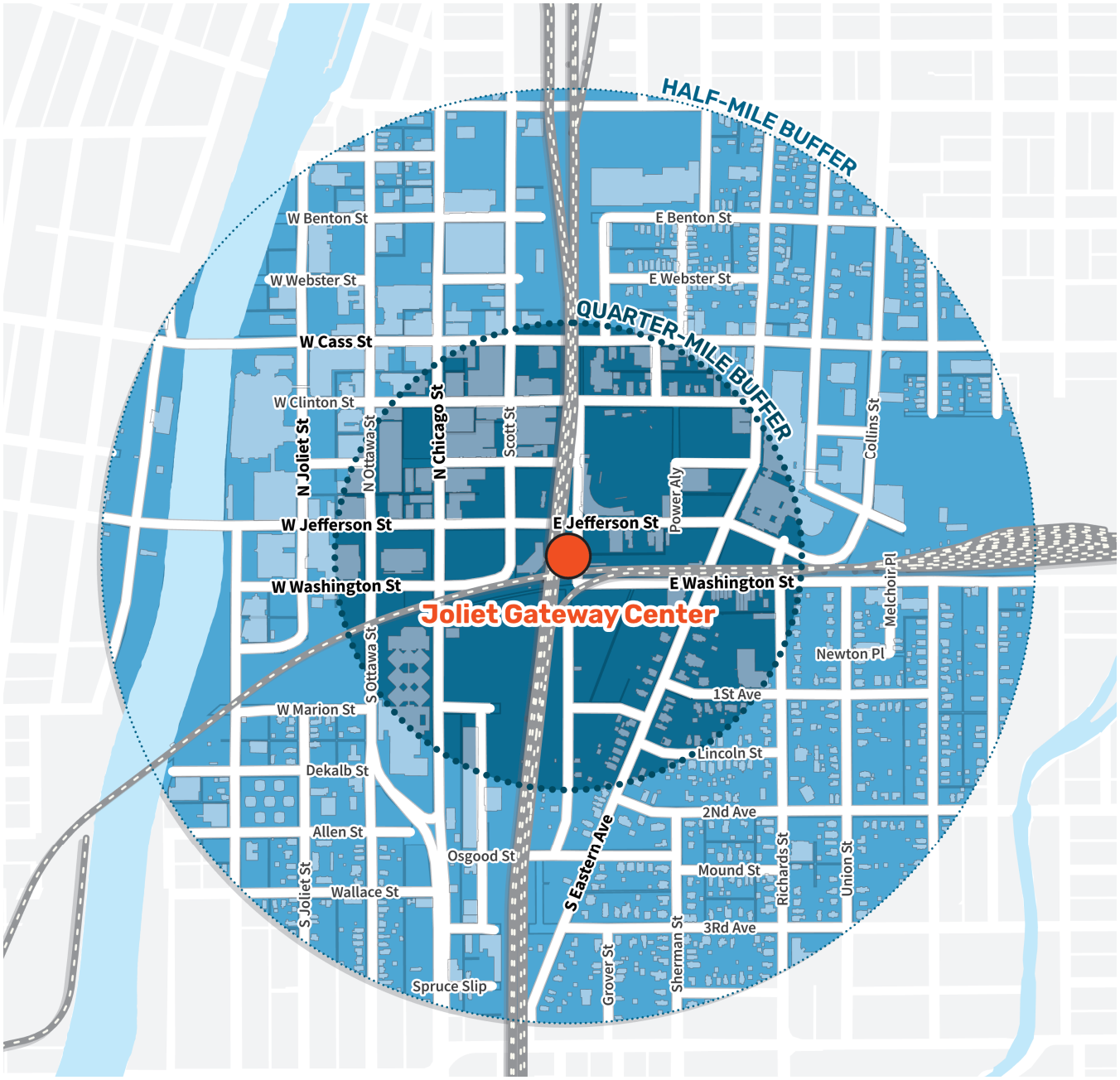
Downtown Joliet's historical and continued significance in transportation and commerce firmly establishes it as a key player in the region's economic landscape. As the county seat of Will County, the City contains multiple offices for municipal and county offices. Commercial activities extend beyond Downtown, particularly along I-55, while industrial operations are heavily concentrated along U.S. Highway 6 and IL Route 53 to the south. Surrounding Downtown, residential neighborhoods feature older homes, many of which were built prior to 1940. These historic neighborhoods provide convenient access to several of the City's notable destinations, including Slammers Stadium, Rialto Square Theater, and the forthcoming City Square Park. In contrast, residential areas farther from Downtown exhibit a more suburban character, often located within planned subdivisions.



PLANNING AREA

The ETOD Plan concentrates planning efforts around the Joliet Gateway Center. The Gateway Center, constructed in 2018, is a multimodal mass transit center for Metra, Amtrak and Pace. The new Gateway Center replaced the nearby Joliet Union Station as the City's primary commuter and passenger train station. In 2021, construction finished on a new bus terminal for Pace buses, allowing for easy transfer between trains and buses.

The Plan considers conditions within a half-mile of the station but focuses most of its recommendations within a quarter-mile of the station. This area encompasses Downtown Joliet and its surrounding residential neighborhoods. While it is mostly developed, a few sites have been identified for potential redevelopment. Catalyst sites have also been selected based on City ownership and redevelopment potential. The following chapters will offer a more detailed and in-depth analysis of the station area.





PLANNING PROCESS

To ensure the planning process achieves goals or outcomes desired by the community and regional partners, a nine-step process was created to guide the development of the Plan. A summary of the planning process is provided below.

Step 1: Project Kick-off

The planning process began with meetings with the City, RTA staff, and elected officials. A Steering Committee, consisting of community members and transit representatives, was formed to represent community interests and provide oversight of the planning process. These initial meetings gave staff and officials the opportunity to discuss their roles and involvement with the Plan and identify community issues and opportunities at the project's onset.

Step 2: Community Engagement

Both in-person and online engagement opportunities were made available throughout the duration of the project's planning process. The City hosted five community outreach events from March 2024 to March 2025 that included workshops and open houses. Over 100 residents and other community stakeholders took part in these events.

Virtual participation opportunities, such as the project's web page on the City's website, a community survey, and an interactive mapping tool, were available throughout the planning process. Online engagement sources garnered 125 points of participation.

Step 3: Existing Conditions Analysis

An existing conditions memorandum provided an inventory, summary, and analysis of existing conditions in the half-mile buffer around the Joliet Gateway Center. The memorandum's findings were based on existing data, field reconnaissance, community engagement, past planning efforts, and demographic information. Initial issues and opportunities were identified and helped direct the project's goals.

Step 4: Real Estate Market Analysis

The project team assessed current market trends and existing supply of residential and commercial uses within the Study Area. Data from the Multiple Listing Service (MLS), the RTA, Chicago Metropolitan Agency for Planning (CMAP), tax records, field reconnaissance, and other sources, was incorporated into a final market report and presented alongside the existing conditions memorandum.

Step 5: Developer Panel with Urban Land Institute of Chicago

The City worked with the RTA and Urban Land Institute (ULI) of Chicago to host a technical assistance panel with experts in multi-family housing, mixed-use, and transit-oriented development. Developers reviewed selected catalyst sites and provided feedback that helped revise recommendations for the catalyst sites and determine the best approach for developing transit-oriented housing in the Study Area.



Step 6: Draft Recommendations

This step included the preparation of the frameworks and recommendations for key topic areas including land use, urban design, and multi-modal transportation. City staff and the steering committee worked to refine draft recommendations based on findings and community outreach.

Step 7: Implementation

The implementation strategy included detailed actions to be undertaken by the City in order to achieve the Plan's recommendations. Potential funding sources, strategies, and regional partners were identified by the project team in order to prioritize development/redevelopment that best meets the goals on the Plan. Feedback on the implementation strategy was provided by City staff.

Step 8: Draft Plan

Deliverables from previous steps were compiled into a draft of the *Joliet ETOD Plan* for review by City staff, the Steering Committee, the RTA, and relevant transit agencies. Community members could comment on the draft during an open house. All feedback was incorporated into the Plan during revision processes.

Step 9: Final Draft

A revised final draft of the *Joliet ETOD Plan* incorporated all relevant feedback from the community and stakeholders. It was presented to the Steering Committee, Joliet's City Center Partnership, and City staff before being considered for adoption by the City Council.

USING THE PLAN

The Joliet ETOD Plan should be used as a guiding tool to direct future growth and development around the Joliet Gateway Center. The Plan communicates the City's vision, informs development proposals, provides a foundation for a regulatory framework, and helps coordinate initiatives. The Plan should serve as a point of reference and information for future plans, studies, and development near the Gateway Center. Only by actively utilizing the Plan will the City achieve its goals.





02

COMMUNITY PROFILE AND ENGAGEMENT

This chapter provides a snapshot of the Study Area's current conditions, demographics, and past plans. This understanding of the Study Area's existing opportunities and needs supported the development of the Plan's vision and goals. In addition, this chapter provides a summary of the public engagement efforts conducted throughout the planning process.

In This Chapter

- Demographics
- Market Snapshot
- Community Engagement

DEMOGRAPHICS

The demographic snapshot summarizes existing characteristics within the half-mile buffer around the ETOD Study Area. Understanding the area's demographics enables the City and RTA to more adequately respond to the community's needs, predict future demands, and support appropriate future land uses and development. The following snapshot is founded on accurate demographic data and shows existing trends, issues, and opportunities. Where appropriate, the half-mile buffer around Joliet Gateway Center was compared to the City of Joliet and Will County to provide regional context.

Population

The ETOD Study Area has a current population of 3,641 and a population density of 4,642.9 people per square mile. The total population within the half-mile buffer decreased by 10.1 percent (412 people) since 2010. At the same time, the buffer's population density increased by 12.6% (589 people per square mile) over the same period.

For comparison, the populations of the City of Joliet and Will County are 150,221 and 696,774, respectively. The population density for the City of Joliet is 2,310.3 people per square mile, while the population density of Will County is 820 people per square mile. These lower population densities reflect the large expanses of low-density land uses throughout both geographies.

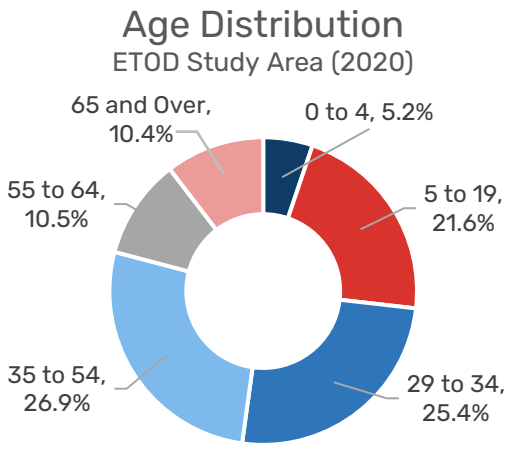
Age

The median age of the ETOD Study Area is 33 years. The largest age group of the ETOD Study Area is 35-54 (26.9 percent of the total population), but it is closely followed by ages 20-34 (25.5 percent) and ages 5-19 (21.5 percent).

Selected Demographics of the Study Area, Joliet, and Will County (2020)

	ETOD Study Area	Joliet	Will County
Population	3,641	150,221	696,774
Population Density (people per sq mi)	4,642.9	2,310.3	820
Median Age	33.0	34.3	38.7
Median Household Income	$38,159	$84,971	$96,668

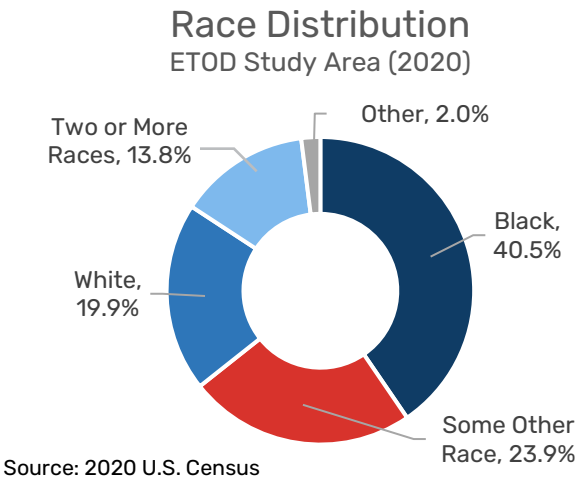
Source: 2020 U.S. Census



Source: 2020 U.S. Census

Race and Ethnicity

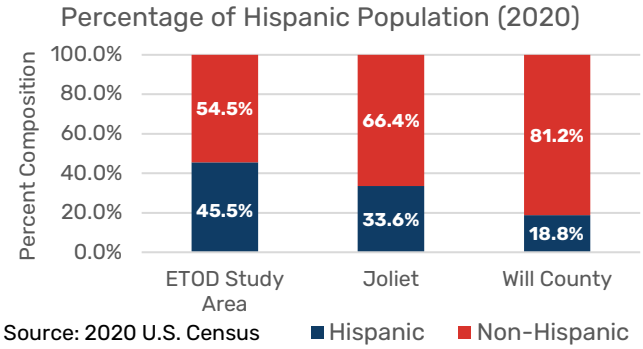
Residents who identify as Black (as defined by the U.S. Census Bureau) currently comprise 41.2 percent of the Study Area. Residents who identify as Some Other Race Alone currently comprise 23.8 percent of the Study Area. Residents who identify as White or Two or More Races comprise 19.4 percent and 13.8 percent of the Study Area, respectively. The U.S. Census does not consider Hispanic to be a race, but an ethnicity. For example, an individual can identify as white and Hispanic. A second chart displays the breakdown of Hispanic residents in the Study Area, Joliet, and Will County. Residents who identify as Hispanic comprise 45.3 percent of the study area. The Study Area's population contains much more diversity than the rest of Joliet or Will County. This means the Plan must strive to align with their diverse needs.



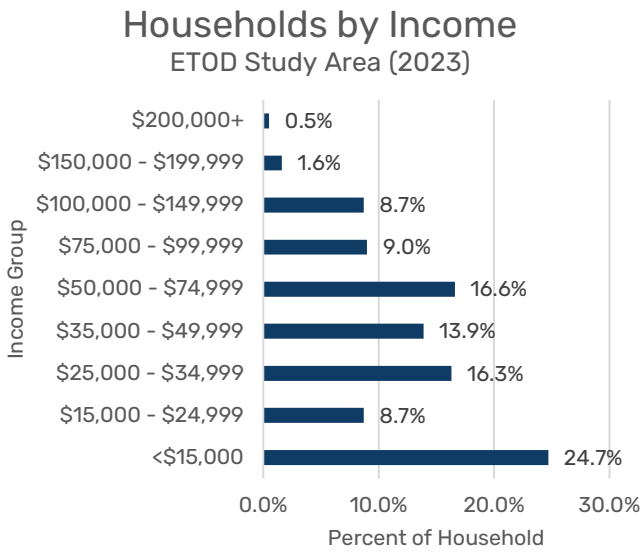
Source: 2020 U.S. Census

Income

The median household income within the Study Area is $38,159. This is comparatively lower than the median household incomes of the City of Joliet and Will County which, are $84,971 and $96,668, respectively. Future median incomes could rise given ESRI's (a company that provides geographic information system (GIS) software, location intelligence, and mapping) 2028 projections for decreases in all income groups equal to or greater than $50,000.



Source: 2020 U.S. Census



Source: 2020 U.S. Census, 2023 Esri Forecast

Employment

Forty-three percent (1,281 people) of the Study Area's labor force is employed. The top industries for the Study Area's employed residents are Health Care and Social Assistance (15.2 percent), Administration/Support/Waste Management (11.6 percent), Retail Trade (11.6 percent), Manufacturing (10.5 percent), Transportation and Warehousing (9.8 percent), Accommodation and Food Services (7.5 percent), and Educational Services (5.4 percent).

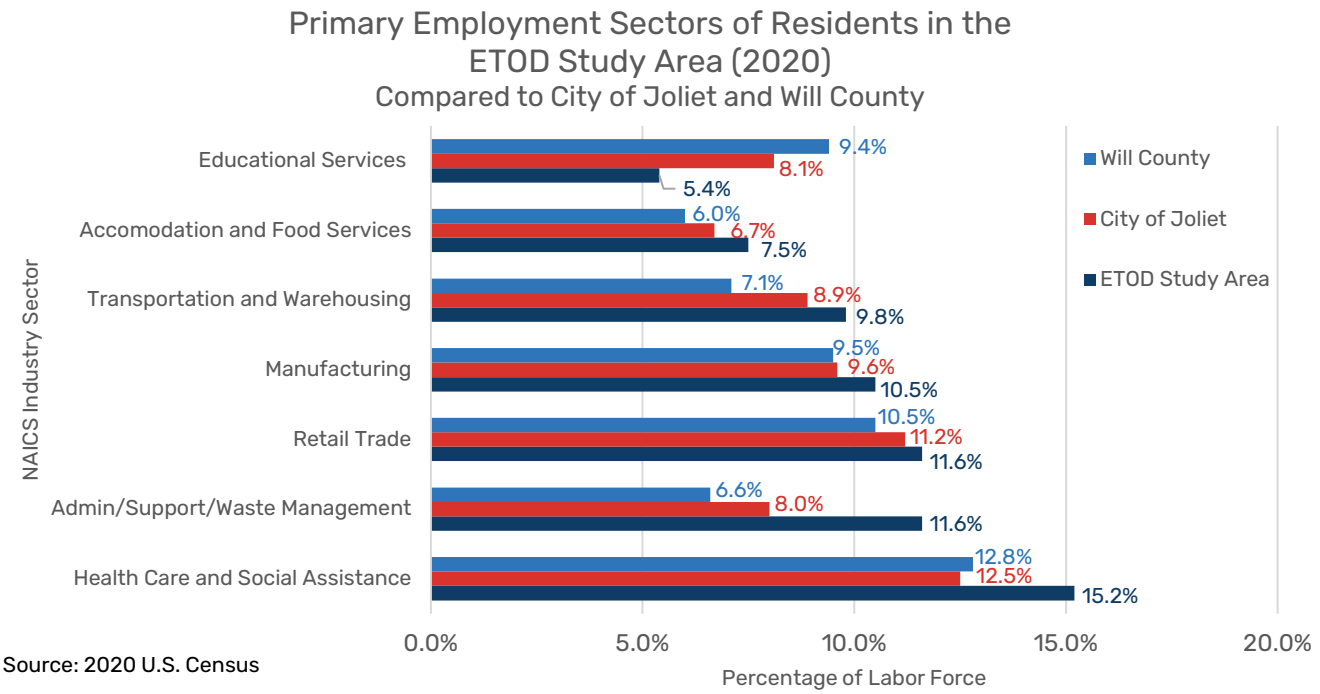
Daytime Population

Daytime population refers to the number of employees coming into the Study Area from outside and the number of residents remaining within the Study Area. The Study Area's daytime population is 9,313, which is 155.7 percent higher than its nighttime population. Workers comprise 77.8 percent of the total daytime population. There are several big employment centers in the Study Area, such as Joliet City Hall, Will County Courthouse, and Harrah's Casino.

Employment Sectors

Industry	*Employed*	*Percent*
Total	**1,281**	**100.0%**
Agriculture/Forestry/Fishing	2	0.2%
Mining/Quarrying/Oil & Gas	0	0.0%
Utilities	11	0.9%
Construction	56	4.4%
Manufacturing	134	10.5%
Wholesale Trade	61	4.8%
Retail Trade	149	11.6%
Transportation and Warehousing	126	9.8%
Information	17	1.3%
Finance and Infrastructure	42	3.3%
Real Estate and Rental and Leasing	16	1.2%
Professional, Scientific, and Technical Services	47	3.7%
Management of Companies and Enterprises	13	1.0%
Administration & Support, Waste Management and Remediation	149	11.6%
Educational Services	69	5.4%
Health Care and Social Assistance	195	15.2%
Arts, Entertainment, and Recreation	31	2.4%
Accommodation and Food Services	96	7.5%
Other Services	32	2.5%
Public Administration	35	2.7%

Source: 2020 U.S. Census



Source: 2020 U.S. Census


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MARKET SNAPSHOT

In support of the ongoing development efforts for the ETOD Plan, this market analysis is designed to provide a foundational overview of the current commercial and residential real estate landscapes. The main purpose of this analysis is not to deliver exhaustive research but to furnish key insights that will help stakeholders make informed preliminary decisions about future development initiatives. The text below provides a summary of the market analysis. For an in-depth market analysis, please refer to the Real Estate Market Analysis document.

Residential Market Assessment

The existing residential market primarily consists of rental units with a high occupancy rate of 93% and an average rent of $800. This suggests a strong demand for rental housing in the area. The market demand for housing is projected to grow by 10% over the next five years. This growth is expected to be driven by a preference for apartments and townhouses across various price ranges. There is an opportunity for the development of new residential units that are transit-oriented, mixed-use, and affordable, which aligns with the demographic and market demand analysis.

The market is experiencing a healthy appreciation in property values with the median sales price rising by 5.8% to $245,000 and the average sales price by 7.2% to $256,825. Properties are fetching higher prices, on average 100.8% of the list price, a slight increase from the previous year, indicating a seller's market. Additionally, the market is moving faster, with the average market time reduced by 35.7% to 36 days.

The inventory of homes has contracted by 10.6%, pointing to tighter market conditions that might drive prices upward if the demand continues to outpace supply.

This summary encapsulates significant trends in Joliet's housing market, highlighting an overall increase in activity and property values. This suggests a robust real estate environment that is likely to influence future housing policies and development projects in the area.

- **Continued Increases in Property Values.** With the median and average sales prices both showing consistent increases, it is reasonable to predict that property values in Joliet will continue to rise. This is supported by demand indicators such as increased closings and a higher percentage of the original list price being received. The upward trend in prices suggests robust buyer interest and a competitive market environment, driven by favorable local economic conditions or an influx of new residents.
- **Shorter Market Times.** The significant reduction in average time available on the market from 56 days to 36 days year-over-year indicates that properties are selling faster. This trend may continue given the reduction in inventory, especially if the current demand remains consistent or increases. This could lead to a seller's market where buyers have less negotiating power, and properties spend less time listed before sale.

- **Tightening Inventory.** The decrease in the inventory of homes by 10.6% suggests that the supply is not keeping up with demand. Unless new listings continue to increase or construction of new homes accelerates, the market could see further tightening of inventory. This would likely push prices higher and could decrease affordability for potential buyers.
- **Potential for New Development.** The growing demand and rising property values provide a fertile environment for real estate development. There could be an increased interest in both residential and commercial construction projects as developers seek to capitalize on the favorable market conditions. This is particularly relevant near key areas like transit stations and commercial hubs, where demand is typically higher.
- **Market Attractiveness to Different Demographics.** Given the diversity in property types and the trends in pricing, Joliet might attract various demographics, including first-time homebuyers looking for affordability, investors seeking profitable opportunities, and families looking for upgraded living options. Planning for a mix of housing options could be crucial to accommodate these different needs.
- **Implications for Rental Markets.** As property prices increase, the rental market may also see upward pressure on rents, especially if home affordability becomes a concern. This could enhance the attractiveness of investing in rental properties, leading to further developments in multi-family units. It could also lead to the displacement of current residents, who may not be able to afford higher resulting prices.

Projections for Potential New Residential Units

In alignment with demographic trends and market demand, the following projections for new residential units are recommended (current market rates and incentives should also be considered):

- **Apartments.** Given the growing presence of younger professionals in the area, there is a demand for modern, affordable apartments. It is projected that approximately 200 to 250 new apartment units could be supported over the next 5 years. These units should be a mix of studio, one-bedroom, and two-bedroom apartments, with price points ranging from $1,200 to $2,000 per month, targeting middle-income earners and young professionals.
- **Townhouses.** For those seeking more space, particularly families and higher-income residents, townhouses represent a viable option. It is projected that around 50 to 75 new townhouse units could be supported in the next 5-7 years. These townhouses should be priced between $250,000 and $400,000, catering to residents who prefer the proximity to downtown amenities but desire more living space.
- **Single-Family Homes.** To cater to families and long-term residents, the development of single-family homes is also recommended. Based on the amount of land available, it is projected that approximately 75 to 100 new single-family homes could be supported over the next 5-7 years. These homes should be priced between $300,000 and $500,000, appealing to middle and upper-middle-income families looking to own their own home with proximity to downtown amenities. This form of development should primarily be utilized to fill vacant lots within existing single-family neighborhoods and should match the density, size, and style of surrounding structures.

These residential developments should be integrated into mixed-use developments, where possible, combining residential, retail, and office spaces to create vibrant, walkable communities that align with the needs of the local population. If that is not possible, stand-alone residential developments are still recommended.

Commercial Market Assessment

The commercial real estate market within a 0.5-mile radius of Joliet Gateway Center is characterized by a stable yet increasingly vibrant environment, critical for future urban planning and economic development. Anchored by notable buildings such as City Hall, the County Courthouse, Joliet Public Library, Joliet Union Station, The Renaissance Center, and Harrah's Joliet Hotel & Casino, this area offers a blend of historical significance and modern commercial opportunities. The total inventory stands at approximately 1.7 million square feet, with no new construction or demolitions over the past year, indicating a balanced market that is well-positioned for continued growth. The aforementioned total only includes market-ready vacancies and stakeholders in this process noted that there were several additional buildings that are completely vacant or with significant vacant space.

- **Strong Demand with Room for Growth.** The declining vacancy rates and strong net absorption in both retail and office sectors indicate healthy demand for commercial space. This suggests that Downtown Joliet is well-positioned for further development, with opportunities to modernize and expand the existing office infrastructure to better meet current market needs.
- **Demographic Stability with Emerging Opportunities.** The stable population, particularly among younger professionals, presents an opportunity to tailor future developments to this demographic. Downtown Joliet can benefit from creating more vibrant, mixed-use developments that cater to the lifestyle needs of these residents, including upscale retail, dining, entertainment options, and modern office spaces.
- **Retail and Office Market Gaps.** While the current retail and office landscapes are robust, there are opportunities to address market gaps, particularly in retail, as well as flexible, tech-enabled office spaces. Filling these gaps can enhance Downtown Joliet's appeal, making it a destination for both residents and businesses.
- **Strategic Investments.** The slight decline in sale prices per square foot and the rise in cap rates suggest that while the market is strong, there is cautious optimism among investors. This creates an ideal environment for strategic investments in Downtown Joliet, where investors can take advantage of relatively lower entry costs while positioning themselves for future growth.

