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Geachte leden van raden en staten,

Sinds de politieke dood van de Regiotram zijn de acties die uitgevoerd zijn niet meer dan heel snel pleister plakken en noodverbanden leggen. Mij zijn een aantal dingen opgevallen in politiek bestuurlijke zin. Juist dat de kwaliteit van het huiswerk vooraf te laag is dat men niet in staat is het rechtmatige budget bij het Rijk te claimen via (BO-MIRT)

- Andere regio's doen hun huiswerk vooraf zo goed dat zij stevig staan in de onderhandelingen met het Rijk. Dus weten wat het per kilometer kost zo'n project.
- De betrokken raden en staten zijn vooraf veel beter betrokken en het publiek ook van hoe een hoogwaardig Ov-systeem eruit moet zien. Niet pas nadat het Rijk geld heeft overgemaakt. Juist in de periode zijn al publieke en politieke keuzes gemaakt die op veel draagvlak kunnen rekenen.
- Dit vraagt visie en uitdaging. Het Rijk is bezig met een Nieuwe Nationale Omgevingsvisie 2040, maar op grensoverschrijdend regionaalniveau gebeurt er niets.
- Hoe gaat de regio Groningen - Assen haar toekomst in mobiliteit in debat vormgeven tot 2040? War wordt de insteek ten opzichte van het Rijk?

De bijgevoegde bijlage zal hopelijk voor u als inspiratie dienen.

Met vriendelijke groet,

Frank Menger



WILL CONNECTS



2040 LONG RANGE TRANSPORTATION PLAN





MESSAGE FROM THE WILL COUNTY EXECUTIVE

Our transportation network is one of the most important strategic assets we have in Will County, touching every aspect of our lives. It provides access to jobs, education, and healthcare; moves the goods and services we all rely on; and facilitates interaction with our families, friends, and the environment. Transportation is deeply intertwined with the economic fabric of our County, and a strong transportation network is needed to create new opportunities and ensure that Will County remains a great place to live, work, and do business.

Will County is a truly diverse place, with a landscape that ranges from rural farm towns to historic settlements to growing cities. Weaving our communities together is our transportation network, which includes our roadways and different types of passenger and freight travel. Managing these complexities requires good planning, which is why I am proud to share *Will Connects 2040*. This Plan charts a strategic direction for Will County and is tailored to meet changing conditions and our County’s unique needs.

I want to thank everyone who contributed their time, ideas, experience, and expertise to this long range planning effort. Without your input, *Will Connects 2040* would not have been possible. And while I am excited about our future, there is more work ahead. Turning this Plan into a reality will require dedication and collaboration within County government and our partner agencies and organizations.

To maintain our commitment, we need only remember that investments to our transportation network are also investments in the well-being and prosperity of our residents, workers, and businesses. I look forward to strengthening and improving our strategic assets together and investing in the future of Will County.

Sincerely,

Larry Walsh
WILL COUNTY EXECUTIVE



MESSAGE FROM THE WILL COUNTY ENGINEER

I am pleased to present *Will Connects 2040*, our road map for Will County’s transportation system now and in the future. *Will Connects 2040* responds to community preferences, identifies our multimodal priorities, and sets us on a path to meet our future travel needs.

Will County is home to a wealth of transportation assets:

- Hundreds of miles of roadways connecting communities across the county;
- Access to 4 Interstates and 6 Class I railroads that link to networks throughout the region and nation;
- 3 navigable waterways that transport goods on freight barges;
- Truck, rail, and waterborne intermodal terminals and nearly 150 million square feet of industrial space;
- 4 Metra lines to move commuters throughout Chicagoland;
- Over 20 local Pace buses and one of the few Express Services (Bus-on-Shoulder) in operation; and
- Over 400 miles of bikeways to support mobility, public health, and environmental sustainability.

While the Will County DOT is responsible for a small portion of this vast transportation system, we are committed to ensuring that the entire transportation system in our county can effectively move people and goods and support the continued growth and development of our vibrant communities. That is why *Will Connects 2040* articulates the county roadway investment priorities that the Will County DOT intends to advance in the years ahead and also advocates our transportation priorities to partner agencies: IDOT, Tollway, RTA, Metra, Pace, Forest Preserve, and municipal governments.

Balancing the diverse needs of our growing county is no easy task, requiring strategic planning and continued feedback from the communities we serve. In these pages you’ll learn about the process we used to develop *Will Connects 2040*, the core transportation issues we face, and how we plan to move forward despite uncertainty. There is tremendous work ahead, but we remain committed to using our scarce resources to maintain, modernize, and strategically expand our transportation system to best serve our residents and businesses now and for future generations.

Sincerely,

Bruce D. Gould, PE
DIRECTOR OF TRANSPORTATION, COUNTY ENGINEER

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CHAPTER ONE

TRANSPORTATION TRANSFORMS



Will County is charting a new path forward and *Will Connects 2040* is our blueprint to transform our transportation system in the years ahead. *Will Connects 2040* establishes a strategic direction for transportation over the next 25 years and sets forth an action plan for maintaining and enhancing our transportation system. Will County's transportation assets are important factors for job creation and corporate investment, our assets drive the success of our communities, and are integral to our individual quality of life. Over the years, we have made significant investments in our transportation system that must be maintained, but we must also plan for tomorrow to meet the future travel needs of our residents, workers, business, and visitors.

Will Connects 2040 provides a comprehensive look at our unique transportation issues and needs now and through the year 2040. It forecasts available funding for transportation investment on county roadways and identifies a set of strategic, financially constrained investment recommendations to meet our future travel needs. *Will Connects 2040* also advocates our investment priorities to our transportation partners, so they too can take action to move Will County forward.

WHY WILL CONNECTS 2040

Will Connects 2040 is a long range transportation planning document and serves as an update to the *Will County 2030 Transportation Plan*. In the seven years since the *2030 Plan* was developed we have experienced many changes. That is why we undertook the *Will Connects 2040* planning initiative – to continually examine challenges and opportunities that face our County so that we can proactively set forth a plan of action to positively impact our transportation system.

Moreover, *Will Connects 2040* is a key step in the progression of a transportation project from conceptualization to construction. Projects are studied, designed, and constructed in a series of phases (I, II, and III) that build on each other to move a project toward implementation. While *Will Connects 2040* is an important strategic planning document, it is not a programming vehicle. Projects contained in *Will Connects 2040* are intended to flow into the Will County Transportation Improvement Program (TIP), where they are programmed (funded). Likewise, *Will Connects 2040* helps us advocate our transportation investment priorities to our transportation system partners at the Illinois Department of Transportation (IDOT), Illinois State Toll Highway Authority (Tollway), Regional Transportation Authority (RTA), Metra, Pace, Forest Preserve, and local municipalities as they make decisions on where to allocate, or program, their limited resources.



Our County's transportation system is inherited from decisions made decades ago. Similarly, the vision for transportation and the decisions we make about transportation in the years to come will influence our county for generations.

The project development process takes time from conceptualization to construction and depends on a number of factors like engineering complexity that must be addressed before a project is programmed for construction.





OVERVIEW: TRANSPORTATION IN WILL COUNTY

At over 800 square miles, the community character can change dramatically from one corner of our county to the next. Much of the northern half of the county is transforming into more populous urban areas with a mix of travel choices, but many places in the county remain less dense, semi-rural or rural, and are reminiscent of our agricultural history. Our transportation system must strike a balance between honoring our rural history and adapting the transportation system to meet the demands of the 21st Century.

Together a number of different transportation systems – IDOT, Tollway, Metra, Pace, Forest Preserve, municipal governments – make up the vast and complex transportation system that both people and goods rely on every day. Our transportation system is weaved together by different partners that are responsible for the transportation networks we use daily within the county – our roads and Interstates, commuter rail and buses, and bicycle and walking facilities. The Will County DOT plays a key role in helping people and goods travel across the extensive transportation system in the county, but the Will County DOT is only responsible for planning, design, construction, and maintenance of a small portion of the entire system:

- 255 miles of road, representing over 50 designated county highways;
- Over 120 bridges;
- 4 maintenance facilities; and
- Permitting (oversize and overweight vehicles).

The transportation system is also supported by agencies like the RTA and the Chicago Metropolitan Agency for Planning (CMAP), which provides regional planning for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, Will, and small portions of DeKalb and Grundy. Together transportation networks (e.g., road, rail, waterway, bus, bicycle, walking) move people and goods in, out, and through the county. Many valuable transportation assets in Will County are under the jurisdiction of our partner agencies, some highlights include:

OUR LESS-RECOGNIZABLE ASSETS

The Will County DOT is responsible for obvious physical assets like roadway pavement and bridges, but other important assets include:

- Signage
- Traffic signals
- Culverts
- Guardrail
- Retaining walls
- Drainage
- Landscaped areas
- Noise walls
- Street lighting

TRANSPORTATION SYSTEM HIGHLIGHTS

 <p>ROADWAYS</p>	<ul style="list-style-type: none"> • Four Interstates totaling nearly 90 miles, including the Tollway • Nearly 270 miles of major arterial roads, such as IL 59 and IL 394 	<p>The amount of travel that each household makes - measured as vehicle miles traveled (VMT) - averaged nearly 24,000 VMT in Will County (2013)</p>
 <p>AVIATION</p>	<p>Public General Aviation</p> <ul style="list-style-type: none"> • Joliet: Joliet Regional Airport • Bolingbrook: Clow International Airport <p>IDOT General Aviation – future site of the South Suburban Airport</p> <ul style="list-style-type: none"> • Monee: Bult Field <p>General Aviation/Corporate Reliever to Chicago Midway International Airport</p> <ul style="list-style-type: none"> • Romeoville: Lewis University Airport 	<p>Aircraft operations (takeoffs or landings) in 2014:</p> <ul style="list-style-type: none"> • Joliet Regional Airport: 25,000 • Clow International Airport: 50,000 • Lewis University Airport : 104,000
 <p>FREIGHT</p>	<p>Railroads move approximately 631 million tons of freight in the region, or 44% of total freight tonnage (2007)</p>	<p>Trucks make up one out of every six vehicles on Illinois' urban Interstates</p>
 <p>WATERWAYS</p>	<p>River terminals along the county's three navigable waterways move barge traffic like coal and food and farm products</p>	<p>Over 20 million tons of freight moved on Will County waterways (2014)</p>
 <p>TRANSIT</p>	<p>Metra</p> <ul style="list-style-type: none"> • Four lines and 8 stations • Parking at each station <p>Pace</p> <ul style="list-style-type: none"> • Over 20 local buses and 2 Call-n-Ride service areas • 4 Bus-on-Shoulder Express routes and 5 Bus-on-Shoulder Park-n-Ride facilities • Numerous Park-n-Ride and RideShare lots 	<p>Metra weekday ridership reached over 10,000 at Will County's 8 stations (2014)</p> <p>Pace annual ridership reached over 2 million across all bus routes in Will County (2014)</p>
 <p>BIKE / WALK</p>	<ul style="list-style-type: none"> • Over 400 miles of existing on- and off-street bikeways • Over 700 miles of planned or proposed bikeways 	<p>Notable cross-county bikeways I&M Canal Trail, the Wauponsee Glacial Trail, and the Old Plank Road Trail</p>