Retail Trends

The retail environment near Joliet Gateway Center is robust, with a mix of local businesses and national chains thriving, particularly in quick-service restaurants, specialty retail, and entertainment. The area's retail success is driven by consumer preferences for convenience and experiential offerings, with a growing demand for dining and entertainment options. The redevelopment of the former St. Mary Carmelite Catholic Church into the Matisse event and entertainment venue or renovations to the Rialto Theater are examples of projects that are taking advantage of this growing demand.

Despite the positive trends, there are gaps in the market that present opportunities for new retail developments, particularly retail, restaurants, and specialized services that could appeal to the younger professional demographic. Additionally, there is potential for growth in health and wellness retail, aligning with trends in consumer behavior focused on lifestyle and well-being. The area has benefited from Joliet's economic resilience, but national economic uncertainties could influence future retail trends. Retailers that adapt by integrating technology and offering unique, in-person experiences are likely to succeed.

Office Trends

The office market in the area surrounding Joliet Gateway Center reflects both stability and opportunity for growth, particularly in light of evolving work patterns and demand for modern office spaces. The current office inventory includes significant properties such as the Will County Office Building and Two Rialto Square Building, which play essential roles in providing space for government operations and private businesses.

The vacancy rate in office spaces has improved, indicating increased demand. With the current occupancy rate at 93.6%, the market demonstrates a strong capacity for absorbing existing office space. However, there has been no new construction of office buildings in the past year, suggesting that the current supply is adequately meeting demand, though this could also point to a potential need for modernization or redevelopment of older office properties.

The rise in remote and hybrid work models has created a shift in what tenants are seeking in office spaces. There is a growing demand for flexible, tech-enabled workspaces that can accommodate fluctuating workforce sizes and collaborative environments. This trend suggests opportunities for landlords and developers to reposition older office buildings to meet these new demands, possibly incorporating coworking spaces or shared amenities that cater to modern businesses.

Rental rates for office space have remained relatively stable, with market asking rents showing a modest increase. However, the slightly declining sale prices per square foot present a potential opportunity for investors looking to acquire office properties at competitive prices, particularly those interested in renovating or repurposing these spaces to align with current market trends.

Strategic Recommendations for Commercial Space Development

Based on the current market conditions, the following strategic recommendations are made regarding the amount and type of commercial space that is supportable:

- **Retail Space.** Given the strong demand for retail space, it is recommended that approximately 50,000 to 75,000 square feet of new retail space could be supported in the next 3-5 years. This space should be strategically located near existing landmarks like Joliet Union Station and The Renaissance Center to capitalize on foot traffic and visibility. New retail developments should focus on offering experiential and convenience-based retail options that align with consumer preferences in the area.
- **Office Space.** The office market shows stability with room for growth, particularly in modern, flexible workspaces. It is recommended that approximately 75,000 to 100,000 square feet of new or renovated office space could be supported over the next 5 years. This space should cater to small and medium-sized businesses, with an emphasis on tech-enabled, flexible office environments that can accommodate hybrid work models. Developers should consider repositioning older office buildings to meet these needs, possibly incorporating coworking spaces and shared amenities.

Implications for Planning

The increase in new listings alongside rising prices suggests a healthy demand and an attractive investment landscape in Joliet. However, the decrease in inventory and shorter market times highlight a need for further residential development to meet demand without inflating prices unreasonably.

Strategic planning should consider these trends for future housing policies and development projects, ensuring they align with the growing market demand and contribute to sustainable community growth.



COMMUNITY ENGAGEMENT

Community outreach and public engagement were the foundations of the planning process. Residents, business owners, City officials, City staff, and other key stakeholders provided feedback that gave insight to the community's values, vision, concerns, and priorities for the future. Community engagement served as the starting point for identifying the Study Area's issues, opportunities, and potential projects. The outreach process reached over 300 people across all engagement formats, from in-person meetings to online questionnaires. This section summarizes virtual and in-person outreach.

In-Person Engagement

In-person engagement was conducted through various interviews, workshops, and discussions. Below is a summary of in-person events and activities that occurred throughout the planning process.

Key Staff Workshop

The key staff workshop included several department heads and other members of City staff who provided insight into the daily operations and concerns of City employees.

Steering Committee Meetings

The steering committee was the primary oversight board for the Joliet ETOD Plan. The members of the committee provided a diverse range of opinions and interests. With committee members representing Joliet City Development, Downtown residents, the East Side Neighborhood, Metra, Will County, the Jacob Henry Mansion Estate, and local businesses and developers, this ensured the plan reflected every aspect of the community. Five meetings were held to ensure the steering committee had a chance to comment on all aspects of the Plan.

Community Workshop

The community workshop provided residents, business owners, and other key stakeholders an opportunity to discuss the issues and opportunities in the Study Area. Through a series of stations, attendees reviewed best practices for urban design and multi-modal transportation and considered different development styles for the project's catalyst sites.

Key Stakeholder Interviews

Residents, business owners, and other stakeholders were invited to provide their unique and direct insights regarding the existing conditions and potential opportunities within the Study Area. Conducted as individual confidential interviews and small focus groups in a conversational style, these discussions provided candid responses that might not otherwise be obtained in an open workshop format. A total of 10 hour-long interviews and focus groups were conducted.

Urban Land Institute (ULI) Chicago Development Dialogue Panel

The City and the RTA jointly invited ULI to facilitate a dialogue between Joliet and professional developers on the feasibility of developing catalyst sites within the Study Area. Following a presentation of the City, its developmental history, and the Study Area, panel attendees toured the sites identified for potential redevelopment and discussed the market feasibility of developing the sites. This dialogue occurred on Thursday, October 3, 2024, on the second floor of the Joliet Gateway Center.





Participants of the Community Workshop identified issues and opportunities on topics including urban design and placemaking, transportation and opportunity sites in the Study Area



The Development Dialogue Panel



Mayor D'Arcy speaks with the panel outside Union Station

Online Engagement

Online engagement helped share the project with a larger volume of residents and stakeholders. While not as immediate as in-person interaction, online options gave respondents the opportunity to provide feedback on their own time. Online outreach options included the project website, the online questionnaire, and map.social.

Project Website

The City of Joliet created a dedicated project webpage on the municipal website to inform the public and support the planning process. The webpage contained information, updates, workshop and meeting notices, and project documents such as public review drafts and memos. It also provided convenient access to other online outreach tools, such as the online questionnaire and map.social.

Online Questionnaire

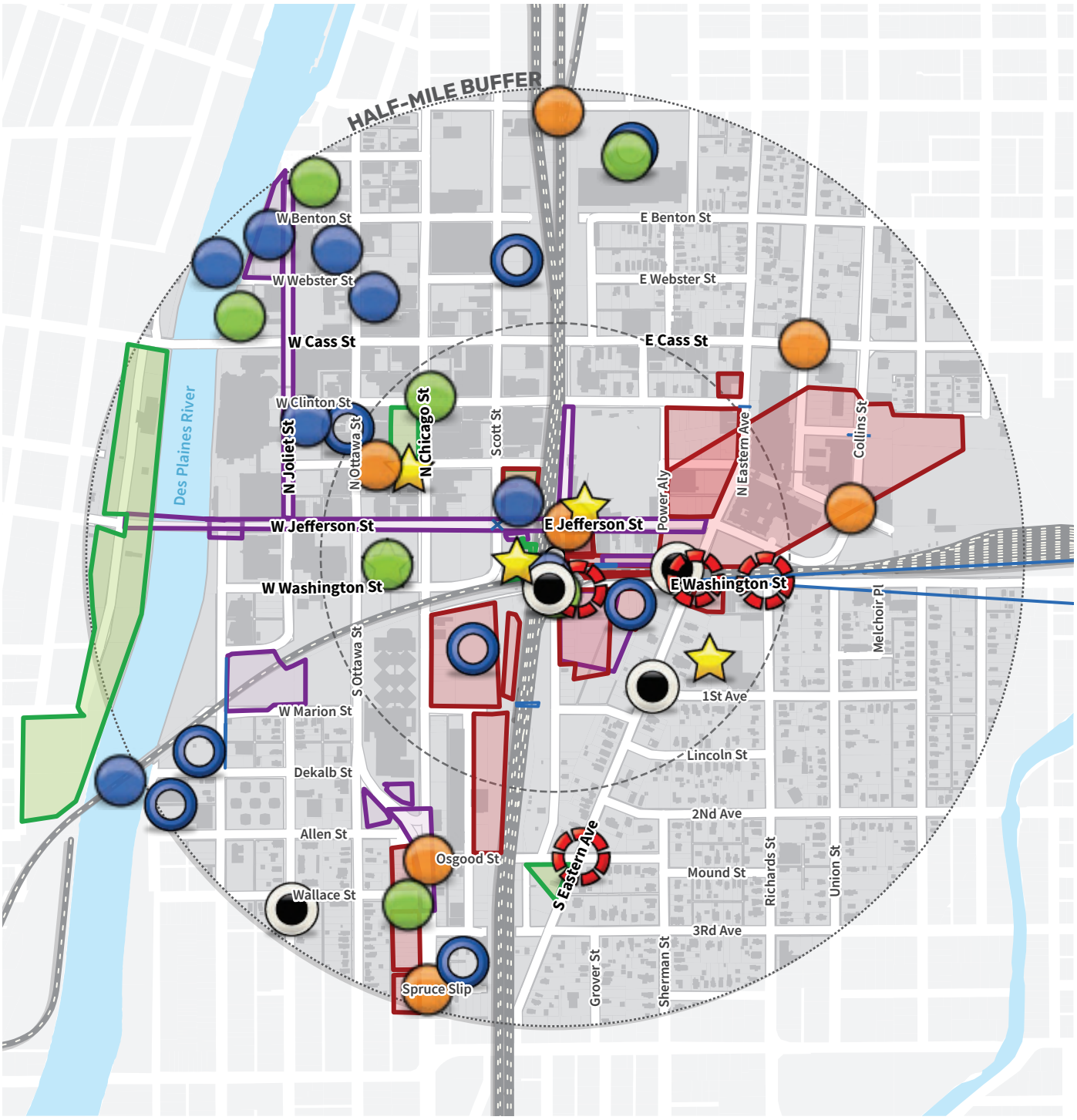
An online questionnaire was created as part of the community engagement efforts for the Joliet ETOD Plan. The questionnaire enabled stakeholders throughout the City to participate in the outreach process at their own pace. The community questionnaire asked a series of questions about the quality of housing, business development, transportation, branding, image and identity, and strengths and weaknesses of the Study Area.

Map.social

Map.social, an online mapping tool, allowed participants to pinpoint location-specific issues and opportunities on a personalized map. Users could identify where they wanted to see specific types of development or design and receive feedback from other community members through likes or dislikes.



Project website and survey



map.social

0 500 1,000 Feet

- Community Asset
- Problematic Intersection
- Public Safety Concern
- Undesirable Use
- Desired Use/Development
- Poor Appearance
- Other
- Pedestrian Improvements
- Development Priority Site
- Public Gathering Space
- Placemaking and Urban Design Improvements


AYS BUSINESS CENTRE
N Ottawa ST
WEST
30
PNC BANK
PNC BANK
DO NOT ENTER
F150



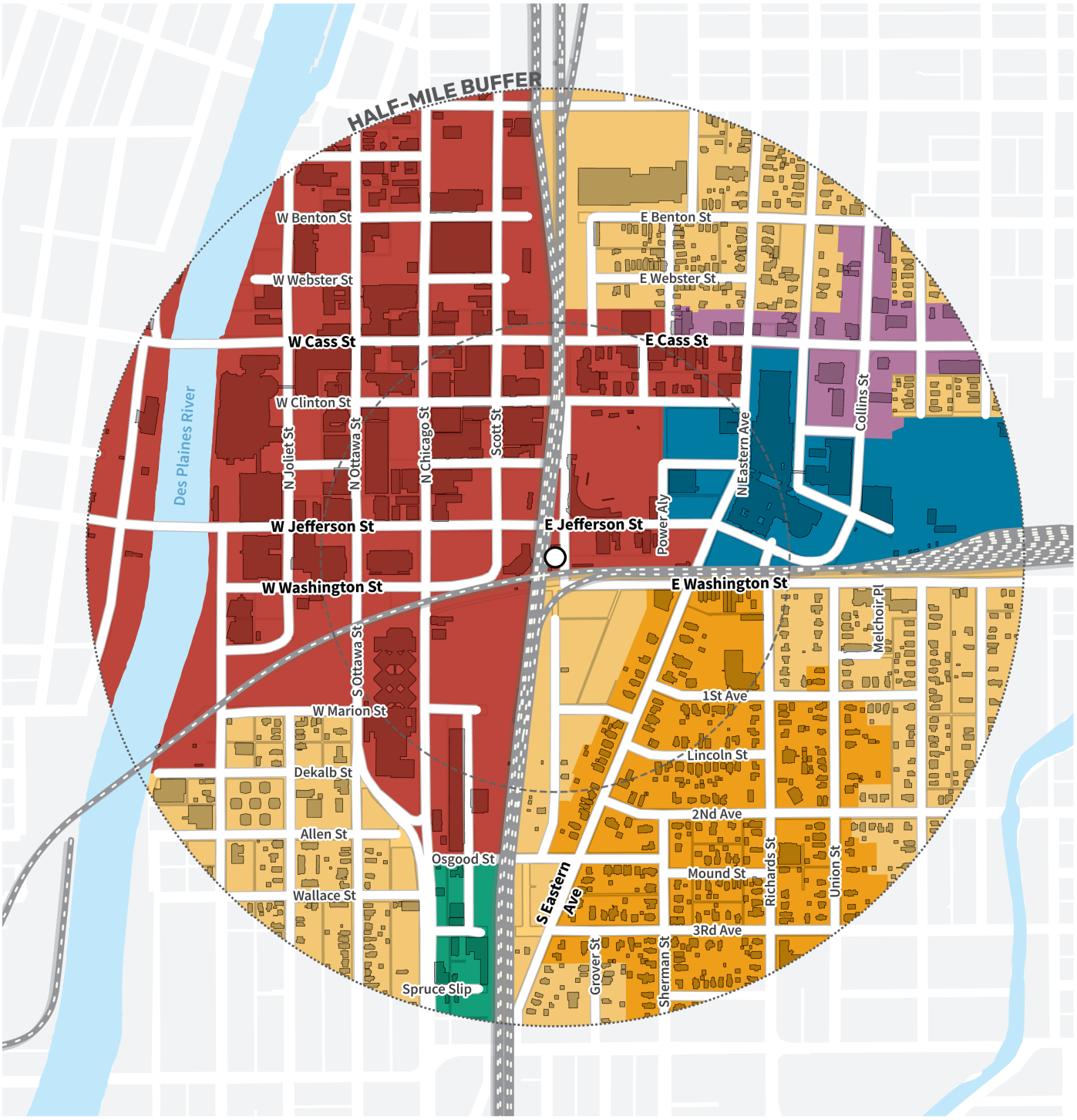
03

CHARACTER AREAS

This chapter outlines the distinct character areas within Joliet's Study Area, highlighting their unique land uses, design elements, and development opportunities. It provides an overview of key districts, including the Downtown and Civic Area, Cass-Collins Commercial Node, Residential Areas, East Side National Register Historic District, Institutional Area, and South Chicago Street Corridor. The description of each area's existing conditions, and recent developments helped inform the policy considerations to foster growth, improving infrastructure, and enhancing community character of the Study Area in the Land Use, Urban Design, , Multimodal Transportation, and Development Opportunities chapters.

In This Chapter

- Downtown and Civic Area
- Cass and Collins Commercial Node
- Residential Area
- East Side National Register Historic District
- Institutional Area
- South Chicago Street Corridor



Character Areas

- Downtown and Civic Areas
- Cass and Collins Commercial Node
- Residential Areas
- East Side National Register Historic District
- Institutional Area
- South Chicago Street Corridor



CHARACTER AREAS

Joliet's character areas are specific geographic locations within the Study Area that contain diverse land uses and unique design elements. These include the Downtown and Civic Area, the South Chicago Street Corridor, the Cass-Collins Commercial Node, the East Side National Register Historic District, the surrounding residential areas, and the Institutional Area. Development opportunities can harness the unique sense of place of each area, evolving them into destinations unlike anywhere else in the City.

Downtown and Civic Area

The Downtown and Civic Area encompasses all of Downtown and areas around East Cass Street, Slammers Stadium, and the Will County Adult Detention Facility. This area serves as the focal point of Joliet, containing many commercial and civic uses that attract customers and employees.

This area's physical landscape continuously evolved over time resulting in a range of building forms, heights, and land uses. For example, historic structures, such as the Rialto Square Theater, are neighbors to newer buildings, such as the Will County Courthouse. Recent developments also include Joliet Junior College's City Center Campus, City Square, and the renovations of Joliet Public Library and the Rialto Square Theater.

Within the character area is Jefferson Street, Cass Street, Ottawa Street, Chicago Street, and Scott Street - key corridors that contain most of Downtown's businesses, restaurants, and services. Chicago Street acts as Joliet's main street, which is reflected in the current reconstruction efforts along the corridor. Jefferson Street, Cass Street, Scott Street, and Ottawa Street were historically major commercial streets but now serve as major transportation thoroughfares.

Cass-Collins Commercial Node

The Cass-Collins Commercial Node is centered around the intersection of East Cass Street and Collins Street. This character area is primarily commercial, with several businesses providing goods and services to residents on the City's east side.

The area has both historic pedestrian-oriented structures and newer auto-oriented structures. Much of the node is covered with standalone surface parking lots or parking lots serving adjacent businesses. Of the character area's 13.5 acres, 3.63 acres (26.8%) of the area's total land consists of standalone surface parking lots. A further 7.3 acres (54%) of the area's total land consists of commercial uses with large parking areas in front or around a structure. Recent developments include renovations to Supermercado La Joliet and El Gallo De Acero.



East Side National Register Historic District

The East Side National Register Historic District consists of residential and commercial structures southeast of the Joliet Gateway Center. Created in 1980, the National Register Historic District contains 281 contributing structures.

This character area contains a collection of historic homes from the late 1800s and early 1900s. Many of these homes are considered good examples of their architectural periods. Several commercial uses are located within the character area, including a historic row of vacant commercial structures on Washington Street and auto-oriented retail along Richards Street.

Residential Areas

Residential Areas include neighborhoods located northeast, southeast, and southwest of the Joliet Gateway Center. Though located in different parts of the Study Area, these neighborhoods share similar housing forms and land uses.

This character area contains a mix of single-family and multifamily housing types that vary in age exterior materials, and design. Small-scale commercial uses are dispersed throughout this character area, primarily located at busy intersections. Recent developments include the opening of the new Supermercado El Guero de Joliet.

Planning Concepts

Missing Middle

The term "missing middle" refers to a range of housing types that are denser than single family homes, but less dense than multi-family apartment buildings. They include duplexes, townhouses, triplexes, four-plexes, live-work mixed-use structures, and more. They are considered "missing" due to their relative lack of inclusion in many residential zoning codes throughout the 20th century. As a result, they are most commonly found in historic neighborhoods.



Institutional Area

The Institutional Area covers the campus of Joliet Central High School, the Boys and Girls Club, and the Cornerstone Services Building. The school, and its related athletic facilities, stretch from Power Alley in the west to the north branch of Hickory Creek in the east, and East Cass Street in the north to the railroad viaduct in the south.

The high school was originally built in 1901 and has been expanded several times over the past 120 years. All newer additions were designed to match the architectural style of the original building. Due to its iconic design, the school was placed on the National Register of Historic Places in 1982. Many of the school's athletic facilities are relatively new, with a renovation to the football field occurring in 2023.

The school owns several surface parking lots to accommodate students, faculty, and staff driving to the campus. Most of these lots feature minimal landscaping or screening.

South Chicago Street Corridor

The area extends along South Chicago Street from Osgood Street to the southern boundary of the Study Area. Chicago Street was widened in the 1960s to accommodate new traffic entering and exiting Interstate 80 and has now become a high-traffic, high-speed corridor. Many structures that used to line Chicago Street were demolished with only vacant parcels remaining.

Today, the area contains a disjointed mix of commercial, industrial, and vacant lots as well as a mix of zoning classifications. Older commercial uses directly front Chicago Street, but most remaining commercial use are auto-oriented setback from the street.


RIALTO
SQUARE
THEATERWORKSUSA'S PRODUCTION OF
THE MAGIC SCHOOL BUS:
LOST IN THE SOLAR SYSTEM
THEATRE SPONSOR
OLD NATIONAL BANK
ENTRANCE
Rialto Square



04

LAND USE AND DEVELOPMENT

This chapter builds on the current growth and development patterns in Joliet and around the Gateway Center and identifies land use and development strategies to achieve the goal of an equitable transit-oriented development.

The Land Use and Development Chapter focuses on actions to ensure:

- The City capitalizes on the development potential of the Study Area;
- Ensures housing choice and housing opportunity;
- Enhances economic and cultural vitality of Downtown; and
- Spurs new investment around the Study Area.

In This Chapter

- Redevelopment and Revitalization
- Housing for All
- Complete Neighborhoods

REDEVELOPMENT AND REVITALIZATION

Encourage Redevelopment through Strategic Infill and Adaptive Reuse to Revitalize the Study Area

The Study Area includes several underutilized or vacant properties that offer untapped development and revitalization opportunities. The identified Development Opportunity Sites have one or more of the following characteristics:

- Aging, dilapidated buildings and structures in need of significant repair or replacement;
- Scrapyards, warehouses, and light industrial uses that may not align with the long-term vision for the area;
- Properties that do not fully leverage their zoning allowances, such as those with substantial unused Floor Area Ratio (FAR) or lot coverage;
- Empty buildings or buildings with upper floor vacancies, leaving prime spaces unused;
- Buildings that are functionally obsolete;
- Surface parking lots that do not maximize land use;
- Vacant land.

By focusing development efforts on these sites, in conjunction with implementing the recommendations throughout the report, the Study Area can undergo revitalization that spurs economic growth and enhances its existing character.

Catalyst Sites

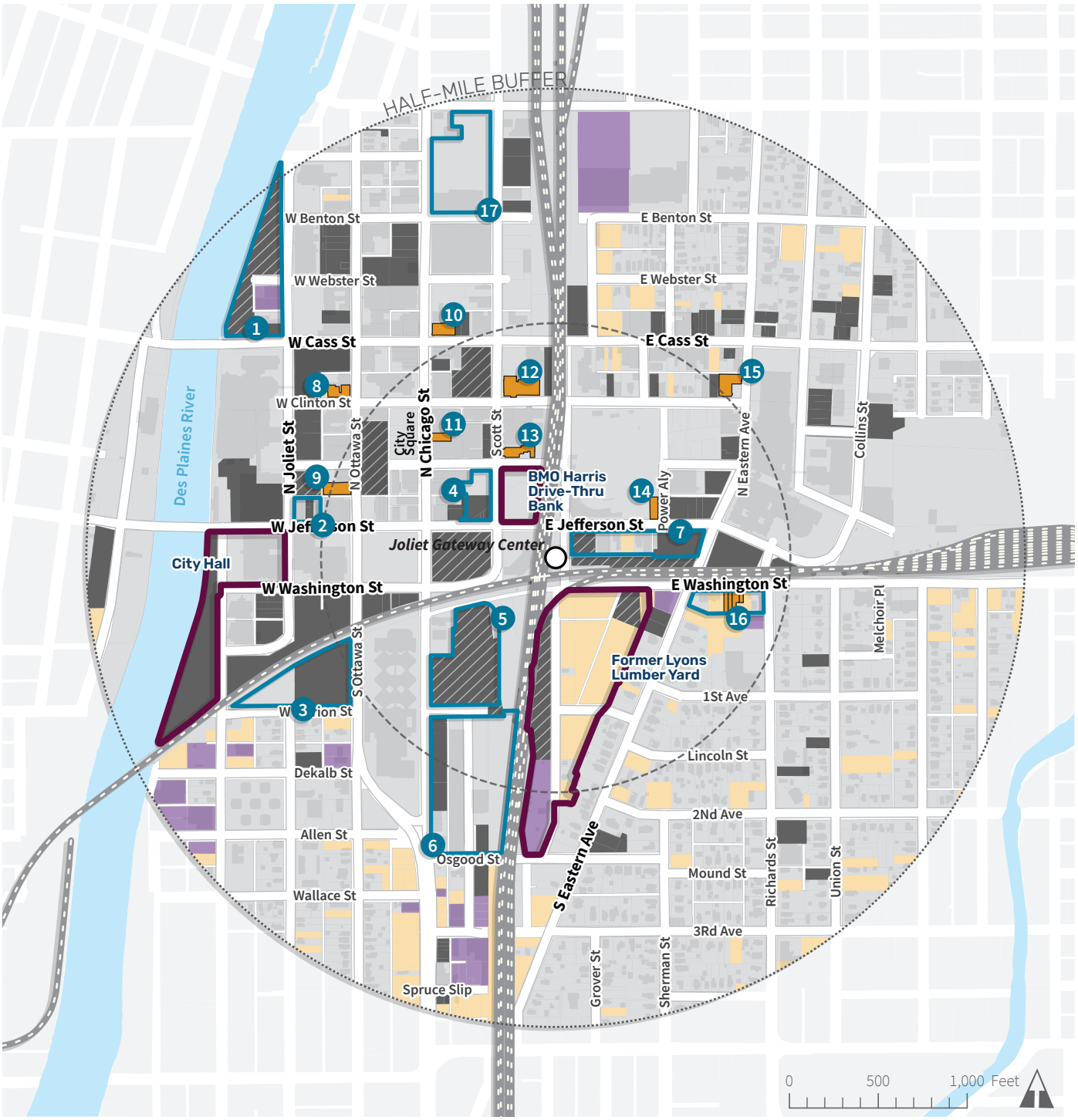
Three of these development opportunity sites have been identified as catalyst sites, which are specific sites with the potential to drive significant transformation in their surroundings, stimulating further development on adjacent properties. These three sites are discussed in detail in Chapter 07:

- City Hall Site (Pg. 76)
- BMO Drive-Thru Bank Site (Pg. 78)
- Former Lyons Lumber Yard Site (Pg. 80)

Policy Considerations

Bringing new development options to the Study Area could be accomplished with the following policies.

- Extend the B-2 (Central Business District) along Cass Street to Collins Street, along Clinton and Jefferson Streets to Eastern Avenue and to the properties within the Lyons Lumberyard catalyst site.
- Engage with key property owners to understand owner interest, potential financial, regulatory, and procedural barriers, and redevelopment opportunities to encourage adaptive reuse of vacant and underutilized buildings.
- Evaluate and update the promotion strategy for development opportunities, including financial incentives.
- Collaborate with local businesses and community organizations to activate vacant properties with temporary uses such as pop-up shops, art exhibitions, or markets to bring people to the Study Area, fostering economic activity and cultural engagement.
- Identify incompatible uses including warehouses, scrap metal storage, and light industrial workshops, and then work with property or business owners to relocate use outside the study area.
- Encourage the development of incubator and/or accelerator spaces to encourage locally grown startups, artists, and more.
- Conduct a building inventory of existing structures to determine the amount of underutilized or vacant space and prepare a more detailed action plan for each property.
- Ensure the inclusion of publicly accessible open space or a shared use path with future redevelopment projects along the riverfront.
- Create incentive programs and policies to facilitate the development of multi-family housing
- Feature existing downtown residential units as a way to promote downtown living.
- Meet with the Joliet Township High School District, Boys and Girls Club, Cornerstone Services, and Joliet Slammers to understand parking and circulation needs. Ensure future parking needs of the Stadium Club building are considered



Development Opportunities

- Catalyst Site
- Opportunity Site
- Joliet Gateway Center
- Public Parking Facility
- Parking Lots
- Industrial Use
- Vacant Land
- Vacant or Underutilized Buildlings

Parking Lots or Vacant Lots

1. 99-100 W Webster St, 251-301 N Joliet St
2. 71-85 W Jefferson St
3. 63 S Ottawa St
4. 22 E Jefferson St
5. 12 New St, 55 E Marion St, 40-,46-,60-,80-S Chicago St
6. 9-,13-,15-Osgood St, 126 St Louis St, 172-180 S Chicago St
7. 28-30 Mayor Art Schultz Dr, 118-142 E Jefferson St

Vacant or Underutilized Buildings

8. 59-61 W Clinton St and 151-153 N Ottawa St
9. 65 N Ottawa St
10. 1 E Cass St
11. 104 N Chicago St
12. 150 N Scott St
13. 100 N Scott St
14. 141 E Jefferson St
15. 225 E Clinton St
16. 210-250 E Washington St and 1 and 7 Richards St
17. 302 N Chicago St

HOUSING FOR ALL

Promote Inclusive and Diverse Housing Development to Support Downtown Joliet's Workforce, Residents, and Visitors

As the seat of Will County, Downtown Joliet attracts a significant number of people who come to work each day, creating activity from nine-to-five that is unique among suburban downtowns in Illinois. In addition to its workforce, Downtown Joliet draws visitors with its historic architecture and a variety of cultural and recreational attractions such as the Rialto Square Theatre, Slammers Stadium, and a variety of dining establishments.

Increasingly, Downtown Joliet is becoming a desirable place to live for a diverse range of age groups, including young professionals, families, and older adults. Many survey and workshop participants expressed interest in living Downtown due to its walkable environment, proximity to amenities, and convenient access to Chicago and surrounding areas via Metra and Pace.

Currently, Downtown residential options are limited, consisting primarily of apartments, while most of the surrounding neighborhoods are dominated by single-family homes. These limited options primarily cater to narrow demographics and income ranges, making it challenging to meet the needs of a growing and diverse population.

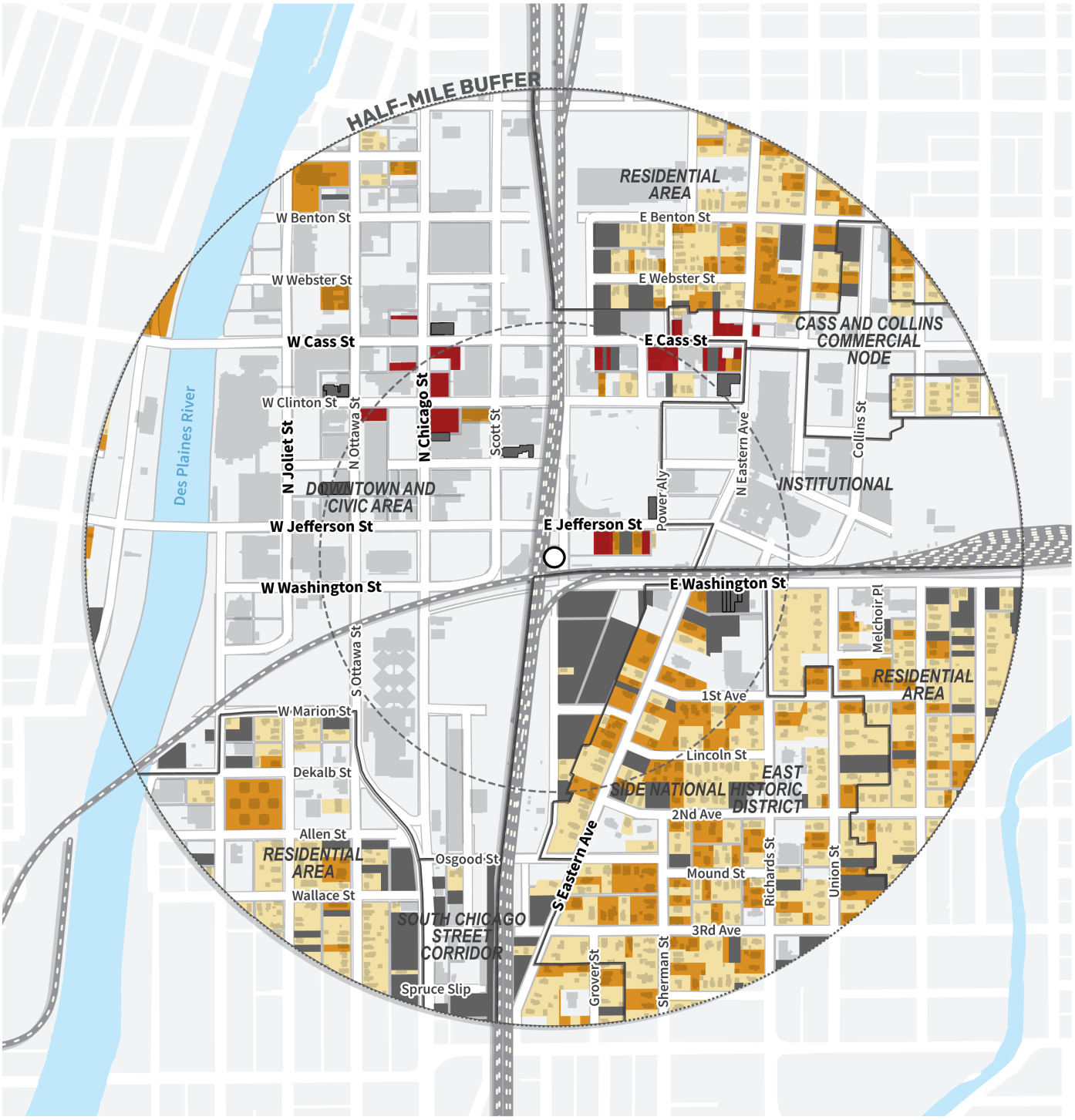
A recent Market Analysis identified a current demand for 200–250 additional housing units within the Study Area. This demand is expected to increase as development progresses, with more people seeking to live closer to jobs, transit, and the many amenities Downtown Joliet has to offer.

New development in the Study Area should create safe, attainable, and a variety of high-quality housing while fostering an inclusive neighborhood environment. By prioritizing existing residents, Joliet can minimize displacement and neighborhood gentrification, allowing longtime community members to age in place.

Policy Considerations

To address the growing demand for diverse housing options and ensure Downtown Joliet remains accessible and inclusive, the following policies should be considered.

- Connect developers with local, state, and federal funding sources (low-interest loans, land, grants, etc) to build housing types in high demand.
- Implement an inclusionary zoning policy, which would require that a portion of new residential developments within the study area be affordable for low- and moderate-income households.
- Create incentive programs and policies to facilitate the development of multi-family housing.
- Apply a zoning overlay district or rezone to a new zoning district that allows for smaller lot sizes and reduced dimensional requirements as well as two-to-four-unit buildings by-right.
- Develop a program to facilitate the transfer of city-owned vacant parcels in exchange for property improvements.
- Develop an incentive program for infill development, which may include economic incentives, zoning adjustments, and prompt and predictable permitting to attract residential developers to vacant parcels.
- Offer density bonuses or financial incentives for developers who include affordable and mixed-income housing units in TOD areas to increase housing availability for a range of income levels.



Residential Areas

0 500 1,000 Feet

- Single-Family Residential
- Multifamily
- Mixed-Use
- Vacant or Underutilized Properties
- Character Area
- Joliet Gateway Center

COMPLETE NEIGHBORHOODS

Foster Equitable, Complete Neighborhoods by Integrating Mixed-Use Development, Essential Amenities, and Community-Centered Spaces

A cornerstone of any TOD is its proximity to a transit station, enabling residents to travel without relying on personal vehicles. While access to transit is essential, true equitable development extends beyond transit and encompasses access to a broad array of community amenities, making neighborhoods connected and more livable.

A "complete neighborhood" ensures that residents can meet most of their daily needs within a short walk—typically 15 minutes—from their homes. This includes access to fresh and healthy food, recreational spaces that promote physical and mental well-being, and healthcare facilities for ongoing health and wellness. Such amenities contribute to a higher quality of life and empower residents to live sustainably, fostering a sense of community and belonging.

The Complete Neighborhood Index evaluates neighborhoods based on their proximity to key community amenities, including:

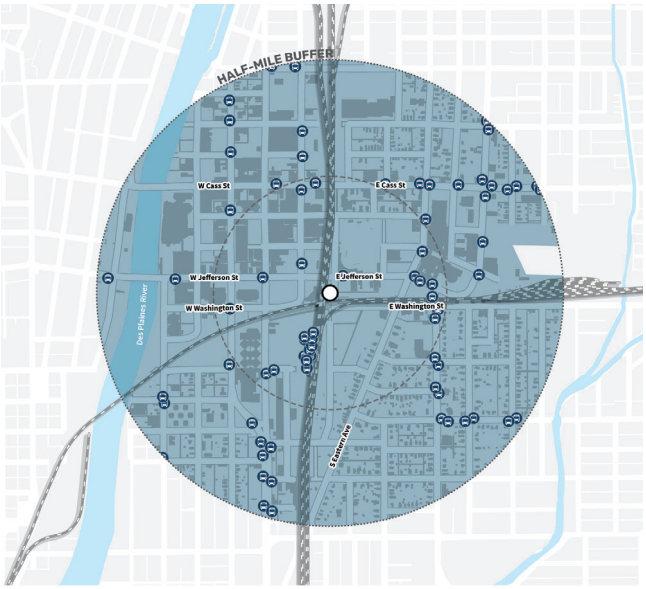
- **Grocery Stores.** Ensure access to fresh and nutritious food options.
- **Pharmacies.** Ensure access to facilities for health and wellness.
- **Parks and Open Spaces.** Provide opportunities for recreation and connection with nature.
- **Pace Bus Stops and Transit Hubs.** Ensure seamless access to public transportation networks.

Most of the study area has access to parks, though most of them are located outside the study area. City Square, currently under construction across from the Rialto Square Theater, will add additional park space when completed. Access to grocery stores and pharmacies is limited. The northeast portion of the study area contain two grocery stores and single pharmacy, but most of the rest of the study area is outside a ten-minute walkshed to grocery stores and pharmacies.

Policy Considerations

By integrating equitable development policies and prioritizing complete neighborhoods, TOD areas can serve as models of inclusive, sustainable, and community-centered urban development.

- Identify additional suitable locations for plazas, parks, and green spaces to encourage community interaction, provide areas for relaxation, enhance vitality, and improve the environmental quality of TOD areas.
- Apply for state grants to fund acquisition of properties suitable for parks, open space and recreational facilities construction.
- Upgrade pedestrians and cyclists infrastructure to encourage bicycle and foot traffic between neighborhoods and other parts of the Study Area.
- Collaborate with developers and local businesses to attract grocery stores and other essential services to enhance access to amenities in underserved areas south of the train tracks.
- Identify vacant non-city owned parcels suitable for semi-permanent alternate uses such as community gardens or small parks, with the option of formalizing their use permanently.



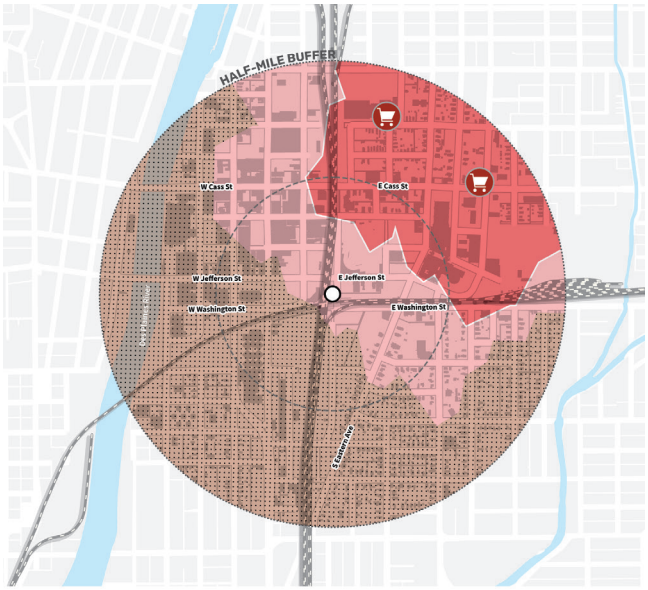
Proximity to Public Transit

- Amenity Points - Transit Stops
- Within 5-minute walk to a transit stop



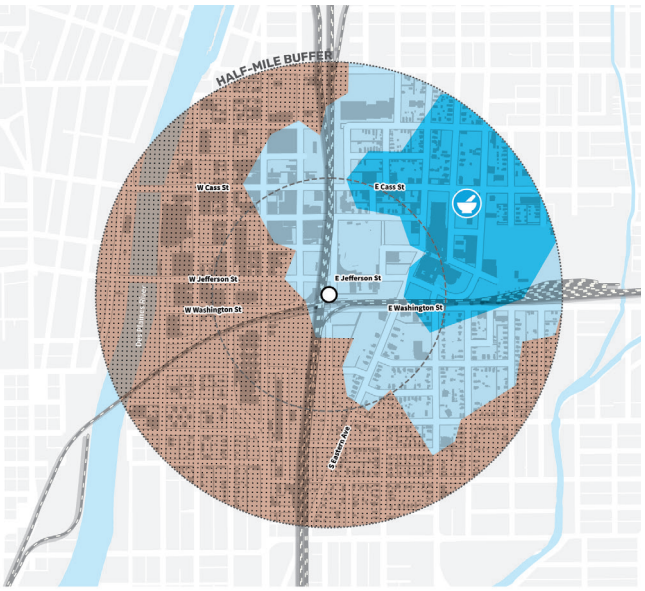
Proximity to Parks

- Parks
- Within a 5-minute walk to a park
- Within a 10-minute walk to a park
- Underserved areas outside a 10-minute walk



Proximity to Grocery Stores

- Grocery
- Within a 5-minute walk to a grocery store
- Within a 10-minute walk to a grocery store
- Underserved areas outside a 10-minute walk



Proximity to Pharmacies

- Pharmacy
- Within a 5-minute walk to a pharmacy
- Within a 10-minute walk to a pharmacy
- Underserved areas outside a 10-minute walk





05

URBAN DESIGN

This chapter covers urban design best practices that can be implemented in the Study Area. Urban design refers to the physical aesthetic of the components that make up the built environment . Urban design elements including building design, landscaping, public art, and plazas can all be designed to boost the appeal of a city. These elements can be applied to public spaces and private properties.

In This Chapter

- Public Realm Enhancements
- Private Realm Enhancements
- Safety and Perception
- Navigation and Wayfinding

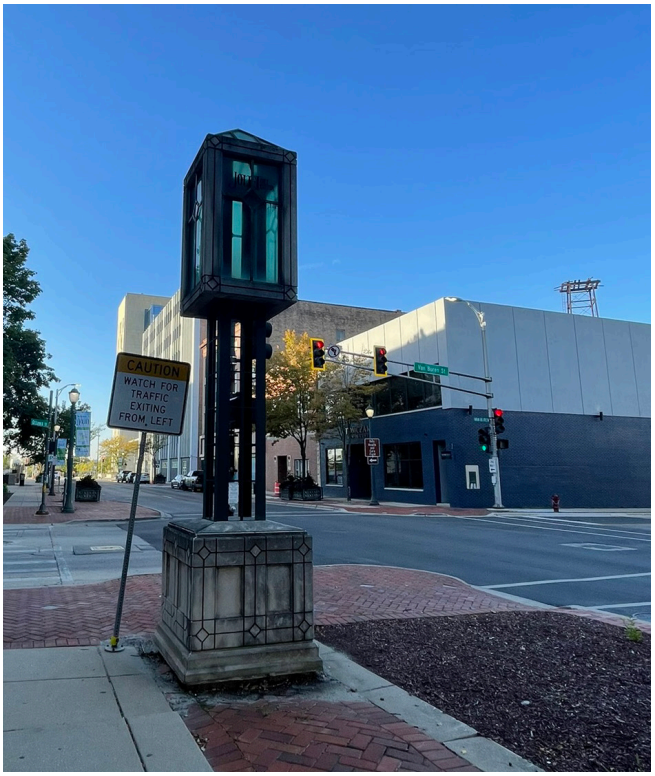
ROLE OF PUBLIC AND PRIVATE REALM

All space within a city belongs to the public realm or private realm. The public realm includes spaces that are open and accessible to everyone, regardless of ownership. Some examples include street rights-of-way, parks, plazas, squares, parking lots, and transit stops/stations. The private realm includes all privately-owned space including the land surrounding a building or space where access may be conditional, limited, or restricted entirely. The interface between these realms, including building facades, shopfronts, or outdoor areas, plays a critical role in shaping the unique character of urban environments.

Urban design strategies that enhance the public and private realms are essential for supporting an ETOD. The strategies should focus on creating safe, inclusive, and navigable environments around transit hubs to foster accessibility, economic vitality, and community pride. Public realm enhancements, such as improved lighting, widened sidewalks, public art installation, pedestrian plazas, and green infrastructure prioritize safety, comfort, and environmental sustainability. Navigation and wayfinding systems, including clear signage and accessible pathways, improve accessibility between transit, key destinations, and neighborhoods within the Study Area. Further, private realm enhancements, including active building frontages, active streets, and a variety of building materials that complement the surrounding area strengthen the interface between public and private spaces. Together, these interventions address safety and perception, facilitate navigation, and create a vibrant urban fabric that will contribute to Downtown's charm and supports diverse community needs within the Study Area.

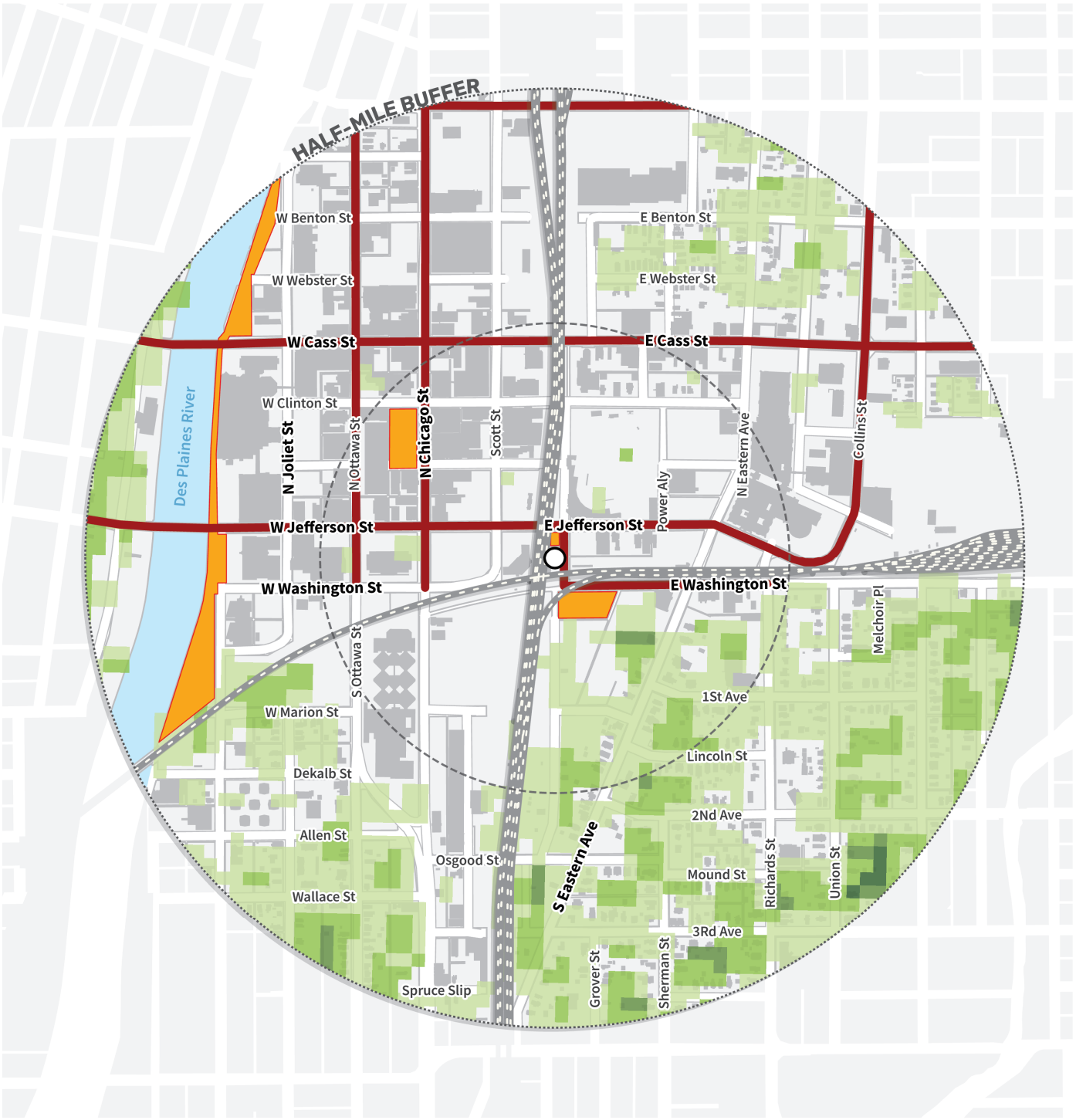
URBAN DESIGN ELEMENTS

The following section addresses a wide range of elements to enhance the urban environment of the Study Area. Any single one of these elements will boost the appeal of an individual property or street block, but utilizing these elements in conjunction with one another will maximize their effect. A description of each element and their specific components will precede recommendations for the Study Area.





Conceptual rendering of E Washington St as a shared street



Public Realm Enhancements

0 500 1,000 Feet

Main Street Streetscape Character

New Public Spaces

Tree Canopy Cover

1-25%

25-50%

50-75%

> 75%

PUBLIC REALM ENHANCEMENTS

Cultivate Vibrant and Cohesive Public Spaces through Strategic Placemaking and Streetscape Enhancements

Placemaking is an integral component of urban design. It is the conscious effort of assigning unique design, activities, and culture to a specific place, street, neighborhood, and/or city. Physical design is an important aspect of placemaking, but it requires community involvement to succeed.

Placemaking acknowledges the importance of private activities but emphasizes the public realm as the primary medium for success. Public spaces set the stage for a community's character. Joliet has a combination of historic buildings and infrastructure that could be enhanced with strategic improvements. Creating a cohesive public realm will help connect Downtown with Cass Street, East Jefferson Street, and the residential neighborhoods around the Study Area.



Public Art

While façades present a building to the public realm, public art presents a city's culture, society, and interests to the public realm. Public art can include statues, murals, sculptures, and more. Public art can be something viewed from a distance, but it can also invite interaction and activity. The creative freedom of public art invites urban design that is not necessarily traditional, but still enhances interest and activity in a place.

Murals

One example of public art that is commonly implemented in cities is a mural. Murals are a form of graphic artwork that is applied directly to public or private wall or other permanent surface. They are most often utilized to brighten up a blank façade or provide color to a neutral retaining wall.

Policy Considerations

To develop a public art program that will enhance Joliet's cultural landscape and visual appeal, the following policies should be considered.

- Create a new arts and culture coordinator position to oversee public art and events within the City.
- Prepare and adopt a public art display policy that addresses sign code, zoning, and historic preservation concerns and regulations.
- Prepare and adopt a public arts plan that facilitates the installation of public art within the Study Area to enhance the visual appeal of public spaces.
- Identify locations for new murals, sculptures, and other forms of art.
- Create a rotating schedule for the display of public artwork and/or murals.
- Adopt a Percent for the Arts ordinance as a funding mechanism for further public arts projects.
- Enhance railroad viaducts with improved lighting, sidewalks, and art installations.





Public Parks, Squares, and Plazas

Public spaces, such as parks, squares, plazas, and similar areas are formally designated places for public use. Historically, they were places for public gatherings or markets, but today they are most often assigned leisure or recreational purposes. Successful public spaces provide a combination of restfulness and social engagement.