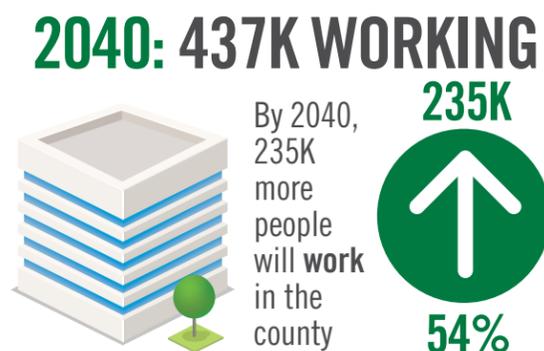
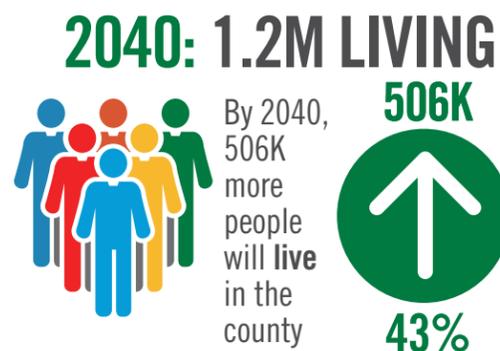


RESIDENTS AND WORKERS

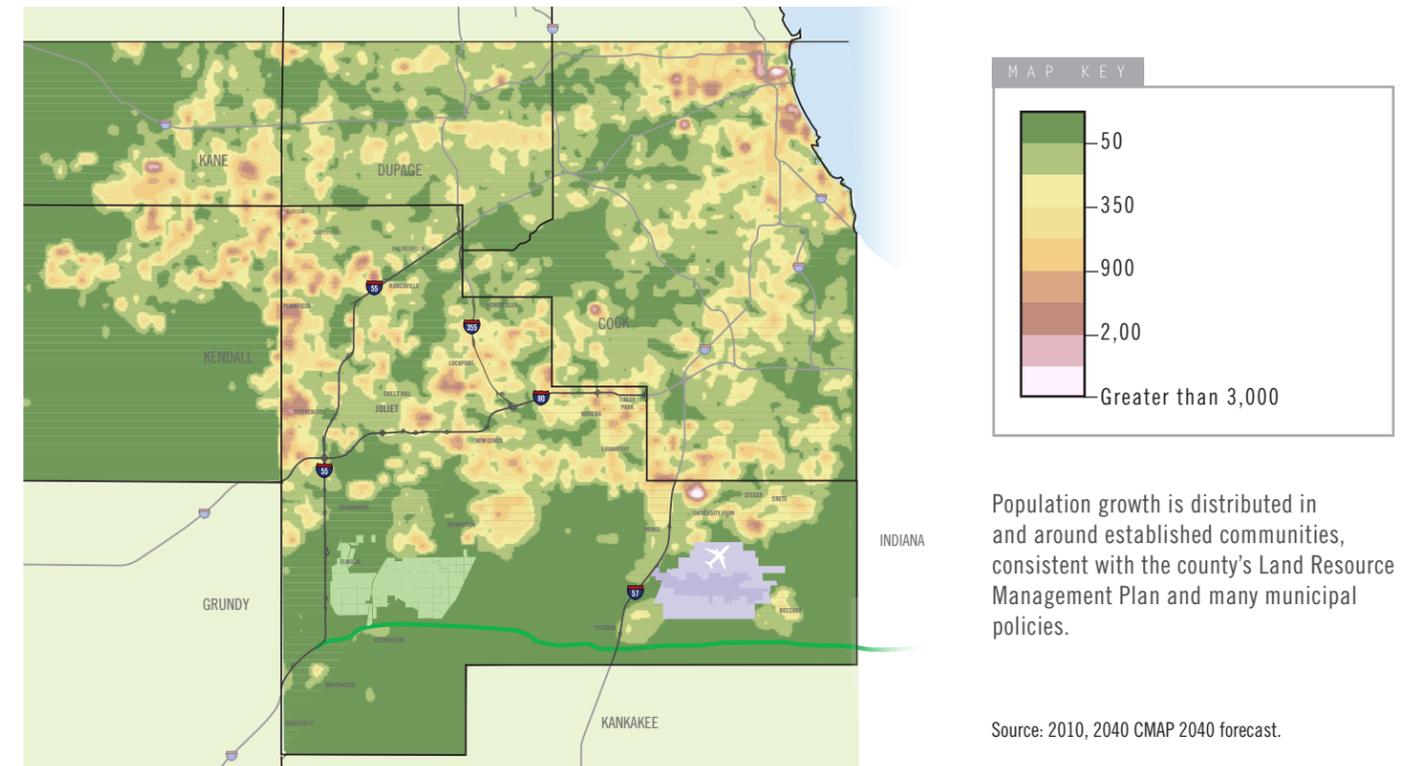
Will County has experienced strong population growth over the past decades, remaining one of the fastest growing Counties in Illinois. While the pace of growth has slowed since the beginning of this millennium, the county's population and employment is anticipated to continue to increase into the future. Accordingly, the transportation network needs to grow and adapt to accommodate the travel needs of new residents and workers of all ages and ability levels. While Will County has not traditionally been a major employment center attracting work trips into the county like our neighbors to the north, projections show that the county will continue to add a significant number of jobs and generate employment opportunities. Because transportation investment, population and employment growth, and economic growth are closely linked, these demographic changes create both challenges and opportunities for our transportation system.

WILL COUNTY CONTINUES TO GROW

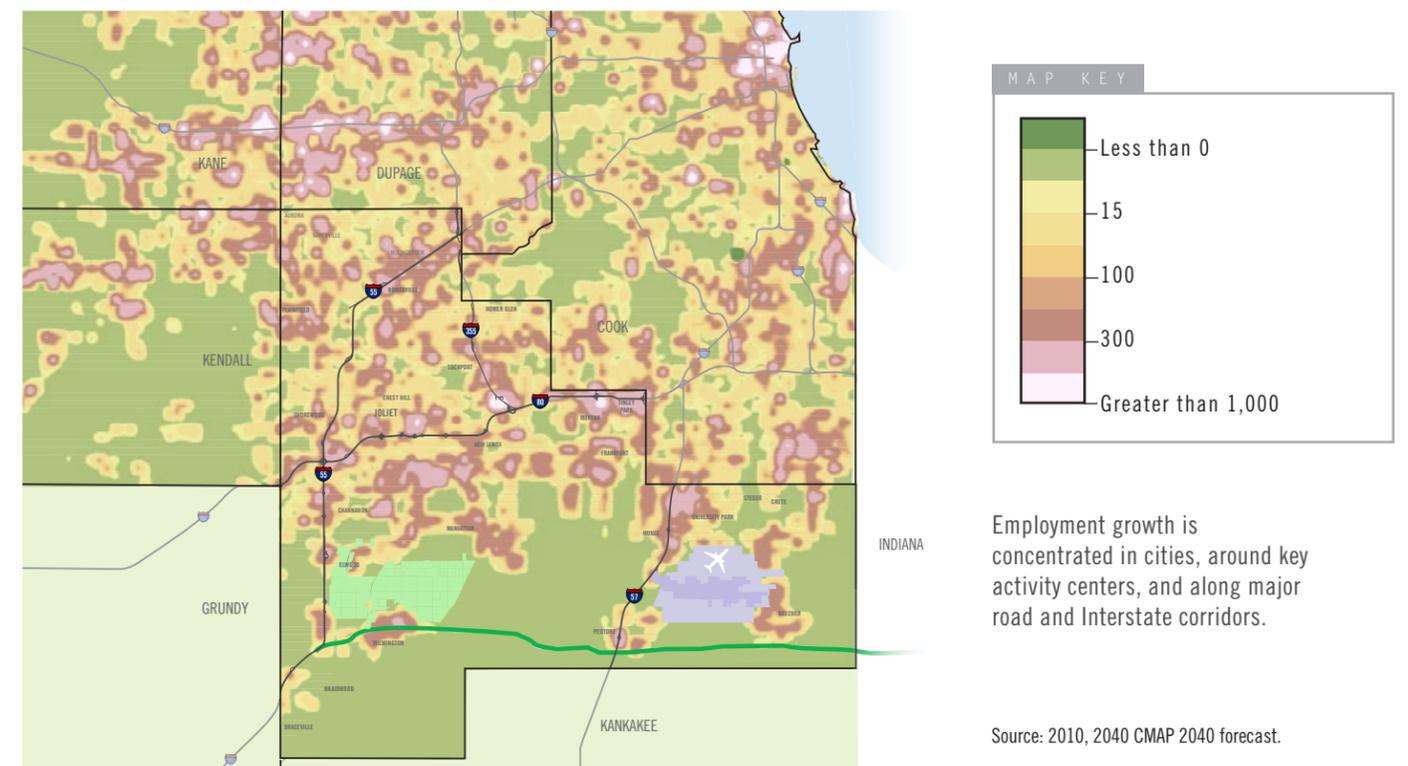
Source: CMAP, October 2014.



POPULATION GROWTH - CMAP REGIONAL CHANGE IN POPULATION 2010 TO 2040



EMPLOYMENT GROWTH - CMAP REGIONAL CHANGE IN EMPLOYMENT 2010 TO 2040



COMMUNITY LANDSCAPE

Will County is an attractive place to live, with a wide variety of communities from small towns surrounded by agricultural lands to suburban neighborhoods characterized by cul-de-sacs to active urban areas with commercial corridors. There has been strong residential, commercial, and industrial development in the northern half of the county – a trend that will continue as local governments make land use decisions that direct or encourage future development. The southern half of the county is generally less dense, semi-rural or agricultural in nature and will likely remain so into the future. Land use patterns we see today are a result of past decisions by local governments, but opportunities will arise in the coming years for communities and unincorporated areas to strengthen linkages between land uses and transportation as the county continues to grow.

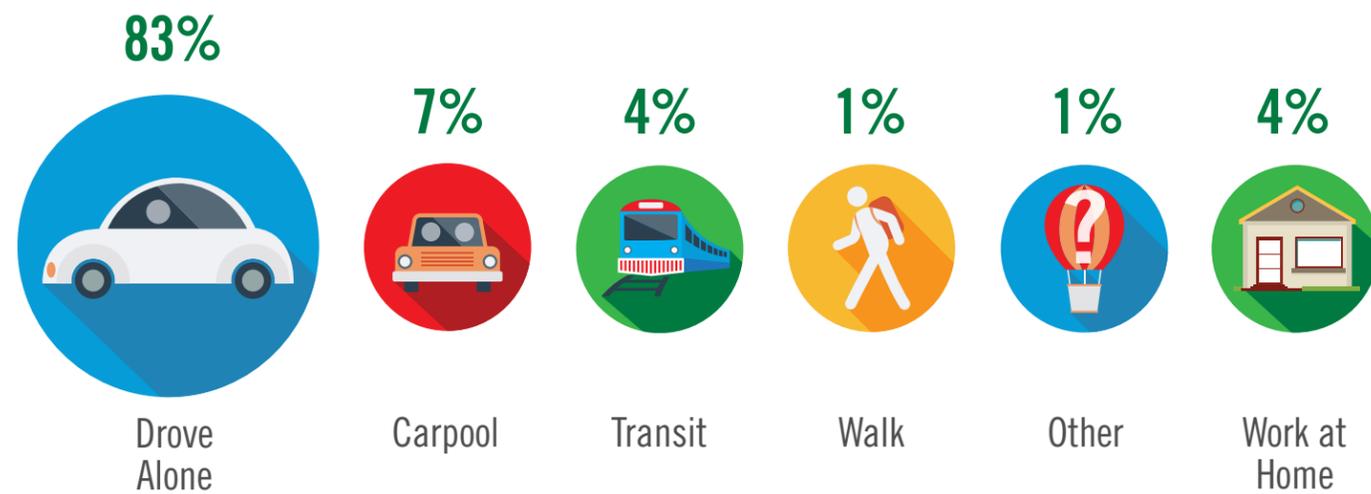
COMMUTING PATTERNS

Commuting patterns for the county's workforce are striking, with more work trips exported outside the county than imported. Over two-thirds of employed residents work outside of the county, mainly in Cook and DuPage Counties, while about half of Will County workers commute from areas outside Will County, principally Cook County. Though residents rely on the transportation system for far more than getting to and from work (e.g., shopping, social, and recreational trip purposes), the fact that such a large portion of the workforce travels to jobs outside the county is an important consideration for decision-makers.