Public parks range in shapes, sizes, and functions. Parks such as the Billie Limacher Bicentennial Park are large with the intention of servicing visitors from all over a City and provide space to enjoy nature, historic sites, and other cultural features. Other parks, such as Osgood Park are smaller neighborhood parks, meant to provide a place or recreation or relaxation for resident immediately around the park.

Public squares and public plazas serve similar purposes, but come in different forms. A square, like the future City Square, are often more traditional public gathering spaces, usually with some historic significance. They tend to be larger and have the ability to accommodate more visitors and amenities. Plazas are typically smaller and often appear as add-ons to new developments. For example, a new building on a triangular parcel might reserve space for a plaza at one of the parcel's tips. Plazas are most often used for outdoor seating for restaurants or cafes and provide temporary resting spots for pedestrians.

Policy Considerations

To enhance the community's access to public spaces and create vibrant gathering places throughout the Study Area, the following policies should be considered.

- Identify vacant non-city owned parcels suitable for semi-permanent alternate uses such as community gardens or small parks, with the option of formalizing their use permanently.
- Identify additional suitable locations for plazas, parks, and green spaces to encourage community interaction, provide areas for relaxation, enhance vitality, and improve the environmental quality of TOD areas.
- Apply for state grants to fund acquisition of properties suitable for parks, open space and recreational facilities construction.



Third Places

A third place refers to the social surroundings that are separate from the social environments of the home (first place) and work (second place). They are inherently places where individuals can gather and socialize with others. Such spaces instill a sense of belonging, identity, and culture to the places and the neighborhoods in which they are located.

Common third places include bars, coffee shops, restaurants, and other service establishments. However, private third places are typically only accessible through purchasing food, drinks, or services. Having freely accessible third places ensure community members of all income levels can feel part of their communities.

Policy Consideration

To expand accessible social environments where community members can gather and connect outside of home and work, the following policy focuses on establishing new third places in strategic locations.

- Identify potential locations for semi-permanent third places as a first step in determining the location of new pedestrian-oriented uses.

Planning Examples

Connected Communities Initiative

The Connected Communities Initiative was created by the New York City Housing Authority (NYCHA) to address the lack of quality public spaces and sense of community in its properties. The initiative recognized that several decades of disinvestment has left residents without many third places in which to relax and socialize. Recognizing this disparity, the NYCHA partnered with New York City Parks to construct new public spaces with the aim of fostering social connections, improve health outcomes, and provide environmental benefits. Since the start of this initiative NYCHA opened new public spaces and playgrounds at six of its housing developments, boosting the usage of these spaces and bringing together community members.



Residents of the William McKinley Houses in the Bronx trying a newly renovated basketball court.



Tactical Urbanism

Purposeful creation of third places can be done in an easy and affordable manner. Tactical urbanism refers to the use of low-cost, temporary changes to the built environment to achieve desired goals. For third places, this could include the installation of easily movable furniture and other placemaking elements to transform a previously underutilized place into a gathering spot. Often these changes can be explored as proof of concept, with the intent to make changes permanent if they are successful.

Defining features of tactical urbanism include public participation and experimentation. Often, examples of tactical urbanism arise through grassroots efforts, such as residents of a neighborhood painting new shared intersections or bicyclists installing traffic cones along a desired bike route. These efforts typically arise from a desire to improve local places without waiting on a government entity to do so. These efforts often act as real-life experiments to see what improvements might work, without having to commit to expensive analyses.

Policy Consideration

The following policy encourages strategic activation of streets to create vibrant community gathering places.

- Temporarily close selected streets to vehicle traffic and host public events such as pop-up markets, street festivals, or outdoor performances to activate public spaces and engage the community.

Planning Examples

Park(ing) Day

Park(ing) Day is an annual event in which community members of cities across the world take over on-street parking spaces and transform them into parklets. Initial Park(ing) days were more performative as residents reimagined what a parking space could become, but over time, Park(ing) Day projects demonstrated the benefits of extending pedestrian spaces into streets and highlighting the benefits that come with more places to sit, dine, and socialize. Some Park(ing) Day installations result in permanent changes like sidewalk extensions or permanent parklets.



A Park(ing) Day installation in Atlanta, Georgia.



Streetscapes

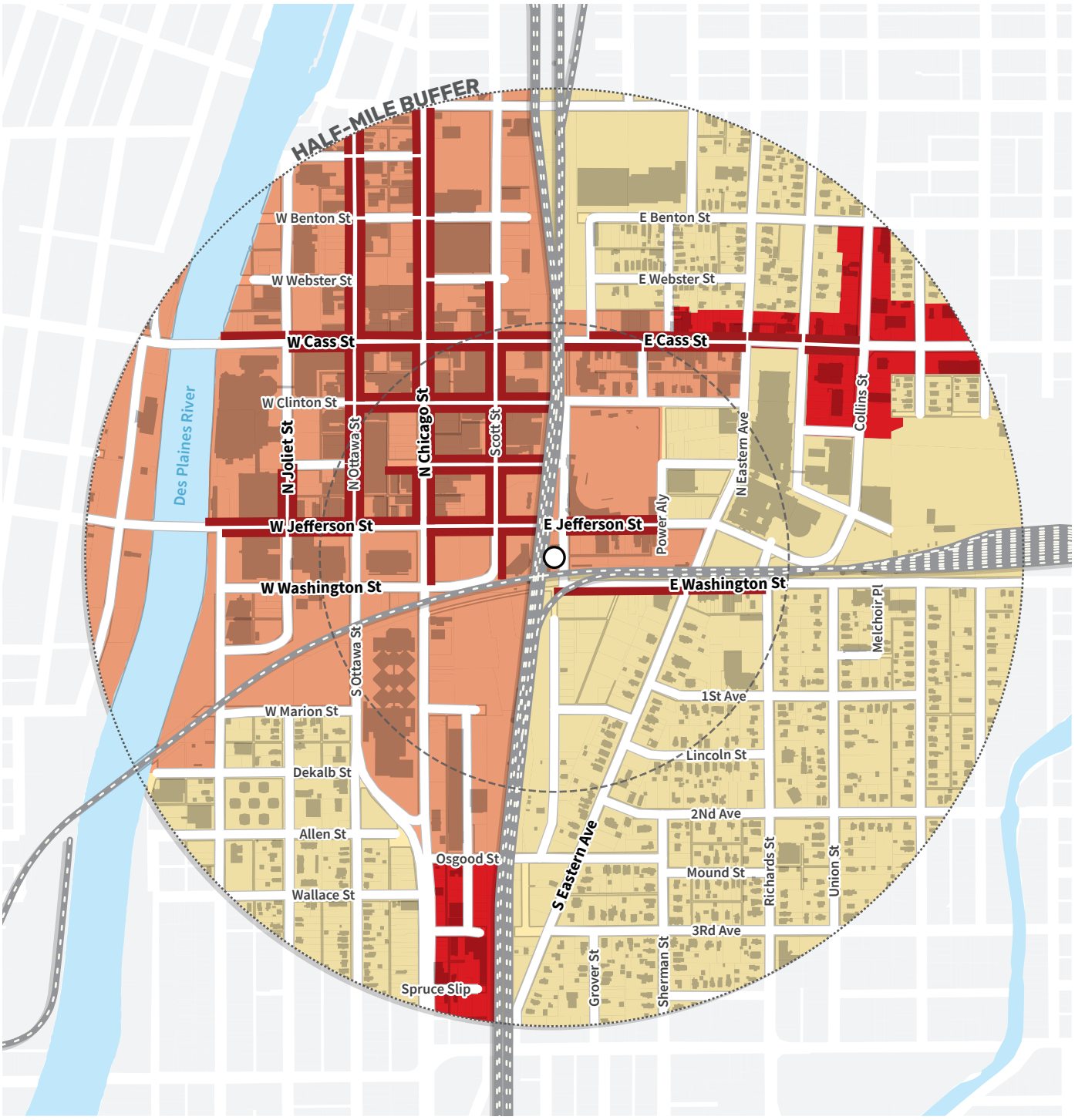
At its most basic definition, a streetscape is simply the appearance of a street. This includes the road and adjacent sidewalks or facilities on it. A good streetscape enhances the visual appeal of an area, drawing in people and visitors to businesses and other spaces along it. Elements that make up a streetscape include vertical elements, such as street-lights and street trees; surface elements, such as pavement, walking spaces, curbs, gutters, and landscaping; and small-scale elements, such as sidewalk furnishings, tree boxes/grates, wayfinding signage, perimeter security, and building/street interaction. A well designed and carefully planned streetscape will encourage higher pedestrian activity and help create a sense of place in the neighborhood.

When determining the design of a streetscape (and roadway network), the consistency of streetscape elements is important to consider. Having consistent street trees, lighting, and surface elements creates a sense of continuity across a neighborhood. Successful streetscape design helps tie the brand and sense of identity of the neighborhood and city together. The City's 2018 Chicago Street Corridor Plan developed new designs and streetscape elements for North Chicago Street. To ensure consistency moving forward, the City should apply elements of the Chicago Street corridor to other streets in the Study Area.

Policy Considerations

To address the desire for an improved sense of place and a cohesive, pedestiran-friendly environment, the following policies are recommended:

- Develop a streetscape improvement plan for the character area, utilizing similar design languages and approaches as the Chicago Street reconstruction project.
- Install sidewalk furnishings along a streetscape's pedestrian zone to provide pedestrians with seating, waste receptacles, and other amenities to improve their experience.
- Plan and implement a street landscaping program to enhance the streetscape and improve the pedestrian experience.
- Widen the sidewalks on both sides of South Chicago Street, where possible, to a minimum of six feet.



Private Realm Enhancements

0 500 1,000 Feet

- Downtown Joliet
- Commercial Area
- Residential Area
- Active Street Fronts
- Joliet Gateway Center

PRIVATE REALM ENHANCEMENTS

Encourage pedestrian-friendly design, cohesive architectural standards, and active ground-floor uses to create a vibrant and inviting urban environment.

Private realm enhancements focus on the physical improvements to privately owned properties within the City. These enhancements are critical for creating a cohesive, inviting, and pedestrian-friendly urban environment. The built environment in the Study Area includes diverse building types and uses in that define its character, which can be grouped into the following categories:

- Downtown Joliet
- Commercial Areas
- Residential Areas



Downtown Joliet

A consistent streetwall, where buildings align closely with the sidewalk, creates a sense of enclosure and pedestrian comfort. Street orientation plays a key role in reinforcing this urban character, as buildings that face the street and align with its grid enhance visibility and accessibility. Height and massing also contribute to the urban fabric, with mid-rise and high-rise buildings providing a sense of vertical enclosure while maintaining human-scale elements at the street level.

Transitions between different building heights and uses are essential to ensure compatibility and avoid abrupt visual or functional changes. Gradual stepping down of building heights near residential neighborhoods or open spaces can create a more harmonious relationship between diverse uses. The building-street relationship is another critical element, as active frontages, clearly defined entrances, and minimal setbacks encourage pedestrian engagement. Vacant lots, surface parking, and auto-oriented developments interrupt this street wall and detract from the pedestrian experience. For example, Chicago Street's consistent street wall and pedestrian-oriented streetscape provide a comfortable walking environment, while North Joliet Street's setbacks and parking lots leave pedestrians feeling exposed. Addressing these gaps is crucial to enhancing the overall urban design.

Policy Considerations

The following policies should be considered to suport private property improvements and encourage redevelopment to strengthen Downtown Joliet's urban character

- Promote use of the City's Historic Design Guidelines to ensure that these guidelines facilitate attractive and active storefronts.
- Support property owners with technical assistance, grants or other economic incentives for repair or maintenance of historic structures.
- Engage with key property owners to understand owner interest; potential financial, regulatory, and procedural barriers; and redevelopment opportunities to encourage adaptive reuse of vacant and underutilized buildings.
- Update the City's 50-50 sidewalk program to potentially remove property owner participation from sidewalk replacement, reconstruction, or maintenance projects.
- Remove or reduce the minimum number of required off-street parking spaces for new structures outside of the B-2 Zoning District that are adjacent to transit stops and stations.





Commercial Areas

Commercial areas benefit from activating ground-level spaces with retail, dining, or cultural uses to foster vibrancy and encourage pedestrian activity. Street orientation of commercial buildings is vital in maintaining visibility and ensuring that storefronts are accessible directly from the sidewalk. Height and massing should align with the surrounding context, allowing for denser development while avoiding overshadowing adjacent properties. Proper transitions between commercial buildings and neighboring residential or mixed-use areas can soften the impact of higher intensity uses.

The relationship between buildings and the street is further enhanced through features such as awnings, display windows, and outdoor seating areas that invite pedestrian interaction. High-quality building materials, well-maintained facades, and inviting storefronts enhance the character of these areas. Encouraging active uses on the ground floor and providing outdoor seating or display areas can further contribute to the vitality of commercial corridors.

Policy Considerations

Enhancing commercial areas requires policies that activate ground floors, support private investment, and facilitate redevelopment.

- Update the zoning ordinance to allow for new small neighborhood commercial buildings or for the rehabilitation of former commercial buildings back to commercial use.
- Engage with key property owners to understand owner interest; potential financial, regulatory, and procedural barriers; and redevelopment opportunities to encourage adaptive reuse of vacant and underutilized buildings.
- Update the City's 50-50 sidewalk program to potentially remove property owner participation from sidewalk replacement, reconstruction, or maintenance projects.
- Support property owners with technical assistance, grants or other economic incentives for repair or maintenance of historic structures.



Residential Neighborhoods

Residential neighborhoods feature setback houses and tree-lined streets that contribute to a distinct character and a sense of security. Building orientation that prioritizes views of the street and public spaces strengthens the connection between private and public realms. Height and massing in residential areas should respect existing patterns, with new developments aligning with the scale and proportion of established homes.

Transitions between residential and higher-density areas or commercial zones require thoughtful design to preserve neighborhood character. Buffering elements such as landscaping, fences, or transitional building heights can help mitigate impacts. The building-street relationship in these areas often emphasizes private yards and porches, which create a welcoming interface between homes and sidewalks.

Creating a pedestrian-friendly environment across all these areas also requires attention to details such as facade design, building-street relationships, and private sidewalk uses like cafe seating. Thoughtful integration of street orientation, height and massing, transitions, and building-street relationships ensures a cohesive urban environment that meets the needs of diverse users.

Policy Considerations

The following policies are recommended to preserve neighborhood character, support context-sensitive infill development, and enchance the relationship between residential areas and the public realm.

- Develop infill development standards or establish a local character district to ensure future development on vacant parcels contributes to the architectural character of the national register historic district.
- Update the Zoning Ordinance to establish residential design standards for new construction or substantial redevelopments of existing structures.
- Update the City's 50-50 sidewalk program to potentially remove property owner participation from sidewalk replacement, reconstruction, or maintenance projects.
- Develop infill development standards or establish a local character district to ensure future development on vacant parcels contributes to the architectural character of the national register historic district.
- Apply a zoning overlay district or rezone to a new zoning district that allows for smaller lot sizes and reduced dimensional requirements as well as two-to-four-unit buildings by-right.
- Support property owners with technical assistance, grants or other economic incentives for repair or maintenance of historic structures.

SAFETY AND PERCEPTION

Enhance Perception, Safety, and Pedestrian Activity through Strategic Streetscape Improvements and Community Engagement

Through the community engagement process, several participants including residents, and business owners indicated that Joliet's current negative perception harms its ability to attract visitors and businesses to the Study Area. In addition, poorly maintained sidewalks, streets, and other infrastructure, combined with insufficient lighting were singled out as elements in need of improvement.

Pedestrian Activity

Many of the Study Area's economic activity revolves around the civic offices of the City and Will County. As a result, pedestrian activity is greatly influenced by office hours. Downtown feels "dead" after 5pm as the mass departure of workers causes many businesses to close around that time.

The lack of street activity lends to a sense of unease, especially after dark, and has resulted in residents and visitors avoiding the Study Area at certain times. By increasing pedestrian activity, this will indicate to residents and visitors that there are things to do and places to visit.

Policy Considerations

The following policies are recommended to enchance safety and activate the Study Area

- Continue to promote community events that temporarily utilize streets, squares, and/or sidewalks to develop consistent activity around the Study Area.
- Create a more comprehensive marketing strategy to market Joliet's unique entertainment events and venues, such as Slammers Stadium and the Rialto Square Theater.
- Enhance railroad viaducts with improved lighting, sidewalks, and art installations.
- Widen the sidewalks on both sides of South Chicago Street, where possible, to a minimum of six feet.

Maintenance

Many of the Study Area's streets and sidewalks are in need or repair. Main thoroughfares into the Study Area experience high levels of truck traffic, resulting in increased wear on the streets and poor pedestrian and driving experience.

Additionally, existing sidewalks need repair due to missing pavement or uneven walkways. They are also in need of regular cleaning or garbage, debris, and snow. Other elements of the streetscape need immediate attention to repair cracked medians, overgrown weeds, or crumbling curbs. Some underpasses of the railroad viaduct contain crumbling walls, peeling paint, and flickering lighting. This creates a perception of a poorly maintained and unsafe environment.

Policy Considerations

The following policies are recommended to improve infrastructure maintenance and enhance the perception of safety.

- Work with the SSA to keep sidewalks and gateway entrances free of debris, litter and snow.
- Target visibly deficient infrastructure to remove the perception of poor safety from the City's streets
- Revise Joliet Code of Ordinances to make explicit ownership and maintenance obligations on ROW.
- Engage property owners to discuss ownership and maintenance obligations on ROW.

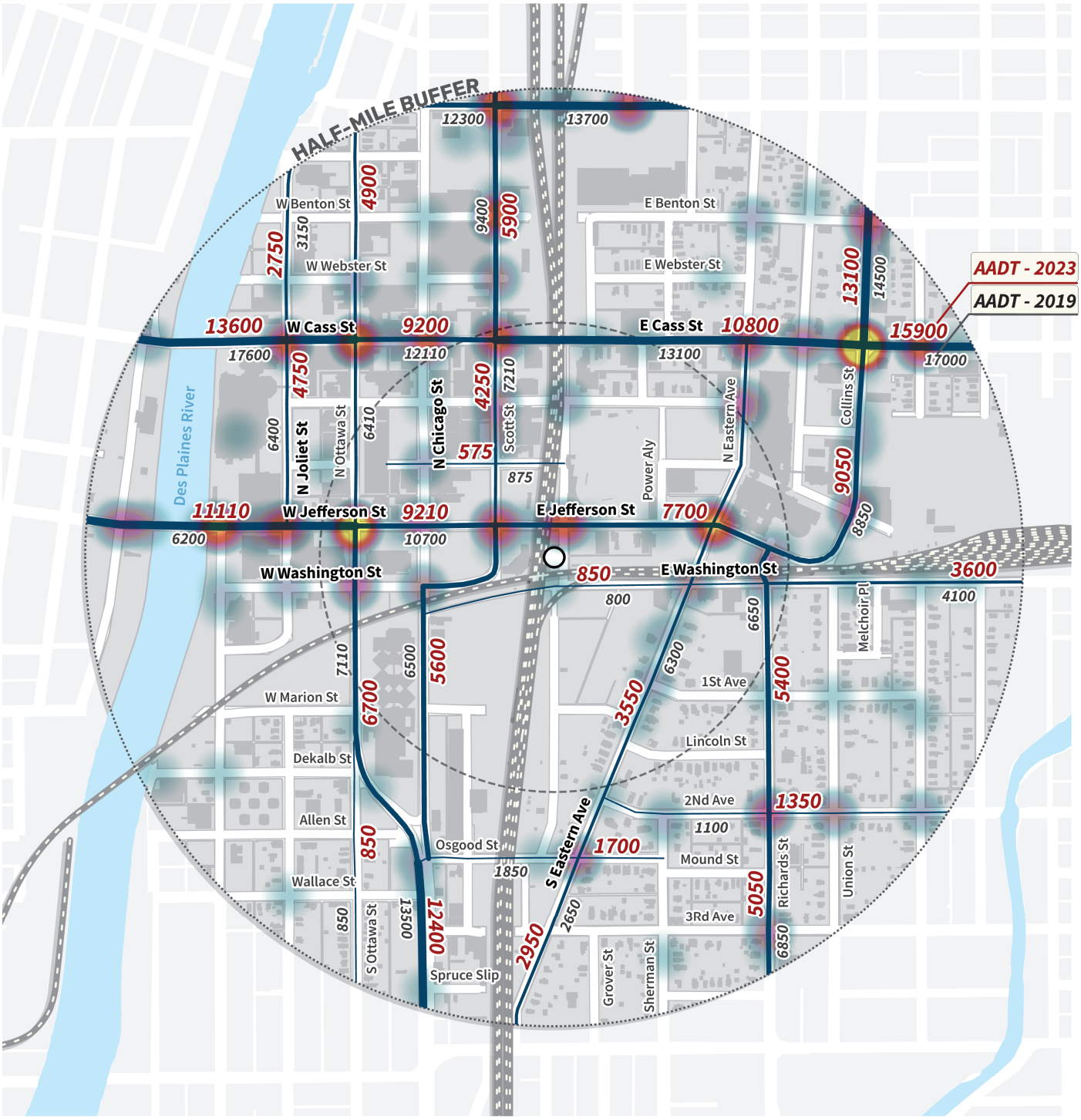
Improved Lighting

If lighting is done well, pedestrian activities can continue throughout the day into the evening. The Study Area's current sense of unease due to a lack of street activity after dark is exacerbated by areas with poor lighting. Several Downtown residents noted feeling unsafe when walking. They also noted that the lighting of viaduct underpasses is often not welcoming and discourages them from walking under the railroad viaduct. Lastly, poor lighting creates unsafe conditions for cyclists as darkness limits visibility and increases their risk of injury .

Policy Consideration

The following policy is recommended to improve lighting and enhance safety for pedestrians and cyclists.

- Enhance railroad viaducts with improved lighting, sidewalks, and art installations.



AADT and Non-Fatal Accidents

Average Annual Daily Traffic - 2023

- Less than 2,500
- 2,501 - 5,000
- 5,001 - 10,000
- Over 10,000

Non-Fatal Accidents

- Sparse
- Dense

- Joliet Gateway Center
- ## AADT - 2023
- ## AADT - 2019

NAVIGATION AND WAYFINDING

Establish a cohesive system of wayfinding and gateway signage to enhance navigation, reinforce district identity, and create inviting entrances into the Study Area.

Signage is an integral component in urban design as proper signage helps residents and visitors navigate a city without needing to rely on advice from others or mapping apps on phones. Signage helps orient an individual and indicates the correct directions to important destinations. Signage can also utilize branding to mark changes in districts or purpose of a place.

In addition to navigation and wayfinding, signage can be located at gateways into a city to let travelers know when they have arrived at a community.

Signage/Wayfinding

Clear and consistent signage helps people navigate unfamiliar spaces without reliance on a smartphone or asking for directions. Being able to use the physical environment to easily navigate helps reduce stress and frustration while allowing an individual to spend more time wandering. In addition to navigation, signage can provide multiple additional benefits, such as navigational accessibility to those with disabilities, increased safety, reduced visual clutter, enhanced sense of place, and increased economic activity.

Policy Considerations

To improve the navigation and wayfinding within the Study Area, the following policies are recommended.

- Coordinate with RTA, Metra, and Pace for transit wayfinding.
- Develop a system of consistently branded wayfinding signage to provide visitors and residents with clear directions to local destinations and other points of interest.

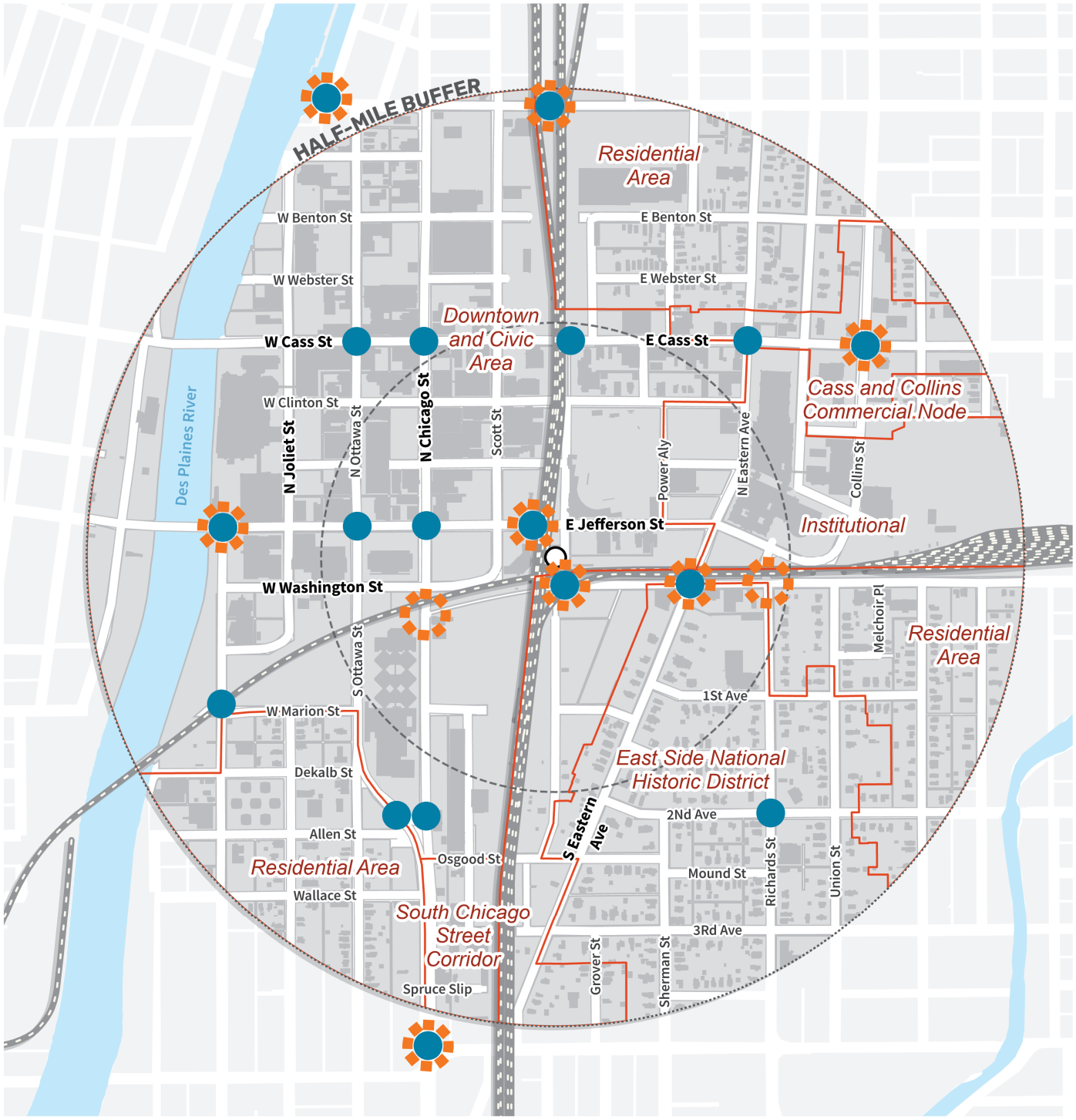
Gateways

Gateways consist of signage and/or art that delineate one's entrance into a district, neighborhood, or city. They establish a boundary signifying the character of the place one is about to enter. Cities often use gateways to welcome visitors and historic districts often use them to define the boundary of the district. The form of gateways can range from a simple sign to arches over the street to art installations. Gateways can also accompany changes to the layout of a street to indicate desired transportation modes in a new area.