How these trips are made also matters. Historically, auto-centric living dominated the landscape and drove transportation decision-making, but communities across the nation are benefiting from expanded transportation choices that includes a menu of travel options from transit (e.g., bus rapid transit) to shared mobility (e.g., carsharing, bikesharing) to biking (e.g., on- and off-street). In Will County, the high cost of roadway investments and changing development patterns, especially in the northern half of the county, means that roadway solutions will not be enough to accommodate future residential and job growth.

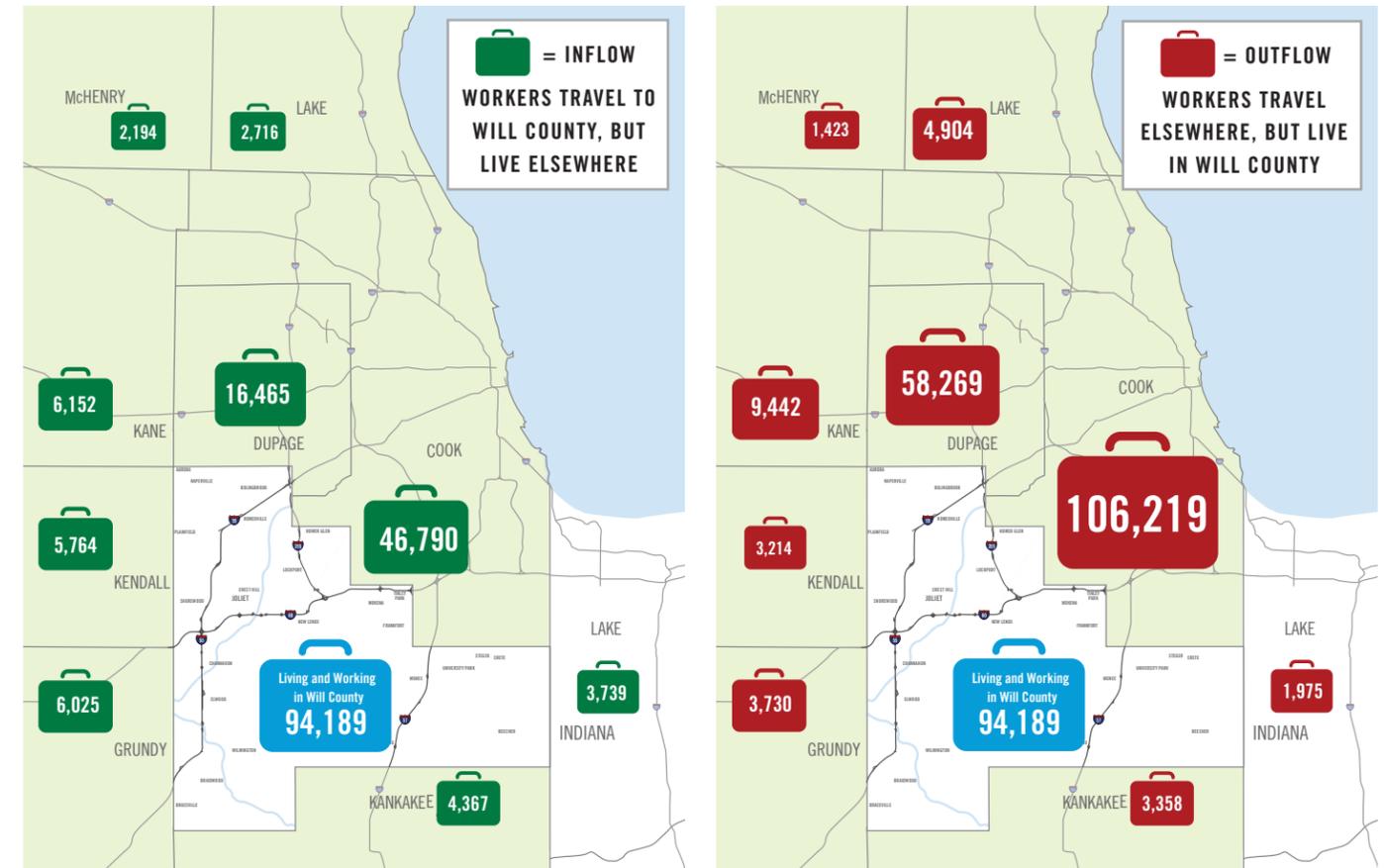
HOW PEOPLE GET TO WORK (2014)

Source: US Census Bureau, ACS 5-year estimates (2010-2014).



While parts of the county are becoming more multimodal, roadways remain the backbone of our transportation network, carrying tens of thousands of people to work each day.

COMMUTING PATTERNS FOR COUNTY RESIDENTS AND COUNTY WORKERS (2014)



Travel flows suggest that while many residents live and work within Will County, a large percentage of workers travel significant distances to jobs outside the county.

Source: US Census Bureau, Longitudinal Employer-Household Dynamics (LEHD) Program.





“First and last-mile” connections, the beginning or end mile of a trip, are especially important for freight (truck, rail, waterborne). For example, the configuration of an Interstate ramp can make merging difficult or the geometry of a local street can be hard for trucks to maneuver, resulting in congestion and safety conflicts.

GLOBAL TRANSPORTATION AND LOGISTICS

Will County is the epicenter for inland intermodal freight (rail, truck, and waterborne) in the country and has become an important link in the global supply chains of many industries. Our combination of nearly 150 million square feet of commercial/ industrial space and superior access to transportation assets like Interstates, freight railroads, and inland waterways have made Will County a hub for intermodal activity, including freight warehousing and distribution. Multiple intermodal facilities already operate in the county, moving goods across the US and to global markets, with more investment on the horizon. The success of global transportation and logistics in Will County, including complementary and supporting firms, create benefits that accrue locally, regionally, and nationally, but impacts – congestion, wear and tear on our pavements and bridges not designed to handle heavier loads, noise, and safety conflicts on roads and at rail crossings – are felt by our residents daily.

WILL CONNECTS 2040: DEVELOPING THE PLAN

Will Connects 2040 was developed step-by-step by the Will County DOT, with guidance from an Advisory Committee made up of representatives from partner agencies and organizations who provided input throughout the entire planning process and served as liaisons to their agency. Targeted stakeholder outreach provided additional information to help us understand the current and future transportation needs and issues within the county.

PUBLIC ENGAGEMENT

Extensive public engagement was employed throughout the development of the Plan to give the public ample opportunity to participate in the planning process and to ensure that *Will Connects 2040* is representative of the people who live and work here. Our three goals for public engagement were to: share information about our progress, gather input to help shape the Plan, and increase awareness about issues and the Plan itself.

The *Will Connects 2040* planning initiative applied a host of techniques and formats to encourage participation and offer meaningful input. For example, website updates, email blasts, newspaper articles and radio broadcasts helped spread the word. We also shared more detailed information via four newsletters distributed at key points in the planning process. Signature public engagement efforts for *Will Connects 2040* included three interactive online surveys in English and Spanish and in-person Open Houses throughout the county to gather input at critical times during the planning process.

WILL CONNECTS 2040 WORK PLAN OVERVIEW

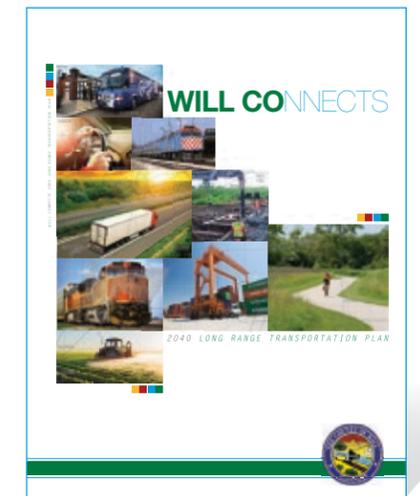
TECHNICAL WORK ELEMENTS

- ✔ Data Collection and Review
- ✔ Assess Existing Conditions
- ✔ Develop a Strategic Direction
- ✔ Conduct Alternative Analysis
- ✔ Assess Future Conditions
- ✔ Perform Financial Analysis
- ✔ Define Investment Priorities

PUBLIC AND STAKEHOLDER OUTREACH

- ✔ Online Survey Phase 1
- ✔ Open House Round 1
- ✔ Online Survey Phase 2
- ✔ Open House Round 2
- ✔ Online Survey Phase 3
- ✔ Public Hearings

PROJECT WEBSITE, EMAIL ANNOUNCEMENTS AND NEWSLETTER UPDATES



ONLINE SURVEYS

Three three-month surveys were distributed to engage the public through interactive activities that included ranking, spatial mapping, and trade-off exercises among others. Our online community engagement via smartphones and computers was an effective tool to reach the most number of people, as we successfully engaged over 2,000 respondents. Surveys gathered public input on:

- Transportation Goals
- Goal-related Priorities
- Challenges and Opportunities
- Focus Areas for Future Travel
- Travel Preferences
- Project Selection
- Funding Options



EXAMPLE SURVEY QUOTES:

- “Repair the existing roads and bridges that we already have”
- “Regular public transit to Metra stations and between suburban communities”
- “Expand multi-use path network and connectivity”
- “Time traffic signals to provide for uninterrupted streamlining of traffic flow”
- “Impose roadway tolls”
- “Increase safe connections between bike routes”
- “Transportation solutions should avoid and protect natural resources”

PUBLIC OPEN HOUSES

Two rounds of in-person Open Houses were held in 2015 (spring) and 2016 (winter). In total the Will County DOT hosted ten Open Houses, attracting nearly 400 people. Open Houses offered a chance to engage in dialogue with project staff directly and to provide input through interactive exercises. Open Houses were held at locations throughout the county to ensure access to all who wanted to attend.

PATHWAY TO SUCCESS: OUR VISION AND GOALS

Our vision is bold, but it is achievable. To advance our vision, we have established six specific goals for transportation. Together, the vision and goals represent the strategic direction for *Will Connects 2040*, and our roadmap by which the county can judge its success.

GOALS

Support Economic Vitality – Support economic development and competitiveness through the provision of a safe, reliable, and accessible multimodal transportation system to move people and goods.

Improve Freight Movement – Provide access to local, regional, national, and international trade markets while mitigating the impact to people’s quality of life and to the environment.

Perform Asset Stewardship – Preserve and maintain transportation assets and manage their operations using a spectrum of strategies, tools, and technologies.

Expand Local and Regional Transportation Choices – Enhance local, Countywide, and regional mobility and connectivity for residents, employees, visitors, and commerce.

Improve Safety – Provide a safe multimodal transportation system for motorized and non-motorized users.

Create Quality Places – Coordinate land use and transportation planning with partner agencies and municipalities to retain or improve the character of communities and enhance quality of life through sustainable transportation investments across all forms of travel.

VISION:

A thriving County with a regionally and nationally significant transportation network that connects all users, places and products through a balanced multimodal transportation network that facilitates economic vitality, is coordinated with land use, enhances quality of life, and recognizes our diversity, from urban and suburban lifestyles, to our agricultural roots.





CHAPTER TWO

TODAY'S REALITIES IMPACT TOMORROW'S FUTURE

Transportation infrastructure and services often require large expenditures and decisions involving difficult trade-offs. There are many competing transportation needs in Will County: roads and bridges in need of repair, congestion relief to support economic productivity, transit options to enhance quality of life, critical connections in the bikeway network to expand travel choice, and many others. Following are the key challenges that affect our transportation system that are likely to continue and/or emerge in the coming years.

WHY TRANSPORTATION PROJECTS ARE SO EXPENSIVE

- Deferred maintenance grows the backlog of needed repairs and leads to higher costs in the future as assets continue to deteriorate.
- Shoehorning transportation projects alongside existing development patterns can add costs to purchase land, relocate utilities, and more.
- The cost of construction materials (e.g., concrete, asphalt products, steel) continues to rise.
- Often extensive environmental planning and mitigation requirements must be met before projects can move forward.

FISCAL OUTLOOK: A ROCKY ROAD AHEAD

FEDERAL FUNDING

In 2015 Congress passed its first long-term transportation funding bill in ten years referred to as the Fixing America's Surface Transportation Act (FAST Act). While passage of the FAST Act offers a degree of predictability over the next five years, prior short-term legislative extensions did not offer multi-year federal funding certainty. Moreover, the FAST Act continues to rely primarily on the gas tax, which does not offer a sustainable revenue stream for transportation in the years ahead unless changes are made (e.g., indexed to inflation) or a new revenue source is implemented. Because of Congress's failure to secure a long-term funding solution, Will County cannot rely on federal funds for transportation in the future, which also accounts for the majority of funding for IDOT's Multi-Year Program (MYP).

STATE BUDGET CRISIS

Like most governmental agencies and other transportation providers, the Will County DOT must operate in an environment of limited resources. This constraint was compounded by the absence of a State budget for fiscal year (FY) 2016, and the full FY 2017 budget remains uncertain as Illinois lawmakers have already gone through two legislative sessions without a full budget agreement.

REPURPOSING FUNDING FOR NON-TRANSPORTATION PURPOSES

The RTA imposes a sales tax throughout six-counties in Northeastern Illinois, a portion of which is allocated directly to each county for transportation improvements and public safety. Known as the RTA Sales Tax, these revenues represent the Will County DOT's primary source of funding for transportation improvements. In 2016 the Will County Board moved to repurpose a portion of Will County's share of the RTA Sales Tax for non-transportation purposes, which means that less money will be available to invest in preservation, safety, and roadway expansion projects.



The Will County portion of the RTA Sales Tax averages about \$20M per year. A 25% reduction of these funds amounts to \$103.5M over the 2040 horizon.

UNEMPLOYMENT RATE (%)

Source: Illinois Department of Employment Security (IDES).



Will County continues to add jobs across key sectors of our economy, including Healthcare, Finance and Insurance, Transportation and Warehousing, as well as Professional and Technical Services.

ECONOMIC RECOVERY

Like many states, Illinois is still slowly recovering from the Great Recession. While there have been signs of economic recovery, such as rebounding employment levels and strong industrial and commercial development, Will County residents and businesses continue to feel the lasting effects of the economic downturn.

AN UNCERTAIN FUTURE: STATUS OF MAJOR STATE INFRASTRUCTURE PROJECTS

ILLIANA

The Illiana Expressway (Illiana) is a proposed 50-mile toll road through southern Will County, linking I-55 near Wilmington to I-65 in Indiana. The Illiana would play a major role in supporting the robust Global Transportation and Logistics industry in Will County, improving regional east-west mobility and accessibility, and offering an alternative route for truck traffic on I-80. The Illiana, initially supported by state leaders in Illinois and Indiana, has stalled due to an environmental law suit and lack of political support and a funding commitment under the current Illinois Governor. Without the Illiana, much of the truck traffic must use county and local roadways, which do not offer the same high-quality mobility as an Interstate facility. The future of the Illiana is uncertain; however, it remains a project with both regional and national freight significance.

SOUTH SUBURBAN AIRPORT

Long planned and slowly being realized by acquiring land and conducting Federal Aviation Administration (FAA) planning requirements, the South Suburban Airport (SSA) in Peotone would offer a commercial alternative to Chicago O'Hare and Midway airports. Similar to the Illiana, the project has stalled due to lack of political support and a funding commitment under the current Governor.

ECONOMIC COMPETITIVENESS: THE GROWING ROLE OF FREIGHT

GLOBAL MARKETS

We've capitalized on our transportation assets and, over time, Will County has emerged as an intermodal hub, becoming an integral cog in the supply chains of firms across the globe. In general, freight trains bring goods from the West Coast ports via rail box cars that are moved by cranes to flatbed trucks and then transported locally, nationally, and internationally. All this intermodal activity has attracted extensive industrial development across the county such as manufacturing, warehousing, distribution, and fulfillment centers. Intermodal facilities have also improved the county's farming industry's operations, transferring local products to international markets.

FREIGHT'S ROLE IN ECONOMIC DEVELOPMENT: MORE THAN INTERMODAL

Will County's freight activities extend beyond the 6,400 acres of its intermodal facilities in Joliet and Elwood (CenterPoint Intermodal Center) and the 1,000 acres in Wilmington (RidgePort Logistics Center). Warehouses, distribution centers, and trucking companies to support the intense amount of freight moving through these facilities have blossomed throughout the county in places like Romeoville, New Lenox, Bolingbrook, University Park, Sauk Village, and Crete.

PANAMA CANAL EXPANSION

Construction to expand the Panama Canal began in 2007 and opened in mid-2016. Colossal container ships will now be able to move through the canal, more than doubling the cargo capacity of the waterway. Time will tell whether the Panama Canal expansion will have rippling effects on West Coast port operations and rail, truck, and inland waterway patterns, and whether these will impact freight-related industries and shift freight movements within the county.



OUR INLAND WATERWAY ADVANTAGE

Barge terminals located principally along the Des Plaines River, including the CenterPoint Intermodal Center, offer a cost-effective way to transport freight to surrounding markets. However, there may be future implications for waterborne commerce as strategies are implemented to prevent the transfer of invasive species, like Asian carp, between river systems.

FREIGHT FUNDING OPPORTUNITIES

For the first time Congress has set aside funding through the FAST Act for freight projects that will improve the safety and movement on the national freight transportation network (roads, rail, and waterways). Funding programs include competitive grants for nationally significant freight projects and formula funding directly to states for freight corridors and intermodal projects. To better position itself to take advantage of these newly available funding sources, the county must compile and analyze data to better understand freight movements (i.e., origin and destination of freight) so as to strategically evaluate the direct benefits of freight improvements. While not guaranteed, additional freight funding may be provided through future spending bills under the next Presidential Administration, potential economic stimulus packages like 2009’s American Recovery and Reinvestment Act (ARRA), the Transportation Investment Generating Economic Recovery (TIGER) grant program, which began as part of ARRA, or other opportunities that are unknown at this time.

MEETING THE DEMAND: OUR GROWING MULTIMODAL NEEDS

MORE TRAVEL CHOICES

Transit, bicycle, and pedestrian networks are increasingly seen by residents as important elements of quality places to live and work. Like many other communities across the country we continue to broaden our perspective, which has traditionally focused on roads. Traffic related to population and employment, especially in the northern half of the county where land is more developed, is not something that capacity enhancements (e.g., adding lanes) alone can address. Over time travel patterns can change as choices improve. Better connectivity within and between transportation networks, for example by closing gaps in the bikeway network and linking to Metra stations, enhances travel choices. While building our way out of congestion will not solve all our problems, we can build our way into a more interconnected road, transit, bicycle, and walking system that offers not only more, but seamless, travel choices for everyone.

EAST/WEST MOBILITY

In the northern half of the county the transportation network is more fully developed, with layers of roads that serve different functions (e.g., Interstates provide regional and long-distance mobility and access while local roads provide mobility and access between neighborhoods). In the southern portion of the county, much of the roadway network consists of lower functional class roadways that have traditionally served agricultural land uses. As Will County has grown and new travel patterns have emerged, so too has the need for improved east/west mobility and accessibility. Construction of a comparable alternative to I-80 remains uncertain, but emerging travel demand demonstrates the need for contiguous higher functional class east/west travel routes. *Will Connects 2040* identifies Laraway, Manhattan-Monee, and Wilmington-Peotone/Peotone-Beecher Roads as viable options to help fill this need.

NEW OPPORTUNITIES LIE AHEAD

We must be creative, finding new solutions in a changing environment to alleviate traffic in congested corridors by looking to advanced technologies to manage traffic and improve flow, fostering higher population and employment density critical to successful transit service, and connecting walking and bicycling opportunities.



INFRASTRUCTURE HEALTH

Transportation assets age and deteriorate over time. Roads and bridges are constructed to last and to meet design standards of the era, but many roads and bridges are reaching their useful life or have older design features and must be modernized. Will County DOT routinely conducts maintenance activities to prolong the useful life of its roads and bridges and to ensure that they remain safe and functioning. However, as time goes by, many assets are nearing their useful life and are deteriorating to the point that they now require more extensive repair or even replacement. The county and our transportation system partners (IDOT, Metra, and Pace) have accumulated a long list of deferred maintenance needs that compound each year. Addressing the deferred and preventative maintenance needs of all existing transportation assets in the county, from roads and bridges to commuter rail cars and buses, means that there is little money left to invest in new projects that the public wants like expanding our road and commuter rail networks, increasing transit service levels, and implementing traffic-flow improvements.