Policy Consideration

Gateway signages at key intersections can enhance the sense of place throughout the Study Area.

- Install gateway signage at key entrances into different districts of the Study Area to create a stronger sense of place.



Navigation and Wayfinding

- New Gateway Sigange
- New Wayfinding Signage
- Character Area
- Joliet Gateway Center


Joliet
Platform 1
Downtown
Joliet
JOLIET
GATEWAY
CENTER
DO NOT
ENTER



06

MULTIMODAL TRANSPORTATION

Downtown Joliet has a transportation network encompassing commuter rail, intercity rail, and expansive bus services. The central hub of this transportation network is the Joliet Gateway Center train and bus stations, strategically located on East Jefferson Street. Creating a safe, comfortable, and accessible corridor requires balancing multi-modal needs while prioritizing the needs of pedestrians, bicyclists, and transit riders. Improved streetscape and public realm elements, transit priority infrastructure and amenities, and safety features support a variety of travel options that are essential for a vibrant and connected community.

In This Chapter

- Support Multi-modal Transportation
- Create Transit Friendly Streets
- Create Safe Travel Conditions

JOLIET GATEWAY CENTER

In April 2018, the Joliet Gateway Transportation Center Train Station (followed by the bus station in December 2021) opened in Downtown Joliet as a new multimodal transportation hub. This center accommodates various transportation modes, including Metra, Amtrak, Pace buses, intercity and shuttle buses, bicycles, and taxis. The two-story station includes Metra and Amtrak offices, indoor waiting areas, and elevator and stair access to Metra platforms for Rock Island and Heritage Corridor trains. Five daily commuter lots are adjacent to the Gateway Center. Commuter lots are equipped with electronic pay stations that accept cash and credit cards.

Gateway Center Ridership

Per 2023 ridership data provided by Metra, Amtrak, and Pace transit agencies, just over 1,200 average daily boardings occur at the train and bus stations, resulting in an estimated total ridership activity of nearly 2,400 boardings and alightings on an average weekday. A total of 58 weekday trains providing commuter and passenger rail connect to the Gateway Train station along with daily bus service on 10 Pace bus routes at the Gateway Bus Station, as detailed in Average Weekday Boardings at Joliet Gateway Train and Bus Stations table.

Average Weekday Boardings at Joliet Gateway Center Train and Bus Station, 2023

Weekday Service Provided	*Avg Weekday Boardings*
Metra Commuter Rail	
24 total daily inbound (to Chicago) and 24 outbound (to Joliet) trains	601
Rock Island Line	
21 inbound and 21 outbound	
Heritage Corridor	
3 inbound and 3 outbound	
Amtrak Passenger Rail	
5 total daily inbound (NB) and 5 daily outbound (SB) trains	77
Lincoln Service	
3 inbound and 3 outbound	
Texas Eagle	
1 inbound and 1 outbound	
Missouri River Runner	
1 inbound and 1 outbound	
Pace Bus Service	
10 daily routes, various frequencies	528
Total Average Weekday Boardings	**1,206**

Metra

Metra's Rock Island Line extends southwest from LaSalle Street Station in Downtown Chicago, while the Heritage Corridor Line extends southwest from Chicago's Union Station. In August 2023, average mid-week ridership at the Joliet Gateway Center was reported by Metra to be 527 boardings on the Rock Island Line and 74 boardings on the Heritage Corridor Line. The Gateway Train Station offers 21 inbound and 21 outbound trains on the Rock Island Line each weekday, along with 3 trains in each direction on the Heritage Corridor. On the weekend, only Rock Island trains provide service between Joliet and Chicago.

Metra - Rock Island Weekend Service

Saturday	*Sunday*
16 total daily inbound (to Chicago) and 17 daily outbound (to Joliet) trains	14 total daily inbound (to Chicago) and 15 daily outbound (to Joliet) trains

Amtrak

Three Amtrak routes, operated over two Amtrak lines, provide service to the Joliet Gateway Center:

- Lincoln Service
- Missouri River Runner – operates via the Lincoln Service
- Texas Eagle

The Lincoln Service is one of three state-supported routes operated under contract with the State of Illinois, and part of the four-state Amtrak Midwest network of services.

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. In Joliet, Amtrak operates on track owned by the Union Pacific Railroad.

Pace Bus Services

Pace operates 10 routes in Downtown Joliet. Posted stops for these fixed routes are located throughout Downtown . Two additional non-fixed route services are available to the City. Joliet Township provides dial-a-ride service to Central Will County, including the City of Joliet. This service is available Monday – Friday, 6AM – 5PM. The West Joliet On-Demand service does not directly serve the Downtown area or the Gateway Center Bus Station, although connections can be made to Pace Routes 501, 505, and 507 which do access the Bus Staton.

Outside of the Gateway Bus Station, ridership at Downtown posted stops average less than 15 boardings per day. The highest boarding locations outside of the Bus Station are at Cass Street and Chicago Street intersection, and at the Jefferson Street and Chicago Streets intersection.

Total ridership activity on all Pace routes at the Transit Center averages nearly 1,000 boardings and alightings on an average weekday.

Metra Commuter Parking

Joliet currently operates five daily Commuter Parking Lots near the Joliet Gateway Center. Metra's Office of Capital Planning regularly monitored usage of these lots until 2020 but stopped due to the COVID-19 pandemic. Parking data is presented in the Commuter Parking Inventory and Occupancy Data table below. According to the one day count, usage of the lots in 2024 is down by nearly 30% compared to 2019.

Commuter Parking Inventory and Occupancy Data, 2019 and 2024

Location	*Joliet Lot Number*	*Metra Lot Number*	*Daily Fee*	*Lot Capacity (Spaces)*	*Usage 2019*	*Percent Use 2019*	*Usage 2024 (Fri)*	*Usage 2024 (Tues)*	*Percent Use 2024 (Tues)*
Mayor Art Schultz Parking Lot	7	18	$5	45 (+12 ADA)	45	100%	30	43	96%
Rock Island Parking Lot	8	12	$1.50	75 (+4 ADA)	75	100%	75	75	100%
Washington St Parking On-Street	9(a)	3/13/17	$1.50	44 (+2 ADA)	44	100%	17	38	86%
Washington St Lot	9(b)	14	$1.50	45	45	100%	17	45	100%
York Ave Parking Lot	10	15	$1.50	124	81	65%	15	82	66%
Chicago / Marion St Lot (2)	11	16	$1.50	389 (+9 ADA)	188	48%	61	90	23%
Total				**722 (+27 ADA**	**568**	**79%**	**215**	**373**	**52%**

SUPPORT MULTI-MODAL TRANSPORTATION

Improve downtown Joliet's connectivity by enhancing transit access and supporting multimodal transportation.

Central to the Plan's Study Area is the Gateway Transportation Center, which functions as the City's multimodal transportation facility, supporting Amtrak, Metra, and Pace bus services within the train station and bus station facilities. Strategies that prioritize access to transit capitalize on this "Transit Gateway" and enhance overall downtown transit access and connectivity.

Mobility Hub Opportunities

Mobility hubs offer innovative solutions that expand travel choices and access to transit while providing a convenient location for people to connect multiple modes of transportation. The Gateway Center Train Station serves as the hub for rail services alongside the adjacent Gateway Center Bus station, but there is an opportunity to better utilize this nexus of transportation services to expand travel options and improve connections to downtown amenities.

One opportunity lies in transforming a portion of the parking lot adjacent to the Gateway Center Bus station into a highly visible, centrally located, and accessible mobility hub. Parking spaces closest to the bus station appear to be lightly used, and with Pace ridership at about 85% of pre-pandemic levels, many bus riders are likely transferring between routes, being dropped off, or walking to the terminal rather than driving and parking. Additionally, the streetscape around the Gateway Center, while relatively new, lacks sufficient benches, bike parking, and signage. No micromobility options are currently available downtown, and entrances to the Gateway Center lack wayfinding signage. These factors create a strong opportunity for developing a mobility hub. The figure on the right presents a potential layout for a Mobility Hub located in the Pace Transit Center parking lot.



Mobility Hub - Potential Layout

- Potential Area to be repurposed
- Bike Station
- Existing Vehicle Charging Space
- Covered Waiting Area / Loading Zone

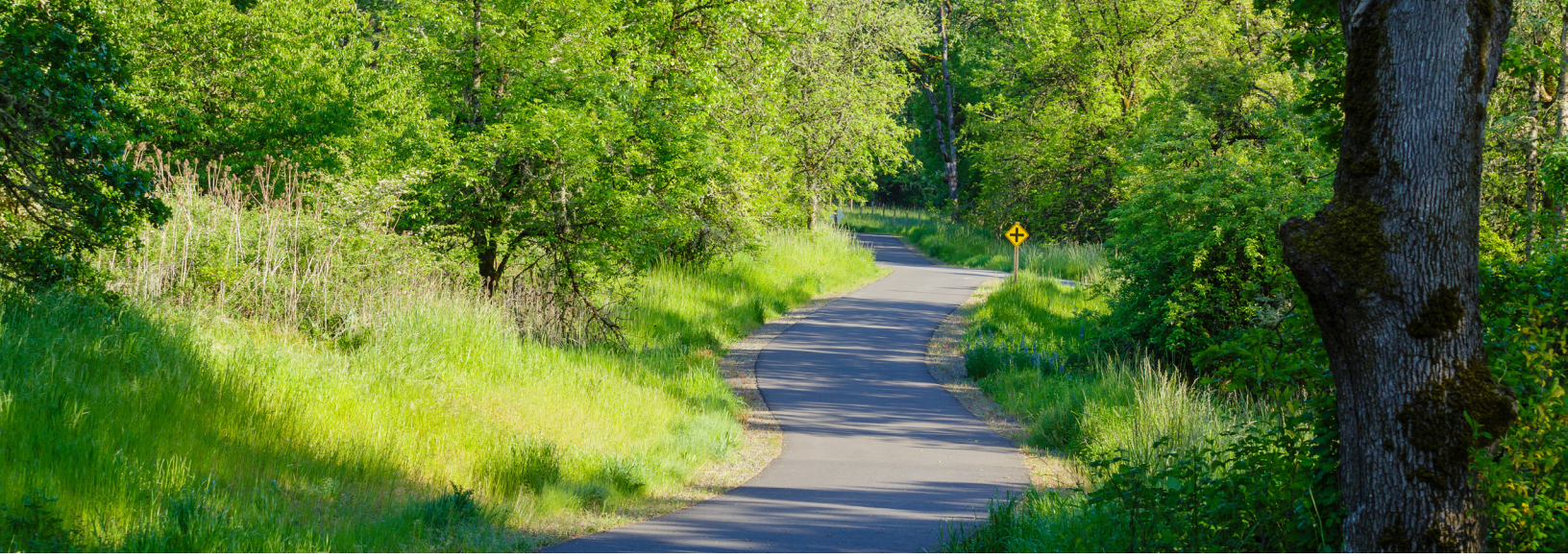
Components of the Mobility Hub

The mobility hub could include the following elements:

- **Bike Station.** A new hub or trailhead for extending bike connections downtown, including covered bike parking, bike lockers, bike repair stations, and bike charging locations. Bike lockers would be particularly useful for commuters using Amtrak or spending the full day downtown.
- **Micromobility Shared Uses.** Regular bikes, e-bikes, cargo bikes, and e-trikes (three-wheeled vehicles).
- **Rideshare Zones.** Designated Uber, Lyft, and taxi loading zones.
- **Passenger Waiting Area.** Expanded covered spaces for passengers at drop-off/pick-up curbs.
- **Wayfinding Signage.** Clear and consistent signage to guide visitors and residents.
- **Public Space.** A shared area to enhance the overall user experience.





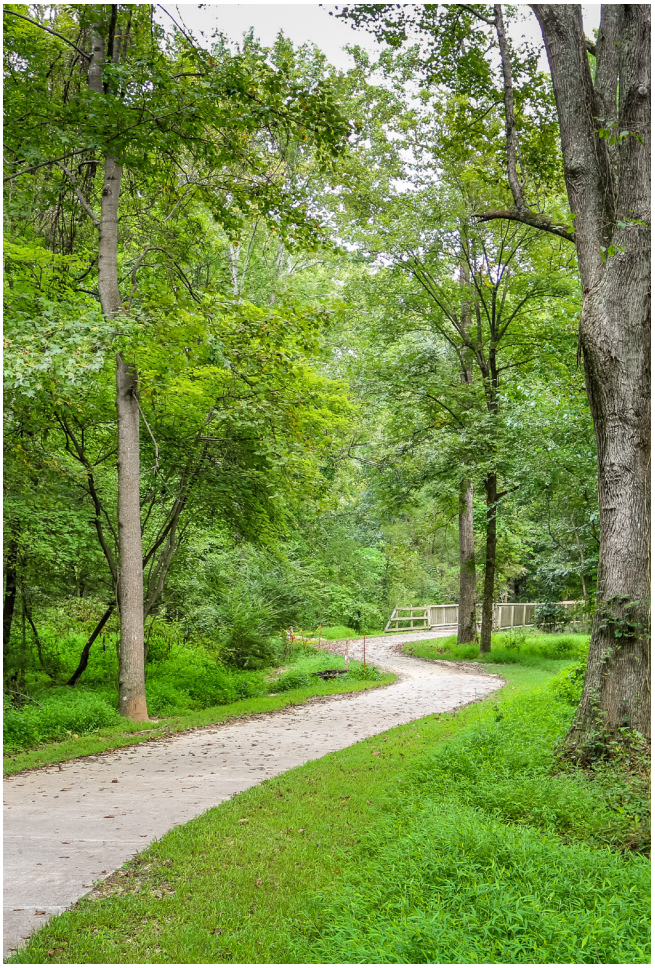


Extend Bike Network

Changes in topography, state highways, lift bridges and railroad viaducts have challenged past bicycle network planning efforts. Still, the lack of dedicated or protected bicycle infrastructure downtown limits access to key destinations and disconnects the area from regional trails that terminate just outside the Downtown. Stakeholder input highlights the need for enhanced bicycle infrastructure, noting insufficient connections between the Study Area and greater Joliet as a significant deterrent to using bicycles for trips to Downtown.

Three regional trails end near but do not extend through Downtown Joliet:

- Illinois & Michigan (I&M) Canal Trail
- Old Plank Road Trail
- Wauponsee Glacial Trail





Proposed Bicycle Network Corridors

Drawing on public input, prior studies (e.g., Will County Bike Plan, Chicago Street Corridor Plan), and data from Strava, the following proposed corridors aim to create a cohesive bicycle network connecting these trails to Downtown and enhancing overall accessibility.

Each proposed corridor requires further study to determine the appropriate bicycle facility type (e.g., on-street lanes, buffered lanes, or protected lanes), intersection treatments, and supporting infrastructure. Key design elements include pavement markings, signage, and intersection enhancements.

Joliet Street/Des Plaines Street

- Connects the I&M Canal Trail on the north to 4th Avenue on the south.
- Part of the proposed Pedestrian-Friendly Street, providing access to the Des Plaines River, I&M Trail, Harrah's Casino, City Hall, municipal offices, and Will County Courthouse.
- Streetscape upgrades, including widened sidewalks, intersection treatments, lighting, and bike lanes, will improve walking and biking conditions.

Washington Street (Old Plank Road Trail to Des Plaines Street)

- Links Old Plank Road Trail to Downtown Joliet and the I&M Trail.
- Proposed route travels via Washington Street to the Gateway Center, follows a shared-use sidewalk north of the Pace Transit Station to Chicago Avenue, and connects to Des Plaines Street via a new path along the rail right-of-way.
- Includes potential for a widened sidewalk /shared path on the south side of Washington Street.

Eastern Avenue (4th Avenue to Jackson Street)

- Provides direct access to Joliet Central High School, Gateway Center, Joliet Slammers Baseball Stadium, Metra commuter rail, and Pace bus station.
- Recommended improvements include:
- Bike-friendly treatments north of Washington Street.
- Intersection and crossing upgrades at Joliet Central High School, Cass Avenue, Washington Street, and Osgood Street.

Clinton Street (Joliet Street to Eastern Avenue)

- Includes shared 14-ft travel/bike lanes, reduced parking widths, and bike parking.
- Requires careful consideration due to the narrow roadway width.

Bicycle Network Treatments



On-Street, Conventional Bike Lanes

- Bike lanes separated through pavement markings
- Limited buffer primarily due to narrow street width
- Can be located adjacent to curb or outside of parking lane

Location

- Eastern Ave, Jackson St to 4th St
- Routes TBD based on engineering studies



Buffered Bike Lanes

- Similar to conventional bike lanes with greater buffer from vehicular traffic
- Buffers can be designated through pavement markings only or with bollards
- Provides greater clearance from the door zone and moving traffic

Location

- Washington St, Chicago St to Old Plank Road Trail
- Routes TBD based on engineering studies



Protected Bike Lanes

- Designated bike lanes separated from other traffic using physical barriers
- Barriers can be created with concrete barriers, plastic curbs and bollards, and by shifting parking lanes further from the curb

Location

- Eastern Ave/Clinton St
- Eastern Ave/VanBuren St



Shared Lanes

- Located on narrower streets where roadway space is limited
- Pavement markings and signs emphasize the presence of cyclists
- Cyclists have right to use the full travel lane

Location

- Jefferson St/Mayor Art Schultz Dr



Shared Use Path

- Designated paths and trails for walking and biking that are located off-street
- Typically located in adjacent right-of -way but can also be widened sidewalks

Location

- Washington St/York Ave



Neighborhood Greenways

- Low volume and low speed roads
- Priority for cyclists
- Treatments include traffic calming for motor vehicles, enhanced signage, and special pavement markings

Location

- Various



Bike Boxes

- Painted area at the front of a travel lane at a signalized intersection
- Provides safe and visible space
- Allow cyclists to move first through the intersection

Location

- Various

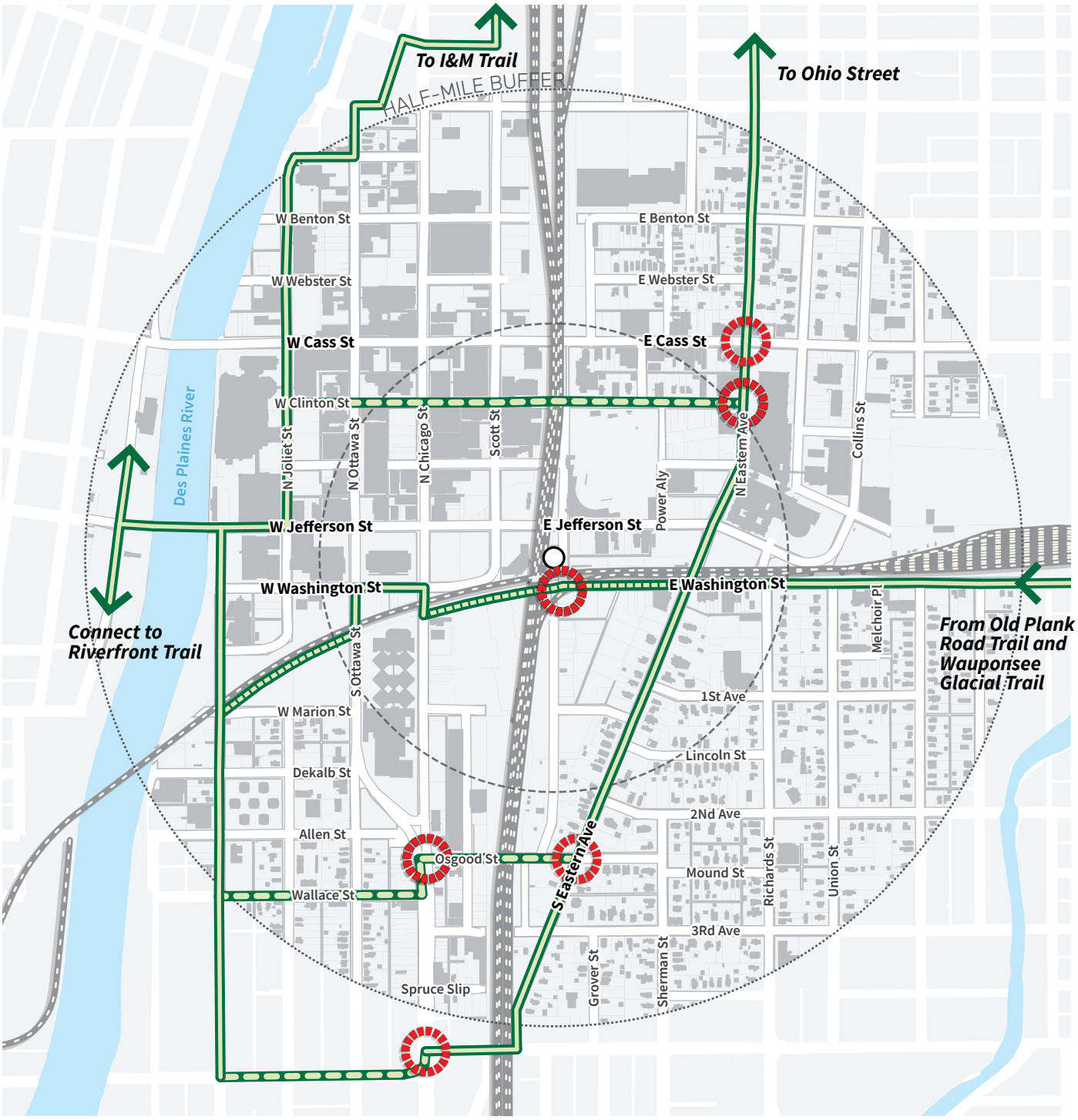


Crossing Improvements

- Intersections improvements, determined through traffic studies

Location

- Osgood St & Chicago St – potential options: new traffic signal; z-ped crossing (staggered crosswalk); or, bike/ped bridge



Proposed Bicycle Network

0 500 1,000 Feet

- Dedicated Bike Lanes and Infrastructure
- Shared Lanes
- Shared Use Path
- Crossing Improvements along Bicycle Network
- Joliet Gateway Center

CREATE TRANSIT FRIENDLY STREETS

Implement transit-supportive street treatments to improve efficiency and accessibility for riders.

Transit-supportive investments can enhance the overall transit experience, from accessing bus stops to waiting, traveling, and ensuring schedule reliability. Street treatments such as bus-only lanes, transit priority at intersections, and improved bus stop designs can be implemented individually or combined with roadway and public realm improvements to maximize their effectiveness.

The foundation of transit-friendly streets often involves bus-only lanes, which can operate all day or during peak travel periods. However, additional treatments such as bus priority at signalized intersections, bus stop enhancements, and improved accessibility to transit stops also contribute to a supportive transit environment. These measures can reduce potential conflicts with other road users and streamline bus movements, improving travel times even in the absence of dedicated bus lanes.

Transit Signal Priority (TSP), queue jump traffic signals, and bypass lanes are key tools for increasing the efficiency and reliability of bus service. TSP gives buses priority at intersections, while queue jump lanes allow buses to bypass queued vehicles at traffic signals, reducing delays and improving service consistency. Dedicated right-turn lanes can also serve as queue jump or bypass lanes. Pace's Transit Supportive Guidelines offer detailed recommendations on the design and implementation of these transit priority treatments. Investments in these measures can vary depending on the characteristics of specific roadways.

Key north-south corridors, such as Ottawa Street and Scott Street, pass through Downtown Joliet's dense urban area, where roadway capacity is limited and jurisdiction lies with the Illinois Department of Transportation (IDOT). While extensive transit priority measures may be infeasible along these routes, public realm improvements such as enhanced bus stops with shelters are a preferred approach.

Beyond the north-south corridors, the area bounded by Scott Street, Cass Street, Jefferson Street, Collins Street (north of Washington Street), and Richards Street (south of Washington Street) offers opportunities for further study and investment in transit-friendly streets. This area encompasses major destinations, including the Joliet Slammers Baseball Stadium, Joliet Central High School, Joliet Gateway Center, and Union Station.

Transit-friendly Street Improvements:

The following treatments should be considered to create transit-friendly streets.