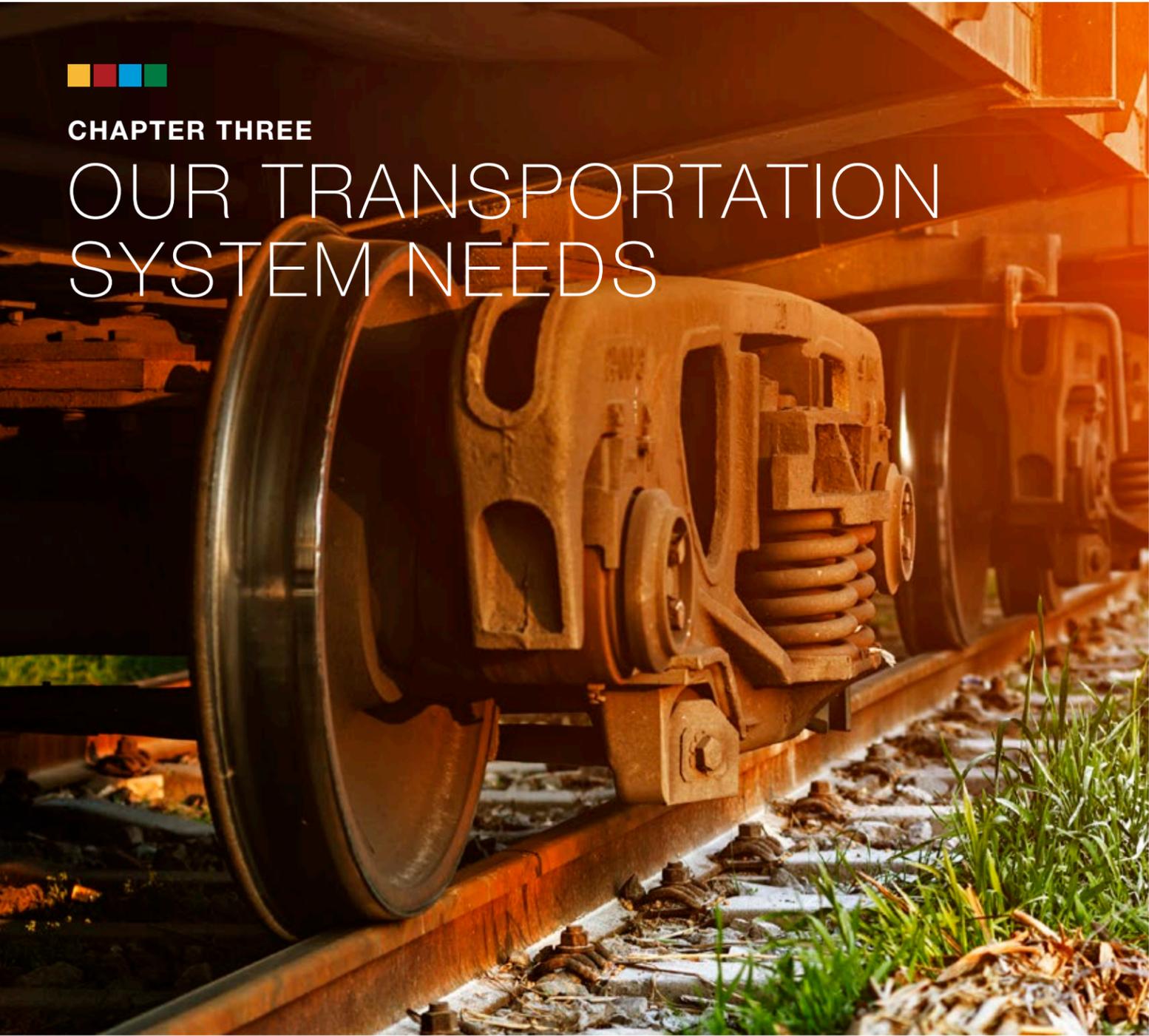
PREVENTIVE MAINTENANCE – NOT JUST FOR YOUR HOUSE AND CAR

Monitoring and maintaining the roof of your home can extend its life and avoid pricey repairs in the years ahead just as checking fluid levels can keep your car moving smoothly and maintain its value. Similarly, monitoring and conducting regular maintenance activities on our transportation assets extends their life and saves us money down the road.



CHAPTER THREE

OUR TRANSPORTATION SYSTEM NEEDS



Deficiencies exist across our transportation system, including ones that would already have been addressed had the necessary funds been available. *Will Connects 2040* also looks ahead at our accruing needs – those that are anticipated due to future travel demand and ongoing maintenance and preservation requirements.

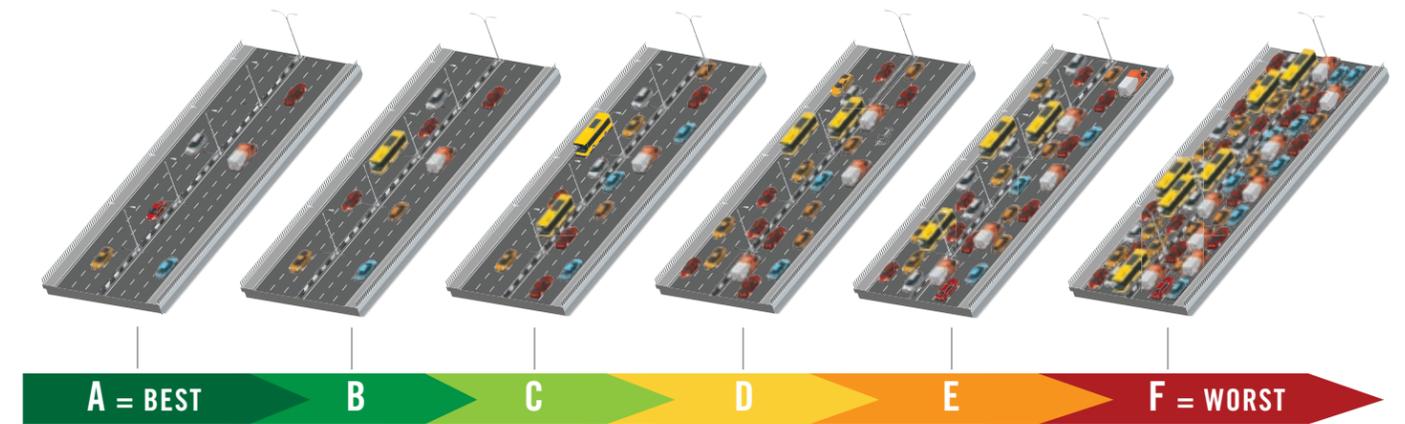


BUILD WILL SUCCESS

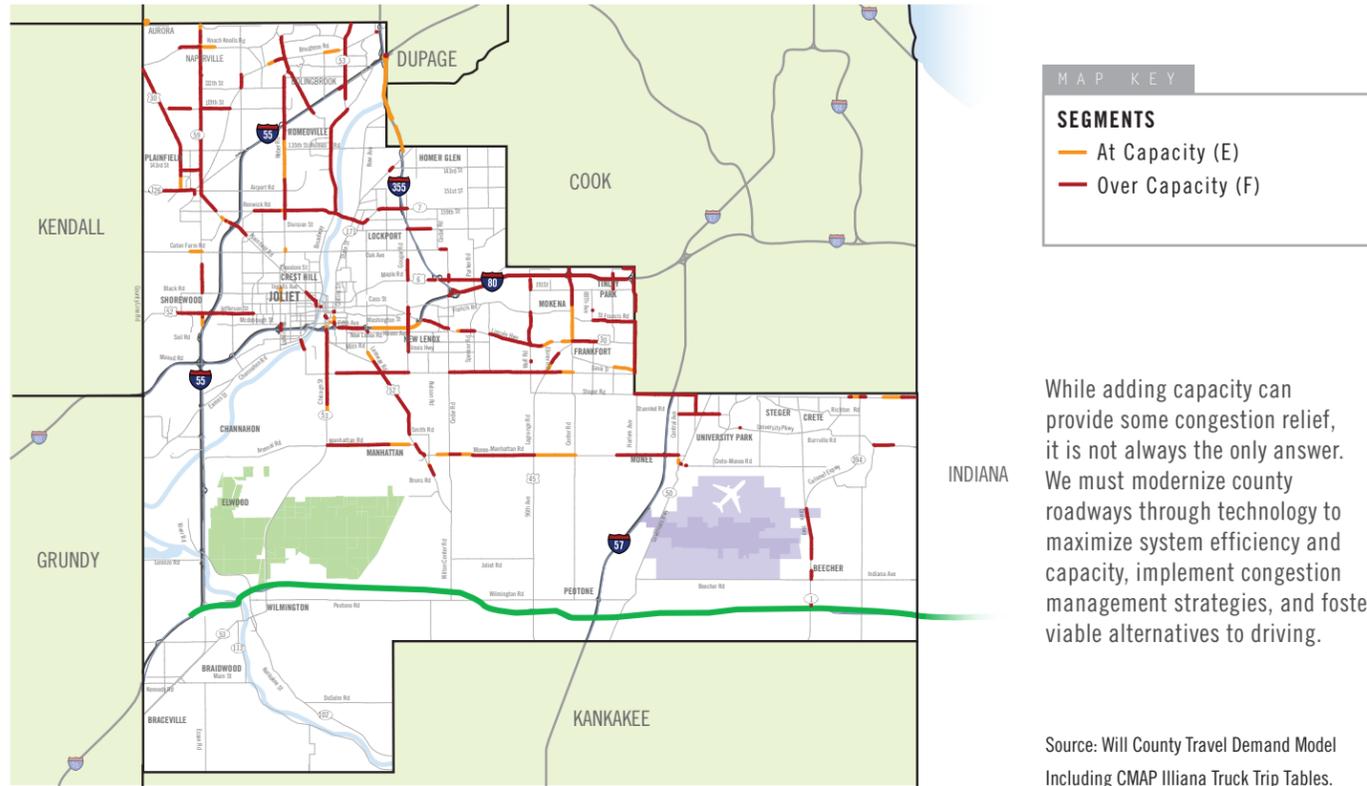
Using \$100M in bonds, the Will County DOT put our dollars to work and is delivering on the promise of the Build Will Program - 72 projects, including its largest-ever pavement overlay program.

The Will County DOT assessed our multimodal transportation needs and created a transportation project needs list to better prepare for tomorrow. The transportation project needs list addresses the “universe” of transportation needs within Will County that have been identified by the Will County DOT, the Advisory Committee, and local jurisdictions. It is composed of projects that require major capital expenditures, are important for county mobility and connectivity, and support congestion relief, preservation / modernization, or safety. The list also identifies transportation studies that would inform whether future projects are warranted for inclusion in the project needs list. The transportation project needs list is intended to be updated periodically as needs are addressed, new ones emerge, or priorities change.

WHAT DOES LEVEL OF SERVICE FEEL LIKE?



2040 CONGESTION AS MEASURED BY LEVEL OF SERVICE (DAILY)

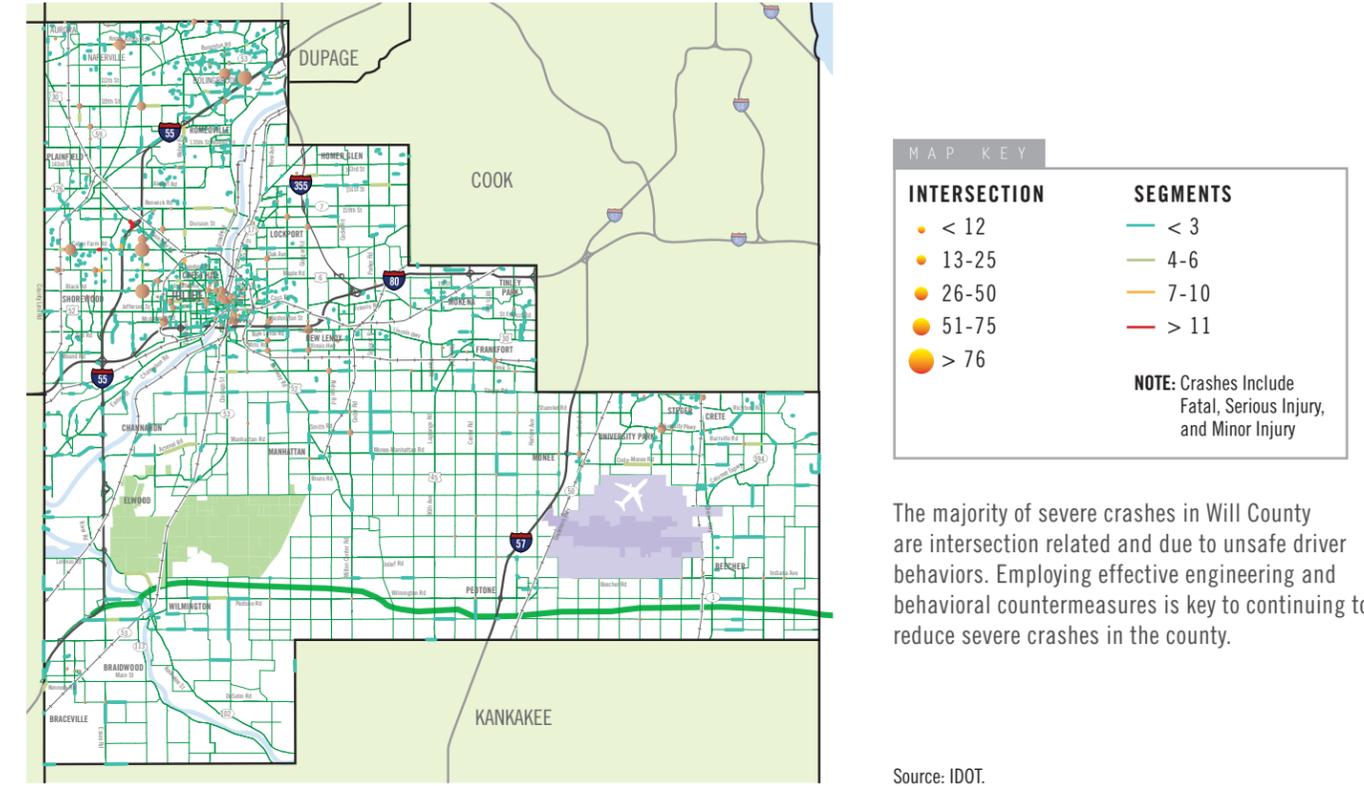


AREA OF NEED: CONGESTION RELIEF

One of the tools we use to understand future needs is the Will County travel demand model (TDM). TDMs show the supply and demand for travel using a series of mathematical models. TDMs are a tool used across the nation, including by CMAP, to develop traffic forecasts, test alternative transportation scenarios, and evaluate transportation systems or policies. The Will County 2040 travel forecasts are based on CMAP's estimated socioeconomic data and assumed land uses throughout the county.

Using the TDM we can analyze roadway capacity to pinpoint where congestion is likely to occur in Will County. In 2040, many roads will continue to provide a high level of service (LOS) at LOS A, B, C or D; however, some county road segments and corridors, such as Laraway Road and Manhattan-Monee Road, are projected to have high levels of congestion. In the northern half of the county where development patterns are more mature and population and employment is more concentrated, congestion is primarily found on the Interstates as well as major arterial corridors: IL 59, IL 53, US 30, and Weber Road (which is already slated for expansion to 6 lanes by 2040). Expanding road capacity can provide some relief; however, adding lanes, new roads, and road extensions is not always possible. There are a variety of factors, such as existing development patterns, the presence of historic and cultural resources, and environmental impacts that can make it difficult, if not impossible, to expand roadway capacity. For example, adding capacity to Renwick Road would be problematic due to the presence of the Lake Renwick Heron Rookery Nature Preserve.

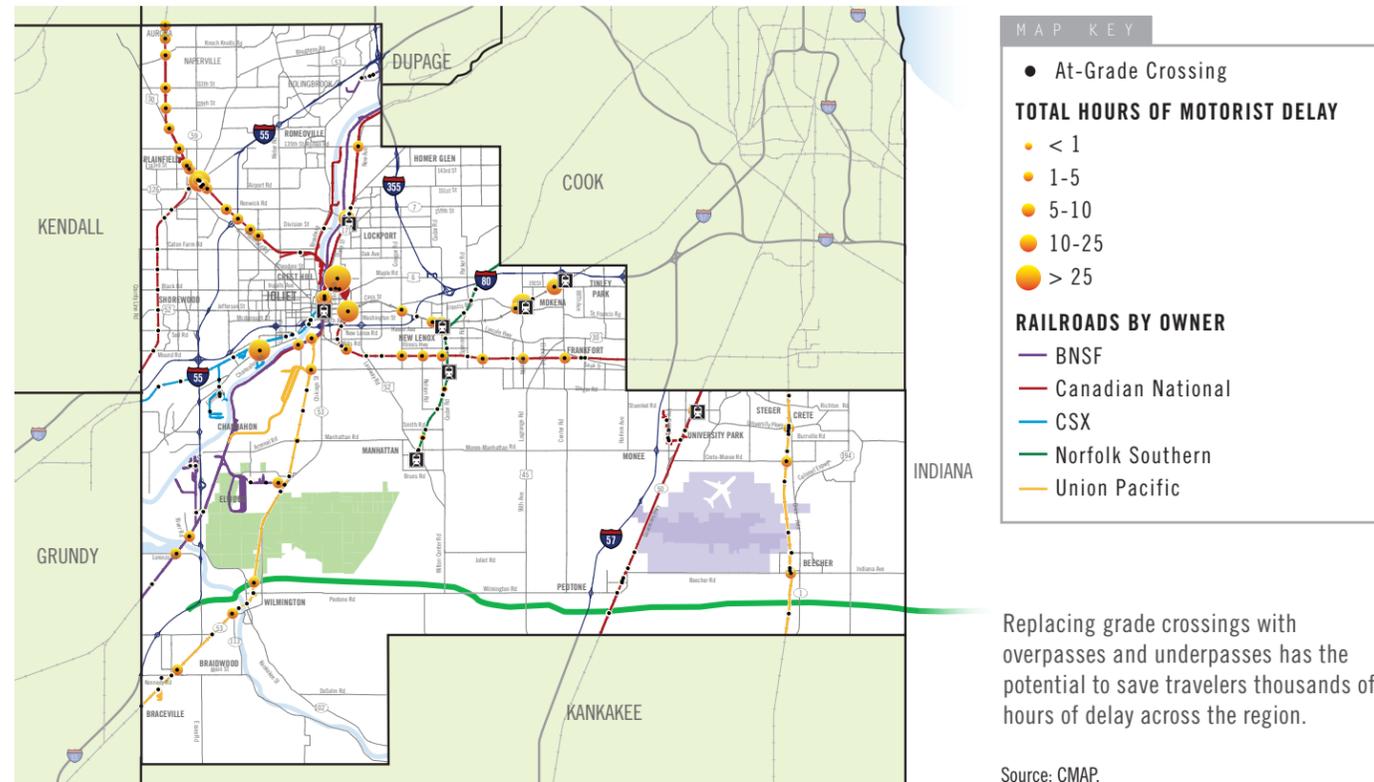
TOP 5% OF CRASHES (5-YEAR MOVING AVERAGE 2007 THROUGH 2011)



AREA OF NEED: SAFETY

Safety of the traveling public has been, and will continue to be, a high priority for the Will County DOT. It is important to identify where safety conflicts have occurred so that appropriate countermeasures can be implemented. High priority locations are roadway segments and intersections with the most severe safety needs. Typically many of the high priority locations are related to high-risk groups like young drivers (age 16 to 20) and high-risk behaviors like speeding, impaired driving, and not using a seat belt. Together IDOT and the Will County DOT analyze safety data through the county's *Strategic Highway Safety Plan* and identify appropriate safety improvement strategies. Regardless of roadway jurisdiction, the Will County DOT is committed to working with our transportation system partners to implement comprehensive countywide solutions to improve safety for all travelers.

HIGHWAY-RAIL CROSSING DELAY (2011)



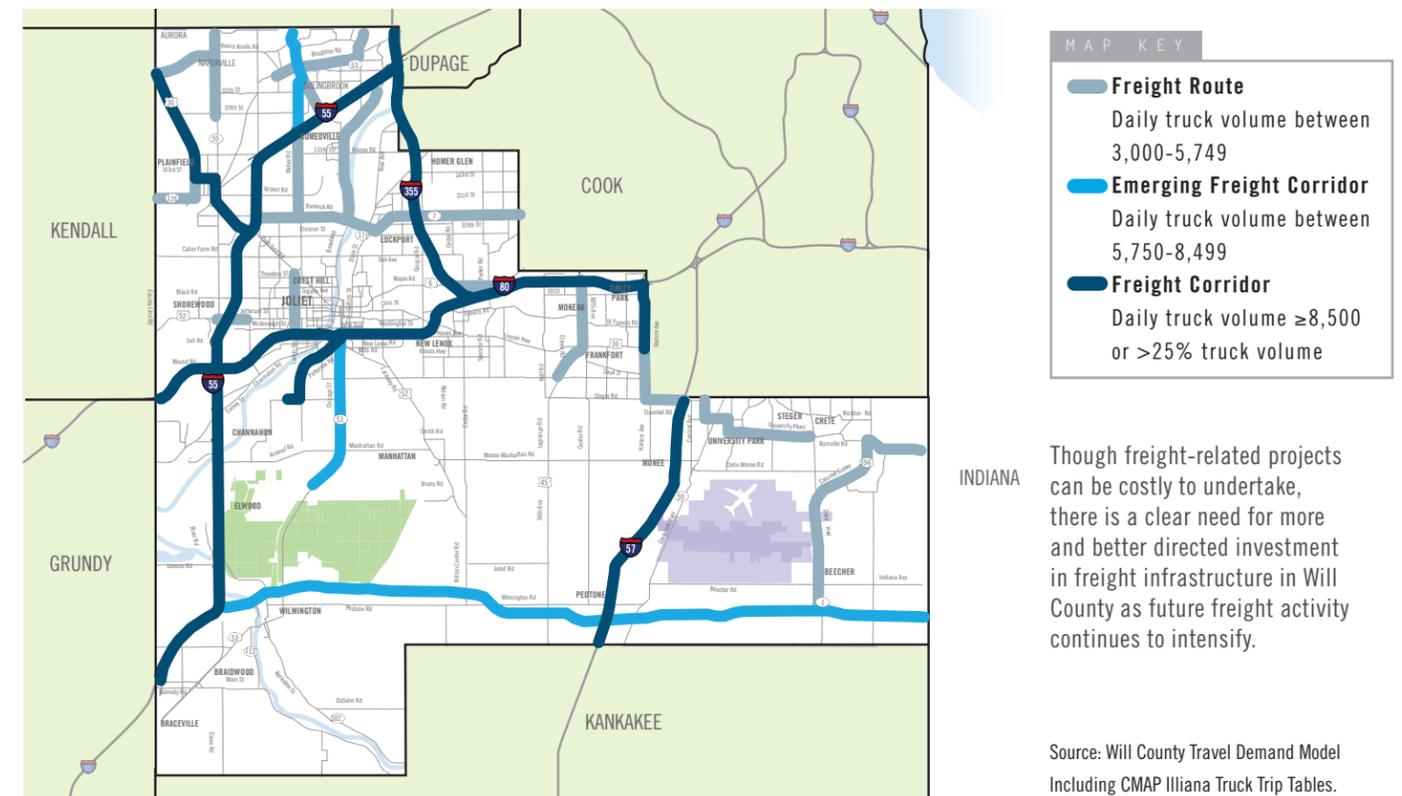
AREA OF NEED: RAIL CROSSINGS

Roadway-railroad crossings are commonly referred to as at-grade or grade rail crossings. Grade crossings are of particular importance to Will County given that the Chicago metropolitan area remains the busiest rail hub in the US. In Will County, this means that:

- There are multiple rail carriers actively operating in the county. As a result, railroads are being used intensely, impacting motorists, transit users, and residents (e.g., longer freight trains, frequent train crossings, vibrating freight train noise, loud crossing signals).
- Metra does not own and operate all its lines; some must share trackage with freight railroads. As a result, moving both people and freight across a shared rail network challenges each operators' ability to provide timely and reliable service to their respective customers.
- Grade crossings cause delay. For example, grade crossing with the Canadian National railroad amount cumulatively to hundreds of hours of delay to motorists and bus riders in the county.
- Safety conflicts at grade crossings are of concern for motorists, trucks, and pedestrians who must cross the tracks to reach their destinations.
- Crossings affect traffic flow as uneven surfaces at grade crossings require vehicles to cross at low speeds, and passing trains make signal coordination at nearby traffic signals difficult.