- **Enhanced Bus Stops.** Stops with shelters, seating, and lighting to improve comfort and visibility.
- **Transit Priority Treatments:**
    - **Bus Stop Bump-Outs.** Curb extensions that allow buses to pick up and drop off passengers without leaving the travel lane.
    - **Boarding Islands.** Dedicated platforms for safe and efficient boarding.
    - **Bus-Friendly Intersections.** Incorporating queue jump or bypass lanes to improve bus efficiency at signalized intersections.
- **Transit Friendly Street.** Treatments include TSP, queue jump traffic signals, and bypass lanes reduces delays and improves service consistency.



Transit Friendly Street

- Enhanced Bus Stop
- Transit Priority
- Transit Friendly Street
- Pace Bus Stops
- Existing Pace Bus Routes

Improved Bus Stops

Frequent and direct transit connections are essential, but the experience of accessing a bus stop also plays a significant role. The lack of infrastructure and amenities at transit stops—such as widened sidewalks, separation from vehicular traffic, and adequate lighting—can create an environment that feels unsafe and unwelcoming. Enhancing the safety and comfort of bus stops not only improves transit visibility but also makes transit a more attractive travel option. Bus stops equipped with shelters, seating, lighting, real-time information, bike parking, and accessible facilities provide a more welcoming environment. Additionally, shelters can enhance the character and identity of Downtown

Enhanced bus stop amenities, combined with streetscape improvements and potential intersection upgrades, expand the space dedicated to transit use and increase the distance between pedestrians and moving traffic, creating a safer and more inviting atmosphere.

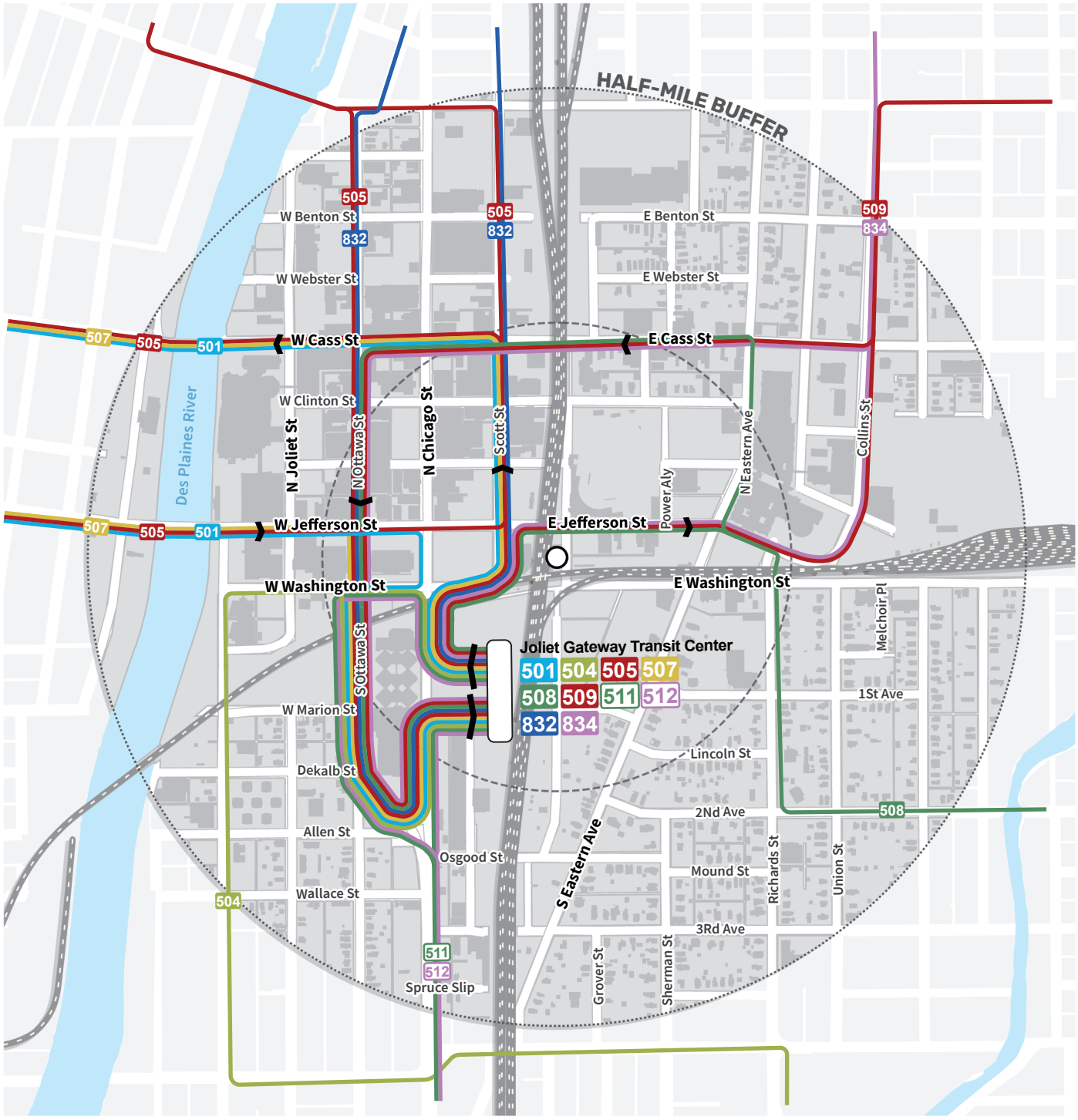
Improved bus stops are an integral component of transit-friendly street design, particularly through the implementation of bus bulbs or bump-outs/curb extensions. Bus bulbs are curb extensions that align the bus stop with the parking lane, allowing buses to remain in the travel lane for passenger boarding and alighting. This design reduces delays associated with merging in and out of traffic lanes. *See page 68 for a visualization of bump-outs/curb extensions.*

Pace's Transit Supportive Guidelines offer detailed recommendations on the use and design of bus bulbs. Similarly, the National Association of City Transportation Officials (NACTO) provides additional guidance, emphasizing that bus bulbs can be integrated with other streetscape amenities. These features are typically implemented where parking lanes exist and generally do not reduce the availability of on-street parking.

Policy Considerations

To improve transit access and connectivity, the following policies are recommended:

- Improve sidewalks, crosswalks, and pedestrian paths to facilitate safe and direct access to the Gateway Center.
- Install clear and visible signage to guide visitors and residents to transit facilities and downtown amenities.
- Provide, where practical, wider sidewalk widths, landscaping, lighting and seating at PACE bus stops to enhance comfort and create a more inviting environment.
- Work with Pace, Metra, and Amtrak to assess the feasibility of increasing service frequency to better meet user needs.
- Collaborate with Pace and Metra to remove the gates around the Marion Street parking lot to encourage the implementation and use of a future mobility hub.



Pace Routes

Fixed Bus Route

Part-time Service Route

CREATE SAFE TRAVEL CONDITIONS

Enhance safety, accessibility, and connectivity for pedestrians, cyclists, and transit riders through infrastructure improvements and traffic-calming measures.

The proximity of surrounding neighborhoods to the Study Area makes walking and biking feasible for many residents. However, physical constraints such as viaducts, narrow sidewalks, long crosswalks, and busy streets create travel challenges, raise safety concerns, and diminish accessibility and the appeal of active transportation modes.

A defining feature of the Study Area is the elevated railroad viaducts, which separate rail traffic from vehicles, pedestrians, and cyclists. While these structures improve traffic flow, many viaducts suffer from deteriorating conditions, including rusting metal, crumbling concrete, poor sidewalk quality, and inadequate lighting. Although recent enhancements around the Gateway Center have improved pedestrian connectivity, public input highlights ongoing concerns with viaduct conditions and difficult roadway crossings.

Improvement Toolkit

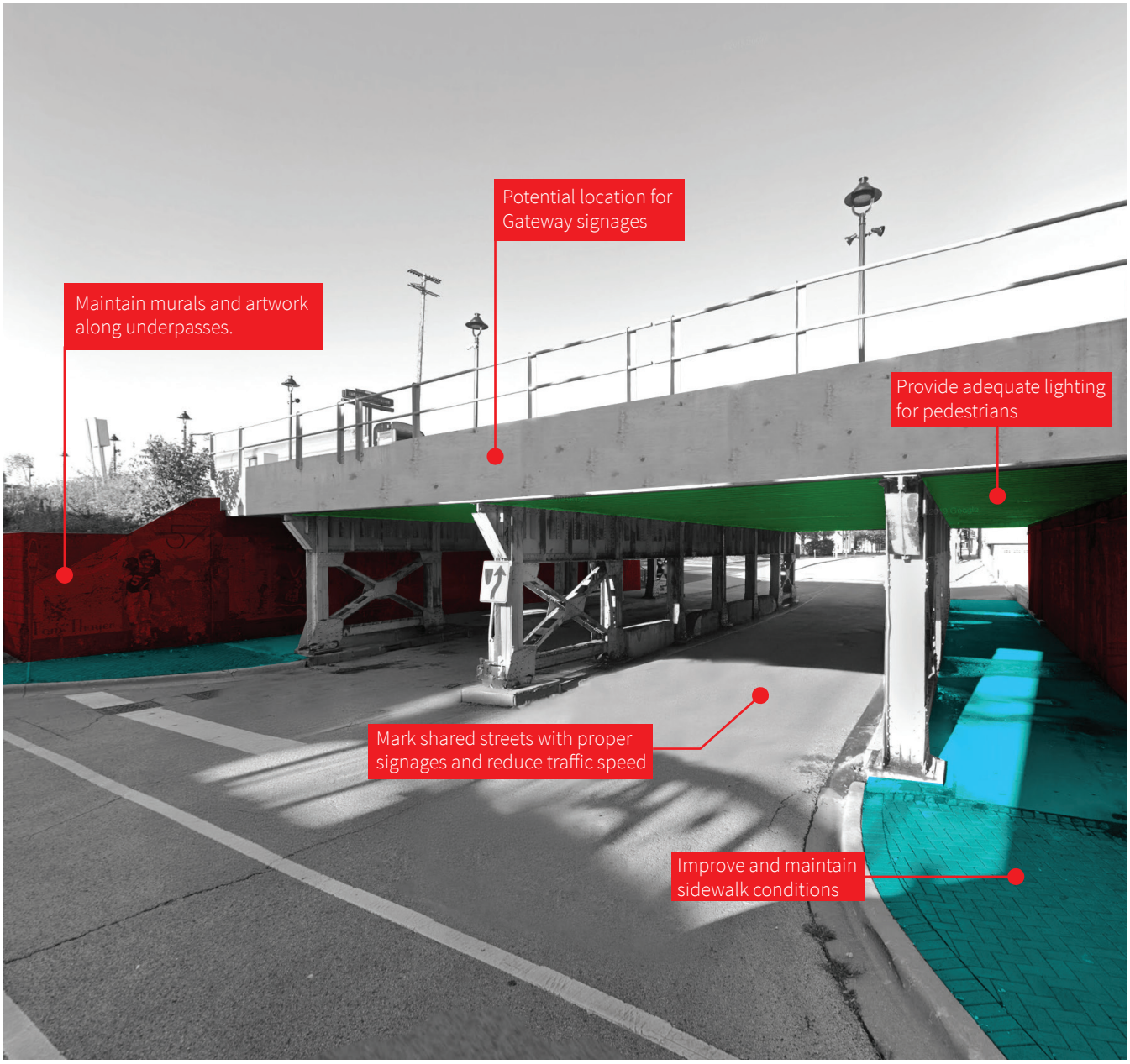
To improve safety and comfort for pedestrians and bicyclists, a variety of streetscape and roadway interventions can be implemented. Pedestrian-focused improvements should prioritize visibility, safety, and accessibility, with treatments such as those below.

- **Curb extensions (bump-outs).** Reducing crossing distances and improving pedestrian visibility
- **Corner safety islands and center pedestrian refuges.** Providing safe spaces for pedestrians at intersections and mid-crossings
- **Raised intersections and crossings.** Slowing vehicle speeds and enhancing pedestrian safety
- **Traffic calming measures.** Including protected intersections and left-turn protective bollards
- **Enhanced traffic signals.** Incorporating Leading Pedestrian Intervals (LPI) and Accessible Pedestrian Signals (APS)

For viaducts, specific enhancements to address safety and accessibility include the following.

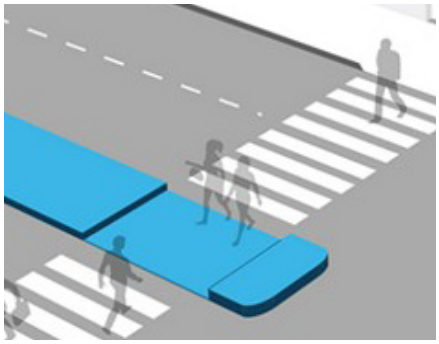
- **High-visibility pavement markings.** Improving pedestrian and cyclist navigation
- **LED lighting.** Brightening viaduct interiors for better visibility and security
- **Handrails, guardrails, and bollards.** Protecting pedestrians from vehicular traffic
- **ADA-compliant features.** Installing ramps at viaduct ends and tactile surfaces along walkway edges
- **Aesthetic upgrades.** Adding murals, decorative lighting, or other visual elements to enhance appeal.
- **Reduce traffic speeds.** Implementing the traffic calming measures to boost pedestrian safety.
- **Reduce heavy truck traffic.** Exploring potential reroute options for the truck routes through Downtown will boost comfort for pedestrians and drivers.

These improvements will mitigate barriers and create a safer, more accessible environment for pedestrians and bicyclists traveling within and around the Study Area.



Viaduct surface improvement areas

Improvements Toolkit



Pedestrian Refuge Island

- Provide shorter crossing distances for pedestrian
- Improve visibility of people crossing the street
- Easier for pedestrians to find gaps in traffic

Location

- Cass Ave/Herkimer St
- Chicago St/Osgood St
- Jefferson St/Richards S



Curb Extensions

- Widen sidewalk space
- Provide shorter crossing distances
- Improve visibility of people crossing the street
- Reduces vehicular turning speeds

Location

- Washington St/Richards St
- Washington St/Eastern Ave



Raised Intersection

- Create sidewalk-level crossing for pedestrians
- Increase visibility of people crossing the street
- Slow traffic speeds of approaching vehicles

Location

- Eastern Ave/Clinton St
- Eastern Ave/VanBuren St

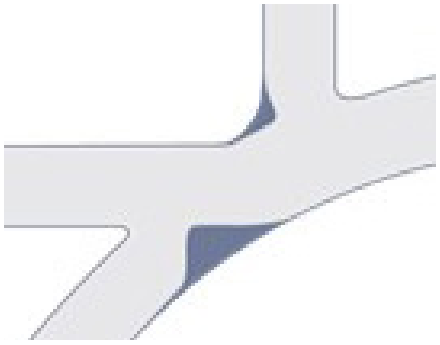


Raised Crosswalk

- Create sidewalk-level crossing for pedestrians
- Increase visibility of people crossing the street
- Slow traffic speeds through the intersection

Location

- Jefferson St/Mayor Art Schultz Dr

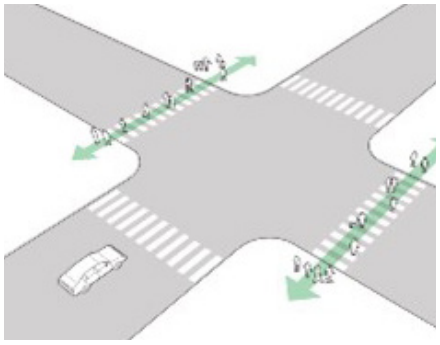


Intersection Redesign

- Simplify geometry
- Consider potential to break intersection into multiple, compact ones
- Consider roadway realignment

Location

- Washington St/York Ave

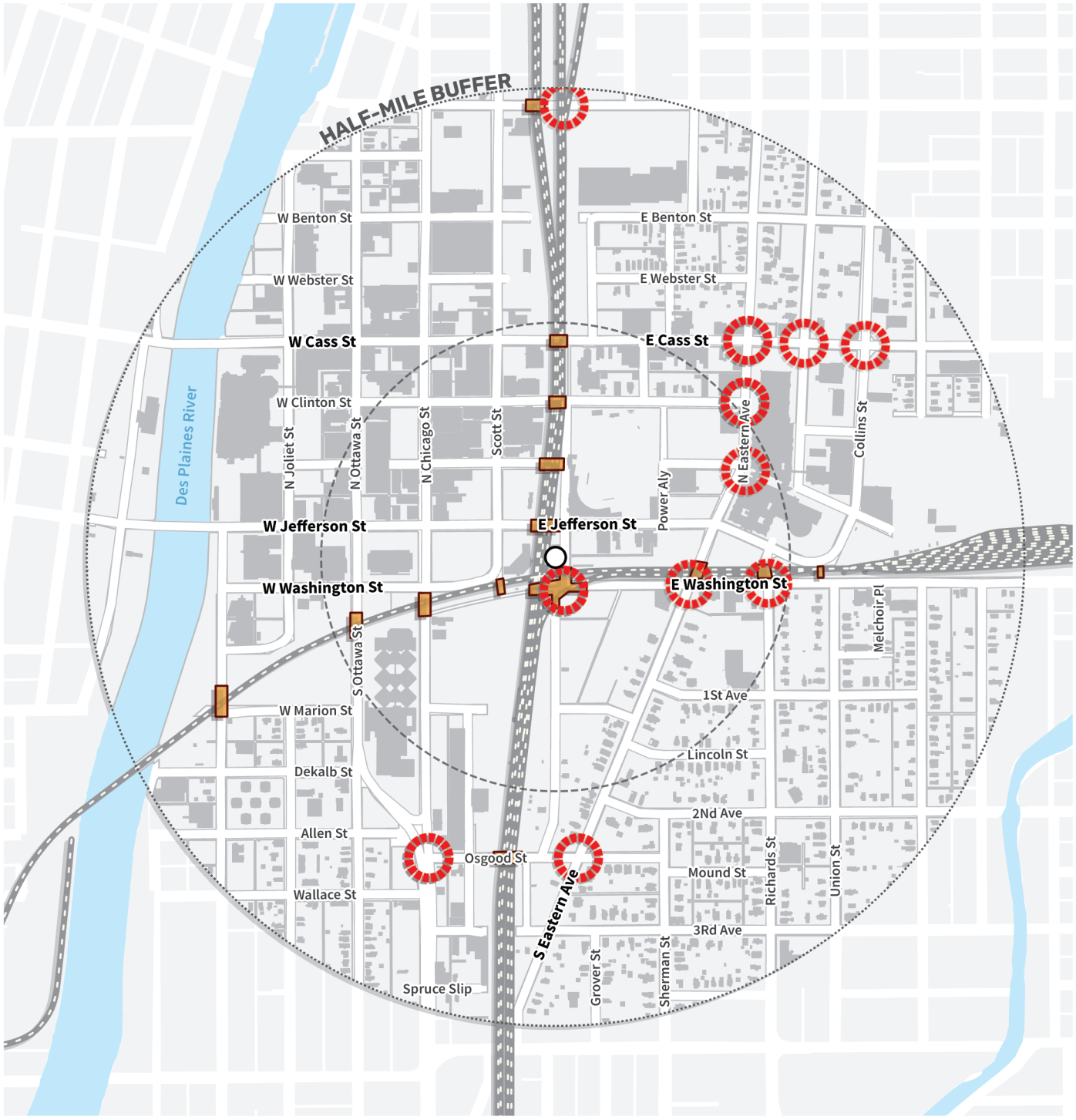


Leading Pedestrian Interval (LPI)

- Gives pedestrians a 3–7 second head start when entering an intersection
- Increase visibility of people crossing the street
- Reinforces pedestrian right-of-way over vehicular traffic

Location

- Various



Improvement Locations

0 500 1,000 Feet

- Viaduct Improvements
- Intersection and Crossing Improvements
- Joliet Gateway Center

Pedestrian Streets

Pedestrian streets prioritize comfort and safety, supporting balanced mobility for all modes of transportation while emphasizing pedestrian movement. Unlike roadways designed solely for moving vehicles, complete streets allocate more space for walking and connectivity, fostering an environment that is both safe and inviting. Key factors influencing pedestrian mobility include direct connections, clear travel paths, adequate sidewalk width, safe and visible crossings, and separation from vehicular traffic.

To address these factors, public realm improvements are recommended to support a safe and comfortable environment. These include protected pedestrian infrastructure, dedicated transit spaces, expanded sidewalks, curb extensions, ADA enhancements, and streetscape elements that create highly walkable and accessible spaces. Additionally, shared streets, which use textured paving to denote where pedestrians and vehicles can coexist, should be considered in appropriate locations.

Streetscape recommendations build on the 2018 Chicago Street Corridor Plan and its ongoing reconstruction project, providing a model for other pedestrian-focused corridors in the Downtown core. The plan emphasizes safety for all modes of transportation and includes the proposed City Square, featuring flex streets and bike parking, as a central component.

Joliet Street (Jackson Street to Des Plaines Street)

Joliet Street connects significant destinations such as Harrah's Casino, City Hall, municipal offices, and the Will County Courthouse. It also provides access to the Des Plaines River and a potential bike connection to the I&M Trail.

A complete redesign of the street should include:

- Widened sidewalks
- Intersection enhancements
- Improved lighting
- Dedicated bike lanes

Washington Street and York Avenue (Eastern Avenue to Osgood Street)

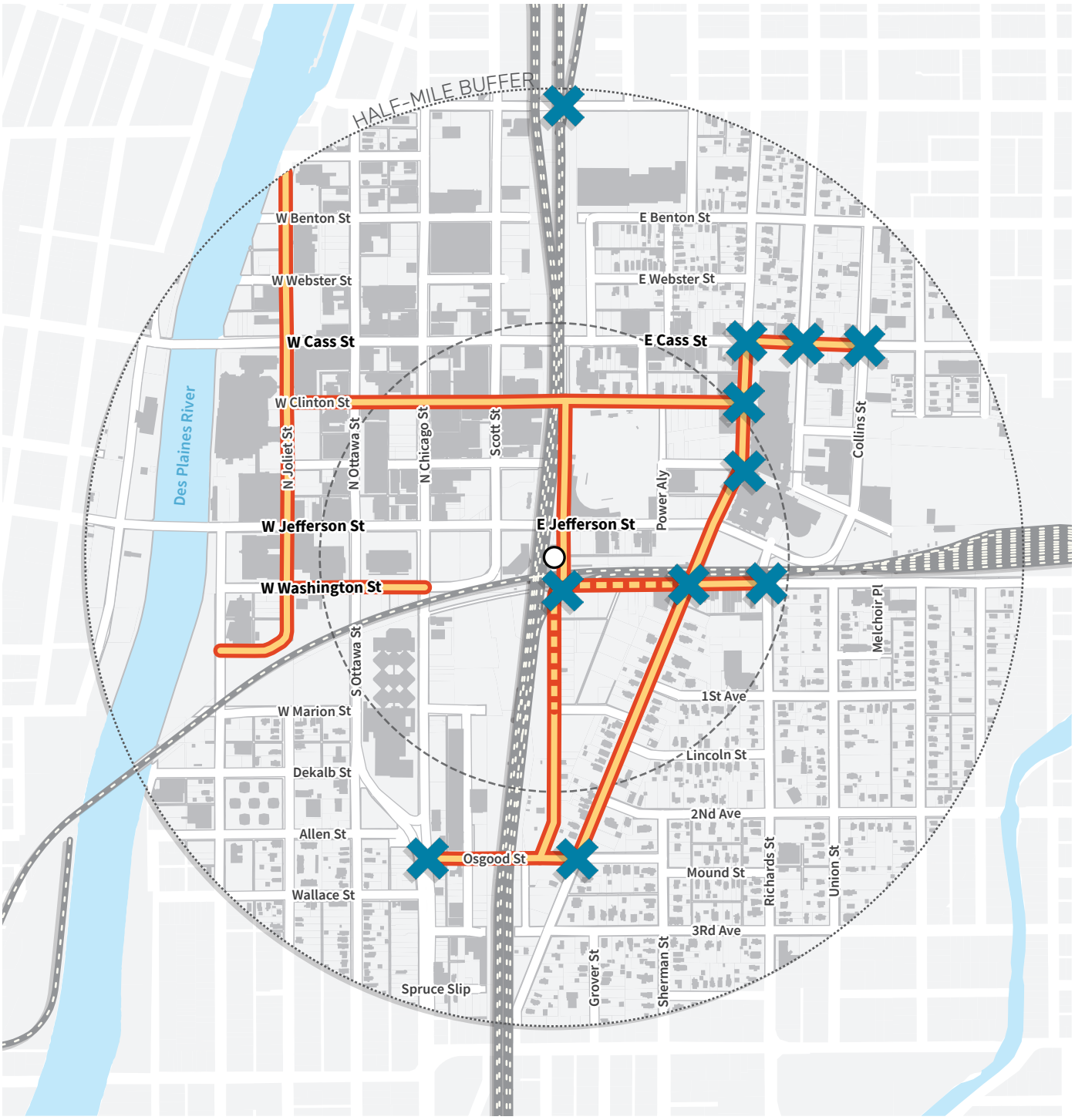
These streets travel alongside elevated railroads and provide access to the Gateway Transportation Center Train and Bus Stations, Joliet Slammers Baseball Stadium, commuter parking, and Joliet Central High School. Redevelopment and shared street designs improvements should:

- Remove on-street parking on the north side of Washington Street to create a continuous shared path.
- Conduct an analysis of the intersection under the viaduct to determine proper reconfiguration near the redevelopment area.
- Enhance the Mayor Art Schultz Drive viaduct and the small plaza near the Gateway Center bus station with the actions identified in the Urban Design chapter. *See page 50 for more details*.