Separation of the roadway from a rail line can reduce congestion, improve transit reliability and enhance safety; however, the cost of constructing grade separated structures is steep. While a number of improvements have been made in the Chicago region, and more are in the pipeline, securing funding for these massive undertakings is a difficult and lengthy process.

2040 TRUCK FREIGHT NETWORK



AREA OF NEED: TRUCK CORRIDORS

Most trucks carry freight transport cargo via Interstates, State routes, and on county roadways, such as Wilmington-Peotone. In Will County the growing demand for freight moving in, out, and through the county means that goods are transported across different parts of the roadway network, often on roadways not constructed to sufficient standards to carry freight. *Will Connects 2040* uses three categories to identify roadways with varying levels of freight movement. Freight Routes represent the lowest tier, followed by Emerging Freight Corridors, and then Freight Corridors. Defining varying levels of freight intensity helps the Will County DOT and its partners proactively identify where freight-intensive travel is likely to occur over time, evaluate capacity and safety issues, and focus resources accordingly. Given the complexity of this issue, the Will County DOT and other stakeholders are committed to conducting more detailed study to further evaluate and understand our freight needs so we can ultimately identify comprehensive solutions to better accommodate local, regional, and national truck traffic.

AREA OF NEED: TRANSIT ACCESS

Many communities have limited or no access to transit. To help fill this gap, Pace operates two Call-n-Rides in Will County in lower density communities, providing a reservation-based shared-ride service for anyone traveling within the designated service area. There is a need, and an opportunity, for the county and municipalities to focus on alternatives to driving. Having the right ingredients for large scale transit investments can take time, but in the near-term we can improve our residents' quality of life by rightsizing transit to fit communities. Community-based services, such as Pace's Community Vehicle Programs and Vanpool Programs, come in many forms (e.g., shuttles, Metra feeders) and offer a flexible, small-scale transit option for short-distance trips. As ridership grows and demand builds for larger travel markets other types of service, like fixed route bus, could be introduced.

The top three Pace buses in Will County include two that serve Tinley Park and Cook County (Midway and the south suburbs) and the other connects downtown Joliet and DuPage County (Downer's Grove). Other Pace routes in Will County have a strong commuter orientation, with AM route boarding and alighting (on/off) concentrated at near-capacity Park-n-Ride facilities in Romeoville, Bolingbrook, Plainfield, and at Joliet Union Station and downtown Chicago, and vice versa in the PM peak. For example, six commuter buses that connect the portion of Naperville located in Will County to the Metra's BNSF route are a highly utilized transit resource; two of which represent Pace's two highest performing commuter BNSF connectors. Mid-day boarding and alighting are concentrated at locations throughout Joliet.

There are four Metra lines and eight stations throughout the county, but not all lines have comparable levels of service. For example, Metra Electric District trains arrive nearly every 15-minutes while on the Heritage Corridor, which has the fewest stops and fastest service, service is about 40 minutes apart in rush periods. Additionally, the commuter rail market in the northwest extends beyond county borders to DuPage County, with riders attracted to the BNSF's high service levels (though parking is more constrained along this line than at Will County stations). Given the state of its existing system from years of deferred maintenance, Metra will continue its current practice of maintaining and modernizing its existing capital assets before new stations, line extensions, and new lines are added.

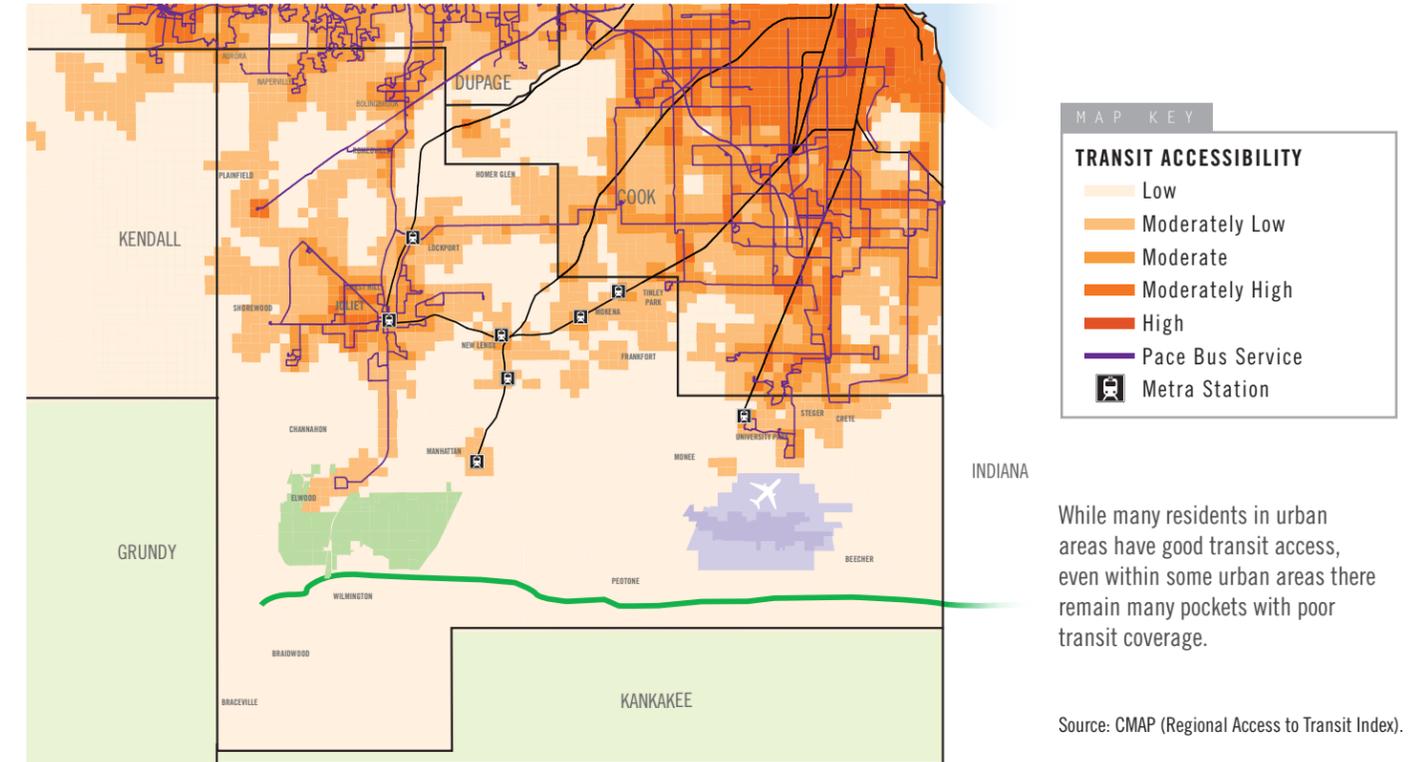


INGREDIENTS TO SUCCESSFUL BUS TRANSIT SERVICE

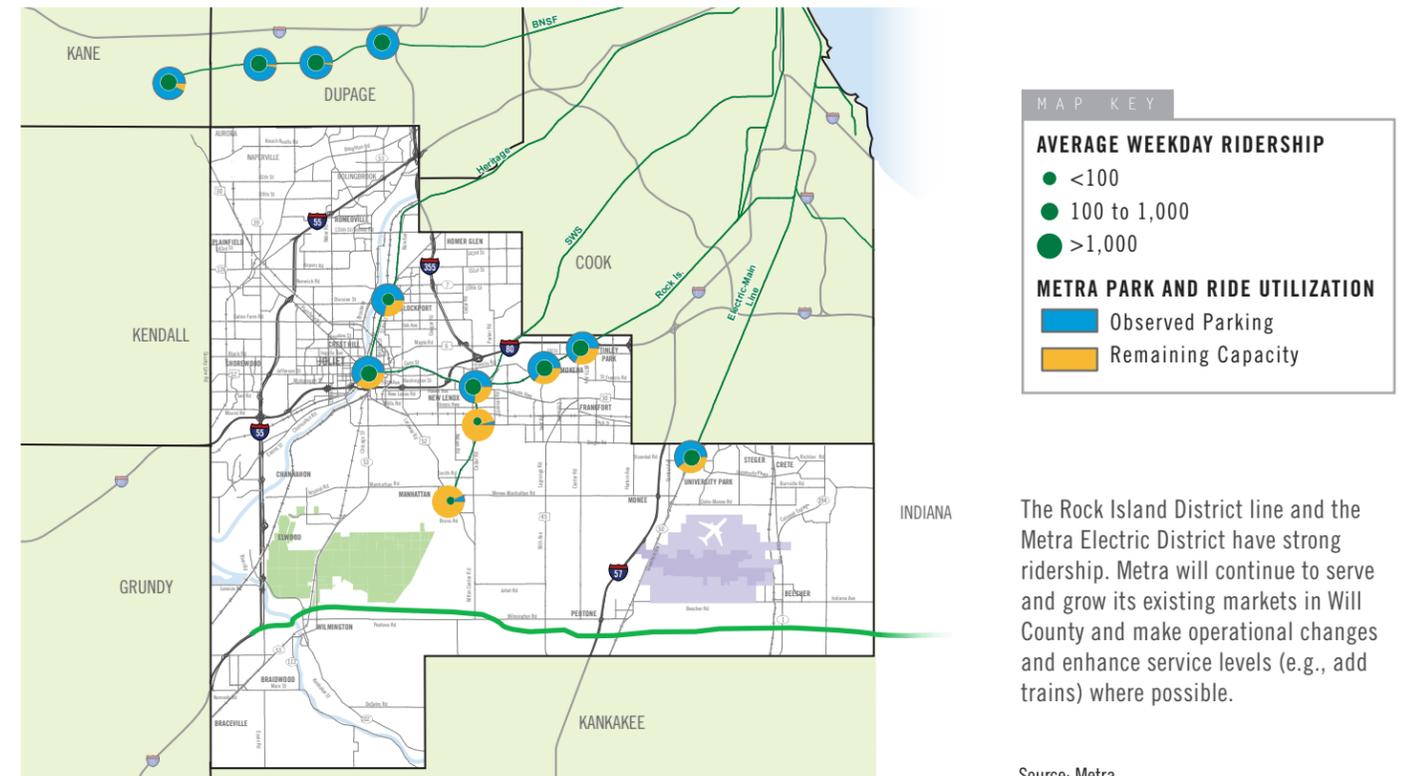
Throughout the *Will Connects 2040* planning process the public indicated a strong desire for more transit service, but transit-supportive development must be in place to support successful bus service. Some key ingredients are:

- High concentrations of population and employment density.
- A mix of land uses to create activity at various times of the day and to attract a blend of job markets.
- Transit supportive infrastructure (e.g., walkable access, comfortable sidewalks, safe street crossings).