Eastern Avenue (Washington Street to Cass Street)

Eastern Avenue provides direct access to Joliet Central High School and proximity to key transit hubs. Proposed treatments include:

- Intersection improvements at Eastern Avenue and Jefferson Street and Eastern Avenue and the Jacob Henry Mansion estate. Curb bump-outs, enhanced crosswalk markings, and raised crosswalks.
- Van Buren and Clinton Street intersections. Curb bump-outs and raised intersections
- Signal improvements at Cass Avenue. Incorporating Leading Pedestrian Intervals (LPIs) for pedestrian safety. *See page 68 for more details on improvements.*
- Cass Avenue and Herkimer Street intersection. Center pedestrian refuge, curb bump-outs, and a potential pedestrian flashing beacon

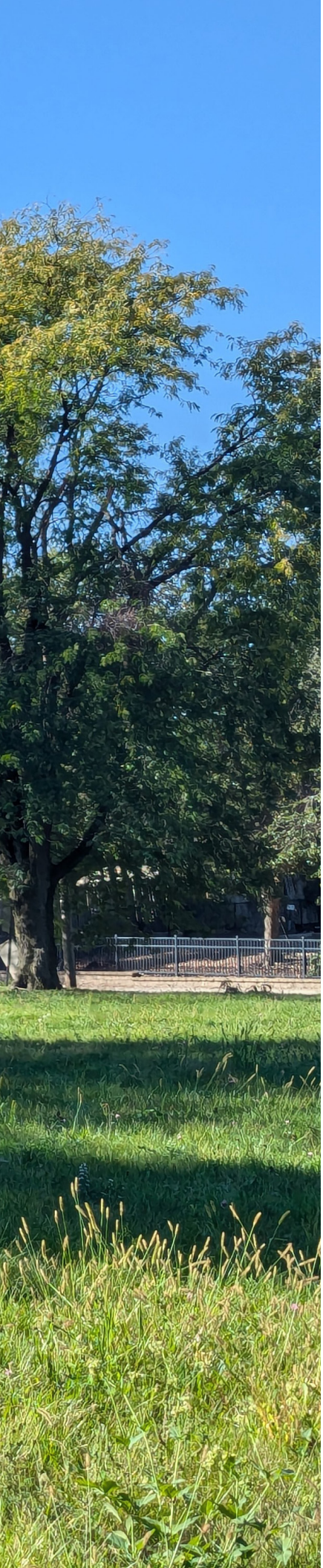


Pedestrian Improvements

0 500 1,000 Feet

- Potential Pedestrian Street
- Potential Shared Street
- Crossing Improvement
- Joliet Gateway Center





07

DEVELOPMENT OPPORTUNITY SITES

As identified in the Land Use and Development chapter, several opportunity and catalyst sites around the Study Area are well-positioned for redevelopment or revitalization. These include outdated buildings, poor site design, vacant and/or underutilized land, and a lack of on-site improvements. These sites can leverage the proximity to transit options and enhance the image of the Study Area.

This chapter provides an overview of future development on the three catalyst sites, incorporating insights from ULI Chicago Development Dialogue Panel, which helped shape programming and assess the potential of each site. It also includes specific recommendations and illustrative design concepts for the sites.

In This Chapter

- ULI Chicago
- Catalyst Sites Overview and Illustrative Design Concepts



URBAN LAND INSTITUTE CHICAGO

As part of the planning process, the Urban Land Institute (ULI) Chicago was invited to facilitate a dialogue between the City and development professionals to discuss the market viability and development potential of various sites within the Study Area. Discussions centered around the feasibility of implementing the City's redevelopment vision of a mixed-use and mixed-income project, the incentives the City could offer to encourage redevelopment, and what additional land uses and amenities the City should invest in to catalyze residential and mixed-use development throughout the study area.

While the dialogue focused on the larger Lyons Lumber site, developers also provided input on the City Hall site and the BMO Harris Drive-Thru Bank site. The development professionals were receptive to each of the catalyst site proposals and noted that the City's initiatives and support were imperative to the successful development of the sites.

Participants noted that while the Gateway Center and nearby rail and bus transit are valuable assets to the sites, they should not be overshadowed by the importance of cultivating a vibrant environment around the City's existing assets. A larger effort to improve streetscapes, boost pedestrian activity, and develop a sense of place will make it easier for each catalyst site to develop.

The panelists discussed strategies for redeveloping the Lyons Lumber site and surrounding areas in Downtown Joliet. They recommended focusing on phased, affordable housing development to generate early activity, targeting mixed-income financing, and pursuing small-scale commercial uses. The City should prioritize nearby developments, create a unique district identity, and incorporate historic design elements. Recommendations included consolidating land ownership, providing public financial support, and leveraging existing incentives like TIF districts. Additionally, the City should explore state and federal funding for housing, and environmental remediation. The illustrative design concepts for the catalyst sites reflect the strategies and recommendations identified during the Development Dialogue.





Walking Tour of the catalyst sites with ULI Chicago Development Panel, RTA, City staff and the Project Team



CATALYST SITES OVERVIEW

The three catalyst sites were identified based on their potential to transform the Study Area. The development of these catalyst site can spur redevelopment or new development at other opportunity sites around it. Each site is strategically located near major amenities such as the Gateway Center, Slammers Stadium, and the Des Plaines River, making them great opportunities for investment in the Study Area.

City Hall Site

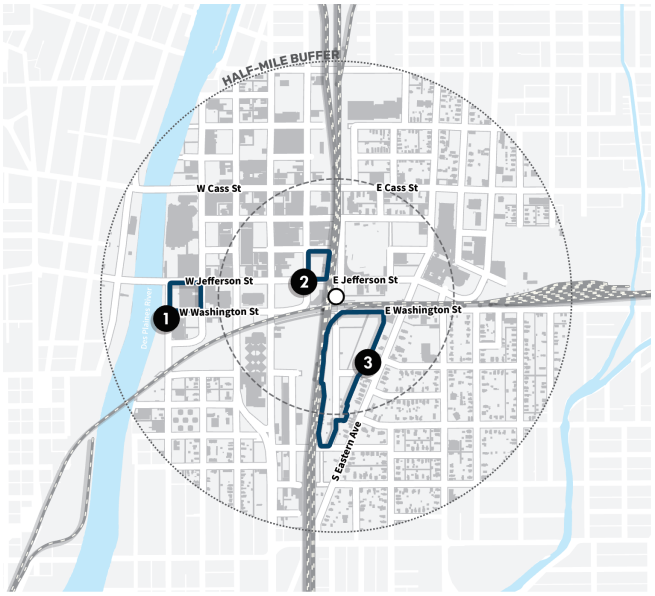
The City Hall Site includes the entire block containing, circa 1969, Joliet City Hall. Built in 1969 for a City with half the population and land area, this building is too small to house all of its professional staff. It is bounded by West Jefferson Street to the north, North Joliet Street to the east, West Washington Street to the south, and South Des Plaines Street to the west. The site contains the City Hall structures, a small surface parking lot, and a small patch of greenspace on its northwestern corner. The site has good access to the Des Plaines River and many amenities in and around Downtown and the Gateway Center.

BMO Harris Drive Thru Bank Site

The BMO Harris Site includes the entire block containing a drive-through BMO Harris Bank. The block is bounded by East Van Buren Street to the north, a railroad viaduct to the east, West Jefferson Street to the south, and North Scott Street to the west. The site contains the BMO Harris Bank structure, a large surface parking lot, and a patch of greenspace on its northwestern corner. The site is near the Gateway Center and Slammers Baseball Stadium and has good access to many amenities in and around the Study Area.

Lyons Lumber Yard Site

The Former Lyons Lumber Site consists of a collection of former industrial and residential parcels southeast of the Gateway Center. The site is known for the former lumber mill that used to be there, and these structures were recently demolished resulting in a sizable vacant lot. In addition to the former industrial land, the site includes a narrow Metra parking lot along the railroad viaduct, vacant parcels that used to contain Joliet Housing Authority structures, and a narrow industrial property on Osgood Street. Due to the former industrial uses on the site, brownfield grants may assist with redevelopment. New structures on this site will need to accommodate the curving railroad bridge at its north end, as that bridge may be utilized for future high-speed rail.



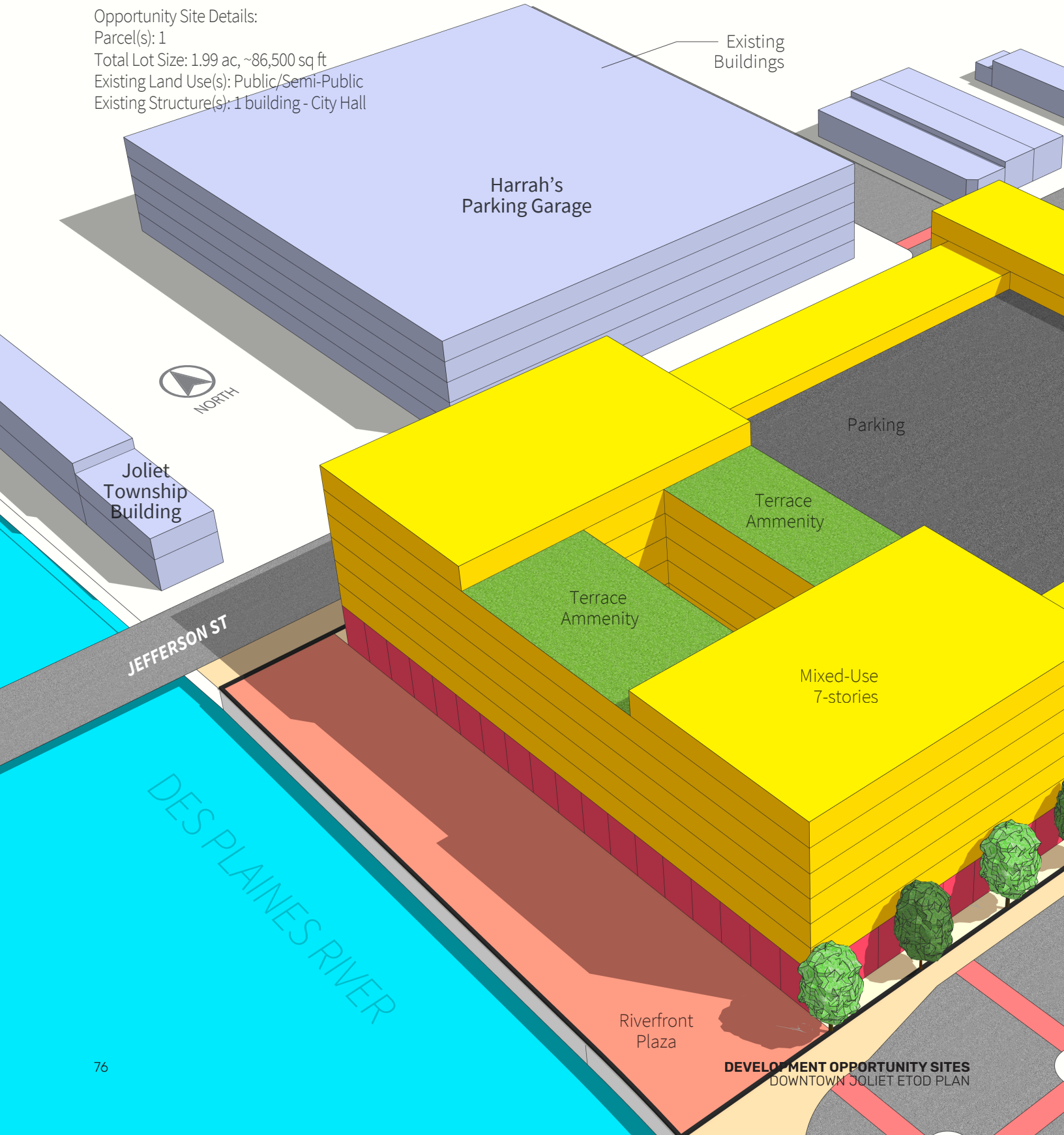
Catalyst Sites

1. City Hall
2. BMO Harris Drive-Thru Bank
3. Former Lyons Lumber Yard

Catalyst Site

City Hall

Opportunity Site Details:
Parcel(s): 1
Total Lot Size: 1.99 ac, ~86,500 sq ft
Existing Land Use(s): Public/Semi-Public
Existing Structure(s): 1 building - City Hall





Development Description

This site includes the entire block containing the, circa 1969, Joliet City Hall. The entire site model contains a mixed-use structure with seven stories facing the Des Plaines River, five stories facing Jefferson Street and West Washington Street, and six stories facing North Joliet Street. The structure contains an internal parking structure to accommodate residents and visitors to Downtown. The entrance to the parking structure is on West Washington Street to reduce traffic conflicts. To take advantage of the site's proximity to the River, this model proposes closing a portion of South Des Plaines Street so the mixed-use structure can extend further west and meet a new riverfront plaza.

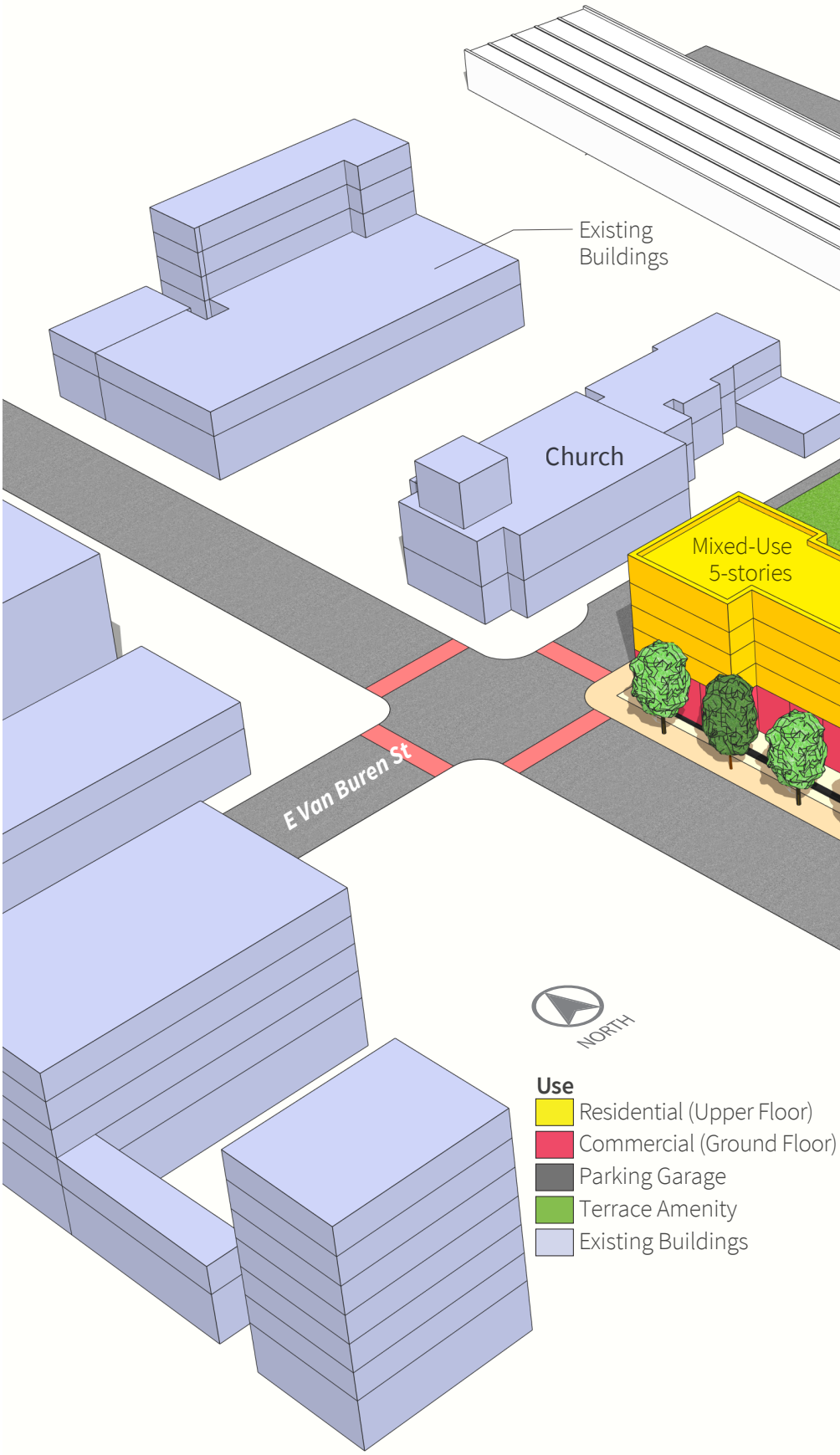
Given its Downtown location, this development features ground floor retail and/or restaurant space with residential units above. Storefronts are proposed along all four of the streets adjacent to the structure. These storefronts are intended to cater to pedestrian traffic and utilize street furniture and other streetscape amenities to boost street-level activity. The Riverfront Plaza is meant to provide public space for recreational activities along the river and accommodate the commercial uses located within the mixed-use structure. The plaza is designed to be pedestrian and cyclist only and contribute to a larger riverwalk along the entirety of the Study Area.



Development Description

The BMO Harris Drive-thru Bank Site includes the entire block on the northeast corner of East Jefferson Street and Scott Street. This site is in a prime location with proximity to the Slammers Stadium, Union Station, the Joliet Gateway Center and Downtown restaurants and shops. The site model contains a mixed-use structure wrapped around a parking garage. The height of the structure is five stories along North Scott Street and steps down to three stories along the railroad viaduct. The parking garage is exposed on the eastern side of the site. Due to the structure's step-down design, terrace amenities are possible on the lower rooftops.

The development features ground floor retail and/or restaurant space along North Scott Street and at the two corners with East Jefferson Street and East Van Buren Street. The upper floors contain residential units and building amenities. The parking garage is accessed by a driveway entrance on East Van Buren Street.





Catalyst Site

BMO Bank

Opportunity Site Details:
Parcel(s): 2
Total Lot Size: 1.1ac, ~52,000 sq ft
Existing Land Use(s): Commercial, Vacant, Surface Parking Lot
Existing Structure(s): 1 building - Drive-thru bank





Catalyst Site

Lyons Lumber Yard

Opportunity Site Details:
Parcel(s): 40
Total Lot Size: 10ac, ~436,000 sq ft
Existing Land Use(s): Vacant, Single-Family Residential, Industrial, Surface Parking Lot
Existing Structure(s): 4 buildings - 3 single-family homes, 1 small warehouse



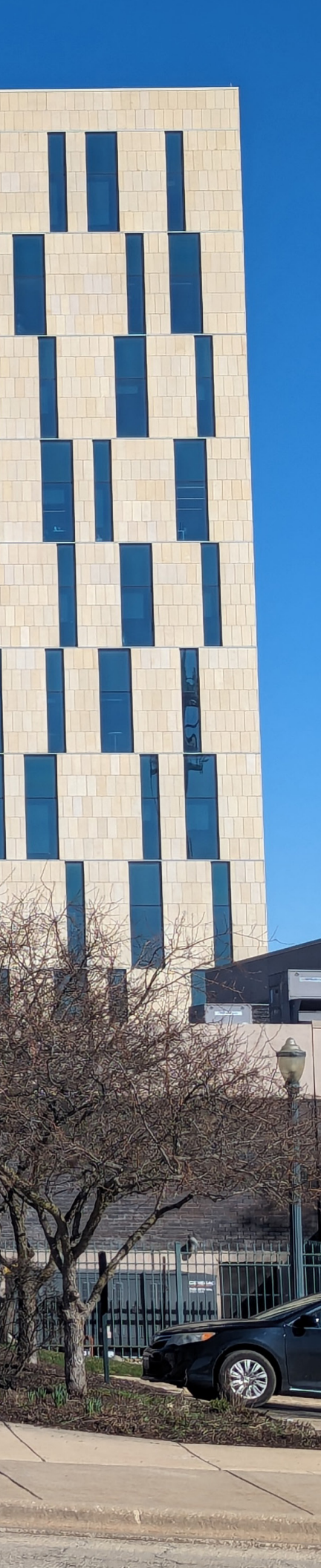
Development Description

The Lyons Lumber Yard catalyst site includes a large mixed-use building to the north, with townhomes lining the southern side of East Marion Street and both the east and west sides of York Avenue towards Osgood Street. The mixed-use building is six stories high adjacent to the railroad tracks, stepping down to four stories along East Marion Street. The building features an internal parking deck and accommodates residential and office spaces above ground-floor retail. The residential units range from studios to three-bedroom apartments. Given the site's proximity to transit, only one parking spot per every two units is planned, with additional parking available for visitors to the site's commercial and office spaces.

The development aims to activate Washington Street by taking advantage of foot traffic near the Gateway Center and Slammers Stadium. Potential retail uses include a small-scale grocery store to serve residents of the East Side neighborhood. The southern half of the site respects the character of the historic East Side neighborhood, with the placement of townhomes fostering a residential environment and reducing the visual and physical impact of re-development on existing homes. The proposed townhomes would match the size and style of similar developments in the Chicago metropolitan area, featuring bottom-floor garages accessed via alleys.

Existing parking along York Avenue will be partially retained, with park space planned for the northern and southern ends of the site. Portions of the site that are too narrow for new structures are anticipated to become green spaces or formal parks. This new green space will serve both the residents of the development and those in the surrounding neighborhood.


JOLIET
MUNICIPAL
BUILDING



08 IMPLEMENTATION

The implementation chapter translates the ETOD Plan's policy considerations into direct action. This chapter outlines specific steps to assist the City in realizing the Plan's long-term vision. It includes an action matrix detailing each policy along with their potential funding sources and appropriate agency or partner.

In this Chapter

- Use of the Plan
- Reviewing and updating the Plan
- Potential Funding Sources
- Action Matrix

USE OF THE PLAN

The Joliet ETOD Plan should be used as the official policy guide for planning and development decisions made by City staff, City Council, the Plan Commission, and other local agencies regarding the Study Area. Close coordination and participation with other local departments, the RTA, Pace, Metra, Will County Division of Transportation (WDOT), the business community, property owners, developers, and residents will be crucial in the success of the Plan's implementation. When evaluating projects, planning initiatives, development proposals, and public expenditures in and around the Joliet Gateway Center Study Area, the Plan should act as the primary point of reference. This will ensure that the City's future planning efforts will align with the Study Area's long-term vision and goals. To promote regular use of the Plan, the City should:

- Publish the Plan document the City's website and make it available as hard copies in City Hall and the Public Library for public access.
- Utilize the Plan in the development review process to ensure future (re)developments in the Study Area align with the Plan's vision and recommendations.
- Use this Plan as a reference document to coordinate with Metra, Pace, and potential developers about future and possible (re)development opportunities surrounding the Gateway Transportation Center and Pace bus stops.
- Meet with City's key department heads, officials, and commissions to explain the Plan's purpose, importance and benefits.

REVIEWING AND UPDATING THE PLAN

This Plan is not a static document and must be able to evolve and change over time. For example, if new issues arise that are beyond the Plan's current scope or transit agencies update facilities and services, the Plan should be revised and updated accordingly.

The City should review and update of the Plan every five years, and intermittent evaluations every two to three years to identify smaller changes. The City should maintain a public list of potential amendments, issues, or needs. Ideally, these reviews should coincide with the preparation and adoption of the City's budget and Capital Improvement Program. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. The City should also coordinate and assist with the City council in the Plan amendment process, if needed. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs aspirations. This Plan should also be referenced when conducting new planning efforts in and around the Study Area to ensure consistency between Plans.

REVIEW OF ZONING AND DEVELOPMENT CONTROLS

The City's Zoning Ordinance is the most direct tool in implementing the Plan's recommendations. It guides the nature and design of development throughout the Study Area. All development controls should be consistent with and complement the Plan's vision and actions. The City may have existing ordinances that contradict new or revised policies or prohibit desired improvements. The City should review all development regulations and amend them as necessary to ensure they align with the recommendations of the ETOD Plan.

POTENTIAL FUNDING SOURCES

The following is a review of potential funding sources that the City and its partners can pursue to support the implementation of the Plan. It is important to note that funding sources are subject to change over time. As such, the City should continue to research and monitor grants, funding agencies, and programs to identify deadlines, funding specifications, and new opportunities as they become available.

Federal Sources

National Aging and Disability Transportation Center (NADTC)

The NADTC invests in community solutions focused on increasing accessible transportation options as the critical link to employment, health care and other needed community services for older adults and people with disabilities. Community grants target areas with high need and limited resources. Selected projects will strengthen connections between transit and human services transportation programs, build bridges between transportation and community programs that support community living, and identify strategies for better utilization of other Federal, state and local funding opportunities to improve transportation access.

Areas of Persistent Poverty Program

This program provides grants for planning, engineering, or developing of technical or financing plans for projects that will assist "Areas of Persistent Poverty" or "Historically Disadvantaged Communities". Eligible activities may include, planning, engineering, or development of technical or financing plans for improved transit services; new transit routes; engineering for transit facilities and improvements to existing facilities; innovative technologies; planning for low or no emission buses; planning for a new bus facility or intermodal center that supports transit services; integrated fare collections systems; or coordinated public transit human service transportation plans to improve transit service in an Area of Persistent Poverty or Historically Disadvantaged Community, or to provide new service such as transportation for services to address the opioid epidemic, as well as increase access to environmental justice populations, while reducing greenhouse gas emissions and the effects of climate change.

Better Utilizing Investments to Leverage Development (BUILD)

The Better Utilizing Investments to Leverage Development (BUILD) grant program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

Safe Streets and Roads for All (SS4A) Grant Program

The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The program supports the U.S. Department of Transportation's (USDOT) National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach.

Reconnecting Communities Pilot (RCP) Grant Program

The Reconnecting Communities Pilot (RCP) Program helps advance community-centered transportation connection projects, with a priority for projects that benefit low-capacity communities. RCP focuses on improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster development and restoration, and provide technical assistance to further these goals. The primary goal of the RCP Program is to reconnect communities harmed by past transportation infrastructure decisions, through community-supported planning activities and capital construction projects that are championed by those communities.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)

PROTECT provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. A benefit-cost analysis is required for this grant program.

Highway Safety Improvement Program (HSIP)

The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads. The HSIP require a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

Federal Historic Preservation Tax Incentives Program

This program provides a federal income-tax credit for owners of historic buildings that undergo substantial rehabilitations into income-producing uses. A credit equal to 20% of a rehabilitation's qualified rehabilitation expenditure may be subtracted directly from the owner's federal income taxes.

Section 108 Loan Guarantee Program

The Section 108 Loan Guarantee Program provides communities with a source of low-cost, long-term financing for economic and community development projects. Section 108 financing provides an avenue for communities to undertake larger, more costly projects, where they may have limited resources to invest in upfront. Section 108 can fund economic development, housing, public facilities, infrastructure, and other physical development projects, including improvements to increase their resilience against natural disasters.

Pathways to Removing Obstacles to Housing (PRO Housing)

Pathways to Removing Obstacles to Housing (PRO Housing) assists communities who are working to remove barriers to affordable housing such as barriers caused by outdated zoning, land use policies, or regulations, inefficient procedures, gaps in available resources for development, deteriorating or inadequate infrastructure, lack of neighborhood amenities, or challenges to preserving existing housing stock such as increasing threats from natural hazards, redevelopment pressures, or expiration of affordability requirements.

Community Development Financial Institutions Fund-Capital Magnet Fund

This fund provides competitively awarded grants to CDFIs and qualified nonprofit housing organizations to finance affordable housing and related community development projects.

Alternative Fuel Vehicle Refueling Property Credit

This program provides a tax credit for alternative fuel vehicle refueling properties for the storage or dispensing of clean-burning fuel or electricity into the vehicle fuel tank or battery. Clean-burning fuels include CNG, LNG, electricity, and hydrogen. Bidirectional charging equipment is an eligible property type. Tax credits for refueling property used in a trade or business are part of the general business credit.

State Sources

Illinois Bicycle Path Grant Program

This program was created to financially assist eligible units of government to acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. This grant is applicable for projects including land acquisition, new path development, path renovation, and the construction of support facilities.

Illinois Transportation Enhancement Program (ITEP)

This program allocates resources to well planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for members of the communities. ITEP requires communities to coordinate efforts to develop and build safe, valuable and functional projects in a timely manner.

Safe Routes to School Program (SRTS)

Safe Routes to School (SRTS) is a program that promotes walking and bicycling to school through infrastructure improvements, enforcement, planning tools, safety education, and incentives to encourage walking and bicycling to school. This program provides funds to government and non-profit organizations for projects that make it is easier and safer for children to walk or bike to school, such as sidewalk and bike trail improvements, pedestrian crossing signals, and signage, or non-infrastructure projects, such as crossing guards, bicycle safety trainings, and other educational sessions.

Motor Fuel Tax (MFT)

The Illinois Motor Fuel Tax (MFT) is a statewide charge on motor fuel used to maintain the public highway system. IDOT allocates revenue from the tax to counties, townships, and municipalities each month as outlined by the MFT fund distribution statue. MFT funds may be used for accessibility projects, street improvement, pedestrian crossing signals, bicycle facilities, and wayfinding signs, among other uses. MFT revenues may be used as a local match for federal grants.

Rebuild Illinois (RIPI & FTPI)

The objective of the Rebuild Illinois Public Infrastructure (RIPI) project is to provide grants funding public infrastructure improvements that can provide an improved foundation for economic growth in Illinois communities. Funded projects include a wide range of public infrastructure improvement projects, including projects that entail new construction and/or significant renovation or improvements. The objective of this program is to stimulate the economy in the wake of the COVID-19 health crisis by quickly getting Illinoisans back to work on public infrastructure projects that are valuable to their communities.

Illinois Grocery initiative - New Stores in Food Deserts Grant Program

The Illinois Grocery Initiative, authorized by Public Act 103-0561, is intended to address inadequate access to fresh foods, especially in “food deserts.” Food deserts are defined as census tracts meeting specific criteria related to poverty and access to fresh foods. The New Stores in Food Deserts program combats food insecurity by offering competitive grants to support the establishment of new grocery stores in food deserts. Local units of government and small businesses (with fewer than 500 employees and no more than four existing grocery stores) are eligible to apply.

Low-Income Housing Tax Credit (LIHTC)

The Low Income Housing Tax Credit (LIHTC) is a dollar-for-dollar federal tax credit for affordable housing investments. It provides incentives for the utilization of private equity in the development of affordable housing aimed at low-income Americans. The program is administered at the state level by state housing finance agencies with each state getting a fixed allocation of credits based on its population.

Illinois Historic Preservation Tax Credit Program

The Illinois Historic Preservation Tax Credit Program offers a state income tax credit equal to 25% of qualified rehabilitation costs for income-producing historic properties. This program encourages private investment in the preservation and rehabilitation of Illinois’ historic structures, helping to revitalize communities and stimulate economic development. The program aims to support the preservation of Illinois’ rich architectural heritage while fostering community development and heritage tourism.

PARC Park and Recreational Facilities Construction Grant

The Park and Recreational Facility Construction Act (PARC) provides grants to eligible local governments for park and recreation unit construction projects and land acquisition. PARC grants are available to units of local government that are authorized by Illinois law to expend public funds for the acquisition and development of land for public indoor/outdoor park, recreation, or conservation purposes are eligible to apply for funding assistance. School districts are not eligible.

Open Space Lands Acquisition and Development (OSLAD) Grant Program

The Open Space Lands Acquisition and Development (OSLAD) Program is a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas. The state program is financed by a percentage of the state's Real Estate Transfer Tax. Grant awards up to $1,725,000.00 are available for acquisition projects, while development/renovation projects are limited to a $600,000 grant maximum.

Recreational Trails Program (RTP)

This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. By law, 30% of each states' RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either.

Urban and Community Forestry Grants

The purpose of this grant is to provide financial assistance to local units of government for the development of local urban and community forestry programs. These activities must help to establish, manage, conserve and preserve the urban and community forests from inner city to associated public lands.

Boat Access Area Development (BAAD) Program

This program provides financial assistance to local government agencies for the acquisition, construction, and expansion/rehabilitation, including necessary A/E services, of public boat and canoe access areas on Illinois' lakes and rivers. Eligible sites are limited to navigable public bodies of water. The program provides up to 100% of approved project construction costs and 90% of approved land acquisition costs. Grant awards are limited to a $200,000 maximum for motorized launch sites and $80,000 maximum for non-motorized launch sites. Eligible project activities include: water frontage land for public access areas and the new construction or renovation of boat/canoe launching ramps and courtesy docks, restrooms and security lighting, parking areas, access roads, and walkways, and other boating related faciliites deemed appropriate by IDNR.

Creative Projects Grant

This grant offers support to Illinois artists and non-profit organizations for arts-related projects, programming, events, and/or professional development. Recipients of this grant must make reasonable effort to make any arts programs or projects publicly accessible.

Regional Sources

Congestion Mitigation & Air Quality Improvement Program (CMAQ)

This federally funded program supports surface transportation improvements designed to improve air quality and mitigate congestion. Northeastern Illinois receives CMAQ funding because the region does not meet federal air quality standards for ozone emissions.

Surface Transportation Program (STP)

This program provides federal funds for highways and bridges, transit capital improvements and projects, as well as bike and pedestrian projects.

Transportation Alternatives Program (TAP)

This program provides funding to surface transportation improvements designed to support non-motorized transportation. CMAP uses a competitive process to select bicycle and pedestrian projects to that help complete the Regional Greenways and Trail Plan. Project examples include multi-use trails, trail bridges and underpasses, and on-street bicycle facilities.

RTA Access to Transit Program

The RTA's Access to Transit Improvement program is designed to increase access to the transit through small scale capital improvements. These improvements will help to increase ridership and make the system more accessible for users, particularly persons with disabilities, older adults, and occasional riders. The Access to Transit Improvement Program is intended to leverage RTA funds with federal CMAQ funding to help implement recommendations contained in RTA funded Community Planning studies. Funding for the program is dependent on RTA supported projects being accepted into the CMAQ program.

County Sources

Home Investment Partnerships Program (HOME)

This program provides formula grants to states and localities that communities use - often in partnership with local nonprofit groups - to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people.

Will County Brownfield Assessment Grant Program

This program provides federal funds from the EPA for brownfields inventories, planning, environmental assessments, and community outreach.

Local Sources

Tax Increment Financing (TIF) Districts

Illinois law allows units of local governments to designate areas within their jurisdiction as Tax Increment Financing (TIF) districts. These districts dedicate sales tax revenues and additional property tax revenues generated within the TIF for improvements within the district to encourage new economic development and job creation. Funds may be used for costs associated with the development or redevelopment of property within the TIF, allowing blighted, declining and underperforming areas to again become viable, and allowing these areas to compete with vacant land at the edge of urban areas.

Special Service Areas (SSA)

Special Service Areas (SSA) are continuous areas within municipalities or counties where additional services are provided beyond the general municipal or county services. These additional services are paid for through taxes or fees levied or imposed upon properties within the SSA. SSAs can be created by municipalities or counties. Additional services can include road maintenance; health and safety services for workers, tenants, and visitors to the SSA; public way maintenance and beautification; district marketing and advertising; facade improvements; auto and bike transit; and other economic development programs.

Community Development Block Grant Program

This program supports community development activities to build stronger and more resilient communities. To support community development, activities are identified through an ongoing process. Activities may address needs such as infrastructure, economic development projects, public facilities installation, community centers, housing rehabilitation, public services, clearance/acquisition, microenterprise assistance, code enforcement, homeowner assistance, etc

Enterprise Zones

Businesses located or expanding in an Illinois enterprise zone may be eligible for the following tax incentives: exemption on retailers' occupation tax paid on building materials; investment tax credit of 0.5% of qualified property; state sales tax exemptions on purchases of personal property used or consumed in the manufacturing process or in the operation of a pollution control facility; exemption on the state utility tax for electricity and natural gas and exemptions on the Illinois Commerce Commission's administrative charge and telecommunication excise tax. Exemptions are also available for companies that make minimum statutory investments that either create or retain a certain number of jobs. Additional local tax exemptions may also be available.

City Center Partnership's Development Incentive Program

Utilizing revenues from Downtown's special service area (SSA), an incentive grant program has been developed to stimulate private investment and to provide a tool for sustaining redevelopment within the Downtown Core. Grants are only available to businesses with physical locations Downtown and with retail or commercial uses on the first floor.

ACTION MATRIX

The action matrix offers a comprehensive list of implementation strategies, policies, and recommendations included within the *Joliet ETOD Plan*. It serves as a tool for staff to prioritize implementation tasks and projects throughout the duration of the Plan. In addition, the matrix allows the City to approve specific, actionable items on an annual basis and evaluate progress based on complete implementation strategies. The action matrix provides a concise description of each project and details the priority level, timeline estimate, and partner of each recommendation.

Category

Each action in the action matrix is assigned one ore more categories based on its primary focus and intended outcome. The categories help organize the actions into distinct thematic areas, ensuring a clear understanding of how they contribute to the overall development of the Study Area. Since many actions address multiple objectives—such as land use policy, urban design improvements, and multimodal transportation enhancements—they are categorized accordingly to reflect their multifaceted impact.

► Land Use:

► Urban Design:

► Multimodal Transportation:

Priority Level

Priority level is assigned with consideration for the importance to realize the Plan's vision and fundamental impact on the Study Area. Medium and Low priority actions either build on the implementation of a High priority action, indirectly impacting the implementation of a transit-oriented development or provide long-term actions that represent the community's forward-looking planning approach.

Each action in the Implementation Action Matrix is indicated with one of the following:

► High: Critical actions that must be undertaken to realize the goals of the Plan.

► Medium: Essential actions that support the goals of the Plan, but are not required.

► Low: Desirable actions that focus on specific elements within the Plan's goals or depend on the implementation of high or medium actions.

Timeline Estimate

Each action item is given a timeline estimate of short, medium, long, or ongoing, indicating, in years, how long it would take to complete a specific action.

- Short: 0-5 years
- Medium: 5-10 years
- Long: 10+ years
- Ongoing: Is either a continuation of an existing policy or action or an action that requires immediate implementation and continued attention throughout the life of the Plan.

Partners

The City will require the assistance of the federal government, state government, organizations, businesses, and community groups to fully implement the Plan. Although the City is primarily responsible for initiating and implementing the Plan's policies and actions, numerous partnerships will be essential to realize the Plan's vision. The partners of each action are thought to be essential to the realization of one or multiple actions. There may be instances where an organization that is well-matched to one of the action is not listed and should be included in the implementation process.

Potential implementation partners include:

- Federal Transit Administration (FTA)
- USDOT
- National Park Service (NPS)
- HUD
- U.S. Department of the Treasury
- U.S. Department of Energy
- Illinois Department of Transportation (IDOT)
- Illinois Department of Commerce & Economic Opportunity
- Illinois Housing Development Authority
- Chicago Metropolitan Agency for Planning
- Regional Transportation Authority
- Will County
- Landmarks Illinois
- Illinois Department of Natural Resources
- Joliet City Center Partnership
- Forest Preserve District Will County
- UICUC - Illinios Extension
- Will County Center for Economic Development
- Local Community groups
- Key Stakeholders and Businesses
- Joliet Region Chamber of Commerce & Industry
- Heritage Corridor Destinations (HCD)

#	Action	Category	Priority Level	Timeline Estimate	Key Departments and Partners
1	Update the City's zoning ordinance to address deficiencies in the TOD study area.		High	Medium	Department of Community Development, local businesses and community groups, residents
2	Amend zoning regulations to allow for taller building heights.		High	Medium	Department of Community Development, local businesses and community groups, residents
3	Implement an inclusionary zoning policy, which would require that a portion of new residential developments within the study area be affordable for low- and moderate-income households.		High	Medium	Department of Community Development, local businesses and community groups, residents
4	Update existing zoning districts or create a TOD overlay district to allow for multi-family and mixed-use development by right and denser development near transit stops and stations.		High	Medium	Department of Community Development, local businesses and community groups, residents
5	Apply a zoning overlay district or rezone to a new zoning district that allows for smaller lot sizes and reduced dimensional requirements as well as two-to-four-unit buildings by-right.		High	Medium	Department of Community Development, Neighborhood Councils
6	Extend the B-2 (Central Business District) along Cass Street to Collins Street, along Clinton and Jefferson Streets to Eastern Avenue and to the properties within the Lyons Lumberyard catalyst site.		Medium	Medium	Department of Community Development
7	Develop a streetscape improvement plan for the character area, utilizing similar design languages and approaches as the Chicago Street reconstruction project		Low	Long	Department of Community Development, Department of Public Works
8	Engage with key property owners to understand owner interest; potential financial, regulatory, and procedural barriers; and redevelopment opportunities to encourage adaptive reuse of vacant and underutilized buildings.		Medium	Short	Department of Community Development, Landmarks Illinois, local business and community groups
9	Evaluate and update the promotion strategy for development opportunities, including financial incentives.		High	Short	Department of Community Development, Joliet Chamber of Commerce, City Center Partnership
10	Collaborate with local businesses and community organizations to activate vacant properties with temporary uses such as pop-up shops, art exhibitions, or markets to bring people to the Study Area fostering economic activity and cultural engagement.		Medium	Short	Department of Community Development, Department of Public Works, Joliet Chamber of Commerce, City Center Partnership
11	Identify incompatible uses including warehouses, scrap metal storage, and light industrial workshops, and work with said property or business owners to relocate use outside the study area.		High	Medium	Department of Community Development, Local community groups and key stakeholders
12	Encourage the development of incubator and/or accelerator spaces to encourage locally grown startups, artists, and more.		Medium	Long	Department of Community Development, Joliet Chamber of Commerce, City Center Partnership
13	Conduct a building inventory of existing structures to determine the amount of underutilized or vacant space and prepare a more detailed action plan for each property.		High	Short	Department of Community Development, City Center Partnership
14	Ensure the inclusion of publicly accessible open space or a shared use path with future redevelopment projects along the riverfront.		High	Long	Department of Community Development, Department of Public Works, U.S. Army Corps of Engineers
15	Create incentive programs and policies to facilitate the development of multi-family housing.		High	Medium	Department of Community Development
16	Feature existing downtown residential units as a way to promote downtown living.		Low	Short	Department of Community Development, City Center Partnership

#	Action	Category	Priority Level	Timeline Estimate	Key Departments and Partners
17	Meet with the Joliet Township High School District, Boys and Girls Club, Cornerstone Services, and Joliet Slammers to understand parking and circulation needs. Ensure future parking needs of the Stadium Club building are considered.		Medium	Short	Department of Community Development, Joliet Township High School District, Boys and Girls Club, Cornerstone Services
18	Connect developers with local, state, and federal funding sources (low-interest loans, land, grants, etc.) to build housing types in high demand.		Medium	Ongoing	Department of Community Development
19	Develop a program to facilitate the transfer of city-owned vacant parcels in exchange for property improvements.		High	Long	Department of Community Development
20	Develop an incentive program for infill development, which may include economic incentives, zoning adjustments, and prompt and predictable permitting to attract residential developers to vacant parcels.		High	Short	Department of Community Development, Department of Public Works
21	Offer density bonuses or financial incentives for developers who include affordable and mixed-income housing units in TOD areas to increase housing availability for a range of income levels.		High	Ongoing	Department of Community Development
22	Identify additional suitable locations for plazas, parks, and green spaces to encourage community interaction, provide areas for relaxation, enhance vitality, and improve the environmental quality of TOD areas.		Low	Ongoing	Department of Community Development, Department of Public Works, City Center Partnership, Neighborhood Associations
23	Apply for state grants to fund acquisition of properties suitable for parks, open space and recreational facilities construction.		Low	Ongoing	Joliet Park District, Forest Preserve District of Will County, Department of Community Development, Department of Public Works
24	Upgrade pedestrian and cyclist infrastructure to encourage bicycle and foot traffic between neighborhoods and other parts of the Study Area.		High	Long	Department of Community Development, Department of Public Works
25	Collaborate with developers and local businesses to attract grocery stores and other essential services to enhance access to amenities in underserved areas south of the train tracks.		High	Medium	Department of Community Development, Department of Public Works, Neighborhood Associations, City Center Partnership, Local Community Groups
26	Identify vacant non-city owned parcels suitable for semi-permanent alternate uses such as community gardens or small parks, with the option of formalizing their use permanently.		Low	Ongoing	Department of Community Development
27	Create a new arts and culture coordinator position to oversee public art and events within the City.		High	Short	Department of Community Development, Joliet Arts Commission
28	Prepare and adopt a public art display policy that addresses sign code, zoning, and historic preservation concerns and regulations.		High	Short	Department of Community Development, Department of Public Works, Joliet Arts Commission
29	Prepare and adopt a public arts plan that facilitates the installation of public art within the Study Area to enhance the visual appeal of public spaces.		High	Short	Department of Community Development, Joliet Arts Commission
30	Identify locations for new murals, sculptures, and other forms of art.		Medium	Medium	Department of Community Development, Joliet Arts Commission
31	Create a rotating schedule for the display of public artwork and/or murals.		Low	Long	Department of Community Development, Joliet Arts Commission, Department of Public Works, Metra, Local community groups
32	Adopt a Percent for the Arts ordinance as a funding mechanism for further public arts projects.		High	Medium	Department of Community Development

#	Action	Category	Priority Level	Timeline Estimate	Key Departments and Partners
33	Enhance railroad viaducts with improved lighting, sidewalks, and art installations.		Medium	Long	Department of Community Development, Department of Public Works, Metra, BNSF, CN, CSX
34	Identify potential locations for semi-permanent third places as a first step in determining the location of new pedestrian-oriented uses.		Low	Medium	Department of Community Development
35	Temporarily close selected streets to vehicle traffic and host public events such as pop-up markets, street festivals, or outdoor performances to activate public spaces and engage the community.		Low	Ongoing	Department of Community Development, Department of Public Works
36	Install sidewalk furnishings along a streetscape's pedestrian zone to provide pedestrians with seating, waste receptacles, and other amenities to improve their experience.		Medium	Medium	Department of Community Development, Department of Public Works
37	Plan and implement a street landscaping program to enhance the streetscape and improve the pedestrian experience.		Low	Medium	Department of Community Development, Department of Public Works
38	Widen the sidewalks on both sides of South Chicago Street, where possible, to a minimum of six feet.		Medium	Medium	Department of Community Development, Department of Public Works
39	Promote use of the City's Historic Design Guidelines to ensure that these guidelines facilitate attractive and active storefronts.		High	Ongoing	Department of Community Development
40	Support property owners with technical assistance, grants or other economic incentives for repair or maintenance of historic structures.		Medium	Ongoing	Department of Community Development, Landmarks Illinois
41	Update the City's 50-50 sidewalk program to potentially remove property owner participation from sidewalk replacement, reconstruction or maintenance projects.		High	Short	Department of Public Works
42	Remove or reduce the minimum number required off-street parking spaces for new structures outside of the B-2 Zoning District that are adjacent to transit stops and stations.		High	Medium	Department of Community Development
43	Update the zoning ordinance to allow for new small neighborhood commercial buildings or for the rehabilitation of former commercial buildings back to commercial use.		High	Medium	Department of Community Development
44	Develop infill development standards or establish a local character district to ensure future development on vacant parcels contributes to the architectural character of the national register historic district.		Medium	Medium	Department of Community Development, Landmarks Illinois
45	Update the Zoning Ordinance to establish residential design standards for new construction or substantial redevelopments of existing structures.		High	Medium	Department of Community Development
46	Continue to promote community events that temporarily utilize streets, squares, and/or sidewalks to develop consistent activity around the Study Area.		High	Ongoing	Department of Community Development, Chamber of Commerce, City Center Partnership
47	Create a more comprehensive marketing strategy to market Joliet's unique entertainment events and venues, such as Slammers Stadium and the Rialto Square Theater. Partner with Pace and Metra to encourage transit use to reach community events.		High	Short	Department of Community Development, Joliet Chamber of Commerce, City Center Partnership, Pace, Metra
48	Work with the SSA to keep sidewalks and gateway entrances free of debris, litter and snow.		High	Ongoing	Department of Community Development, Department of Public Works
49	Target visibly deficient sidewalks and crosswalks to facilitate safe and direct access to the Gateway Center.		High	Ongoing	Department of Community Development, Department of Public Works

#	Action	Category	Priority Level	Timeline Estimate	Key Departments and Partners
50	Target visibly deficient infrastructure to remove the perception of poor safety from the City's streets.		High	Ongoing	Department of Community Development, Department of Public Works
51	Revise Joliet Code of Ordinances to make explicit ownership and maintenance obligations on ROW.		High	Long	Department of Community Development, Department of Public Works
52	Engage property owners to discuss ownership and maintenance obligations on ROW.		High	Ongoing	Department of Community Development, Department of Public Works
53	Coordinate with RTA, Metra, and Pace for transit wayfinding.		Medium	Medium	Depart of Community Development, Department of Public Works, IDOT, Metra, Pace
54	Develop a system of consistently branded wayfinding signage to provide visitors and residents with clear directions to local destinations and other points of interest.		Medium	Medium	Department of Community Development, Department of Public Works
55	Install gateway signage at key entrances into different districts of the Study Area to create a stronger sense of place		Low	Long	Department of Community Development, Department of Public Works, IDOT, Metra, BNSF, CN, UP
56	Develop unique gateway signage for the historic district.		Low	Short	Department of Community Development, Department of Public Works
57	Enhance streetscape design along Eastern Avenue, South of Washington Street.		Low	Long	Department of Community Development, Department of Public Works
58	Install new gateway and wayfinding signages at the specified locations noted in the Navigation and Wayfinding Map		Medium	Long	Department of Community Development, Department of Public Works
59	Develop a new mobility hub at the north end of the Chicago Street/Marion Street surface parking lot to include a bike station with bike parking, bike lockers, bike repair stations, and bike charging locations; micromobility shared uses; rideshare zones; expanded covered spaces for passengers at drop-off/ pick-up curbs; and wayfinding signage.		Medium	Medium	Department of Community Development, Department of Public Works, Pace, Metra, Amtrak, RTA
60	Provide, where practical, wider sidewalk widths, landscaping, lighting and seating at PACE bus stops to enhance comfort and create a more inviting environment.		Medium	Ongoing	Department of Community Development, Department of Public Works
61	Work with Pace, Metra, and Amtrak to assess the feasibility of increasing service frequency to better meet user needs.				Pace, Metra, Amtrak, RTA
62	Remove the gates around the Marion Street parking lot to encourage the implementation and use of a future mobility hub.		Low	Short	Department of Community Development, Department of Public Works, Pace, Metra, Amtrak, RTA
63	Develop a bicycle plan for the City.		Short	Ongoing	Department of Community Development, Department of Public Works, Forest Preserve District of Will County
64	Install new bike facilities and infrastructure on Joliet Street, Des Plaines Street, Washington Street, Eastern Avenue, and Clinton Street.		Medium	Long	Department of Community Development, Department of Public Works
65	Incorporate pedestrian-focused infrastructure improvements at street corners, crosswalks, and intersections.		Medium	Ongoing	Department of Community Development, Department of Public Works
66	Install an on-street bike lane along the length of Joliet Street.		Medium	Long	Department of Community Development, Department of Public Works

#	Action	Category	Priority Level	Timeline Estimate	Key Departments and Partners
67	Widen sidewalk widths as practical when roadways are reconstructed		Medium	Ongoing	Department of Community Development, Department of Public Works
68	Create a contiguous shared-use path along Washington Street with the goal of connecting the path to the Old Plank Trail.		Medium	Long	Department of Community Development, Department of Public Works
69	Install intersection and crossing improvements at Richards Street and East Jefferson Street		Medium	Long	Department of Community Development, Department of Public Works, Joliet Townhsip High School
70	Install intersection improvements at Eastern Avenue and Jefferson Street		Medium	Long	Department of Community Development, Department of Public Works, Jacob Henry Mansion Estate
71	Install intersection improvements at on Eastern Avenue adjacent to the Jacob Henry Mansion estate.		Low	Long	Department of Community Development, Department of Public Works, Jacob Henry Mansion Estate
72	Install intersection improvements at Van Buren Street, Eastern Ave, and Clinton Street.		Medium	Long	Department of Community Development, Department of Public Works
73	Consider traffic signal timing modifications to provide leading pedestrian intervals (LPIs), particularly at Eastern Avenue and Cass Street.		Low	Ongoing	Department of Community Development, Department of Public Works