TRANSIT ACCESSIBILITY (2013)



METRA RIDERSHIP & PARK AND RIDE UTILIZATION (2014)

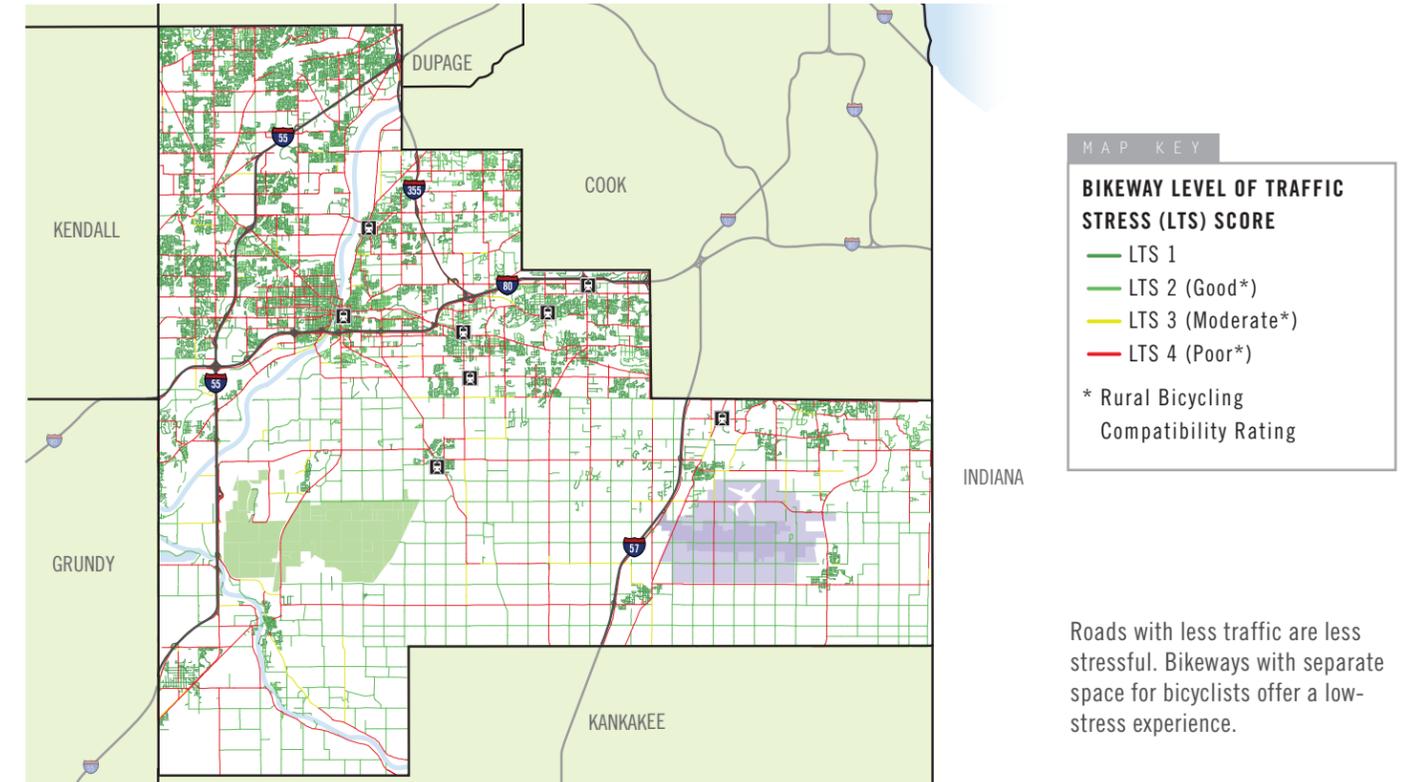




AREA OF NEED: BIKEWAY NETWORK CONTINUITY

There are currently approximately 406 miles of bikeways in Will County, of which the vast majority (89%) are paved or limestone trails. The bikeway network has been growing incrementally, with the potential to be expanded into a more layered and interconnected network that enables biking to become a viable travel option for more than recreational trips. To accomplish this we must focus on both on- and off-street bikeway facilities.

BIKEWAY SUITABILITY AS MEASURED BY LEVEL OF TRAFFIC STRESS



As described in the *Will County Bikeway Plan*, the majority of bicyclists have a low tolerance for interacting with motor vehicle traffic and worry about being struck by a vehicle. A Level of Traffic Stress (LTS) analysis helps identify the most suitable roads for biking that will appeal to the majority of the population. A substantial portion of Will County's roadway network has low LTS, but most of these low-stress roadways are in local neighborhoods and do not provide connectivity between cities or are intended to serve longer recreational trips from one part of the county to another. Because of this, many future bikeways will need to be implemented along or parallel to busier roadways, and, in many cases, with a higher level of separation between bicyclists and vehicles (e.g., separated bike lanes or paths) than necessary on low-stress roads.



BIKEWAY IMPLEMENTATION IS A SHARED RESPONSIBILITY

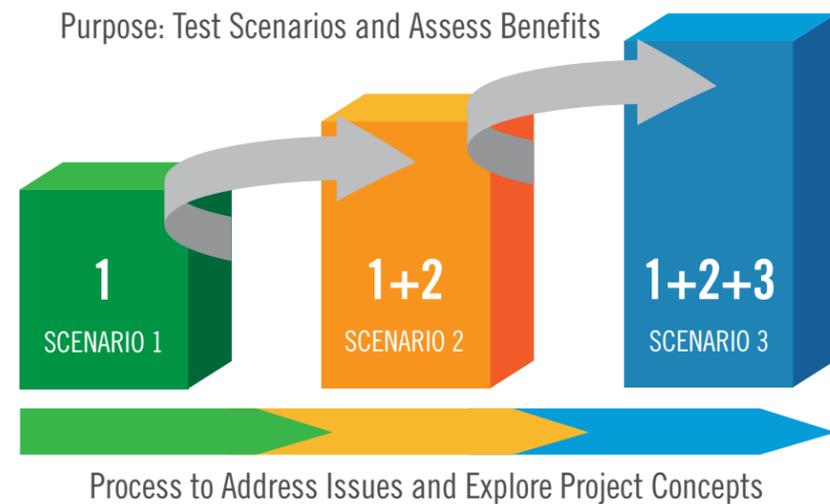
Like many places across the country, responsibility for implementing and maintaining bikeways falls to many jurisdictions, and is typically not the responsibility of a single agency. As a result, implementing a connected bikeway network takes time, coordination, and commitment.

POTENTIAL FUTURES: ALTERNATIVE ROAD AND TRANSIT SCENARIOS

Will Connects 2040 applies the TDM to test different future scenarios. Each scenario includes road and/or transit projects aimed at enhancing mobility, accessibility, and connectivity. The Advisory Committee helped to select projects to analyze using a building block approach that pivots from a core set of improvements contained in Scenario 1. By analyzing these different alternatives, we can better understand the impact of potential road and transit improvements to determine which are effective at addressing deficiencies and are most appropriate for Will County.

The core projects tested were improvements to Interstates, which offer regional mobility and accessibility. Other projects tested included county roadway improvements and conceptual improvements like the potential construction of Houbolt bridge to directly connect I-80 and local intermodal facilities. Alternative transportation scenarios also allow us to look at the impact of alternative visions for the future transportation network and to take into consideration different practicalities, like whether the Illiana will be built. Using this approach we are able to embed these practicalities within each scenario to see their impact. For example, three different alternatives were evaluated under Scenario 2 (A, B, and C).

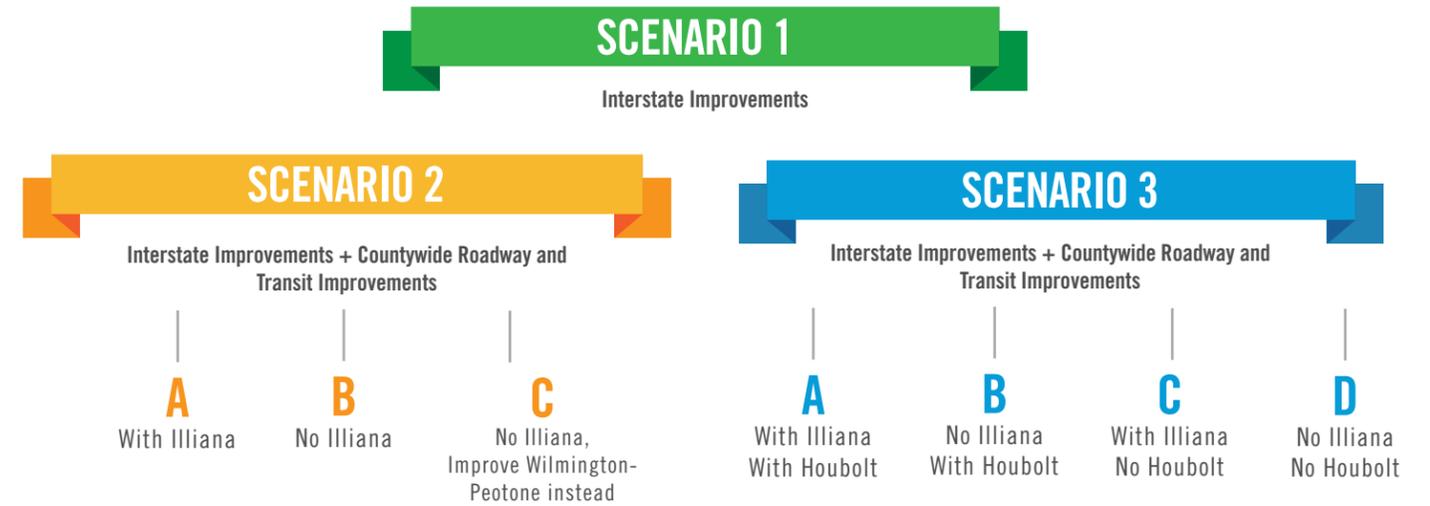
BUILDING BLOCK APPROACH TO EXPLORING ALTERNATIVES



KEY FINDINGS

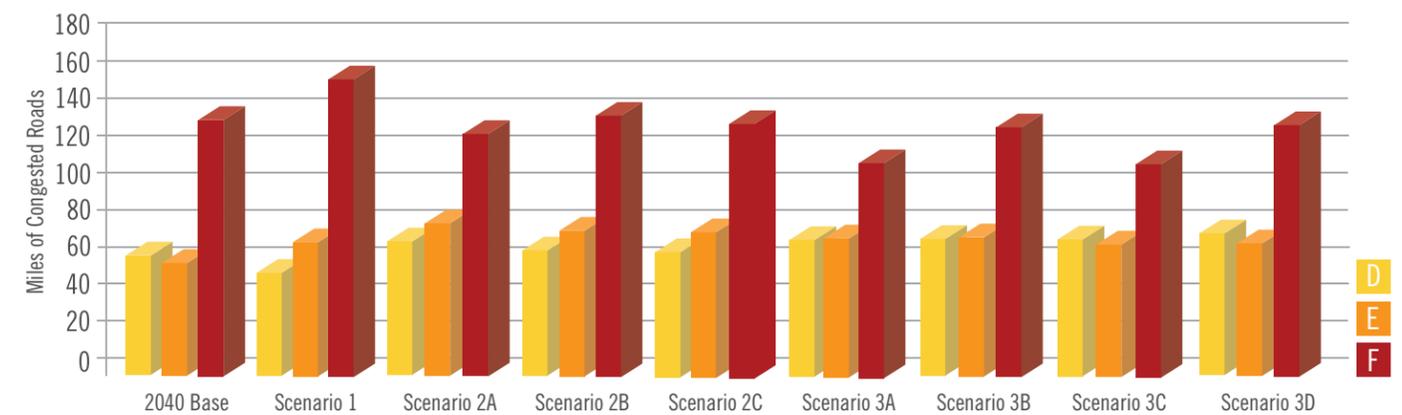
There is no silver bullet – even with more road capacity and new transit service Will County will continue to experience congestion in 2040. Due to much of the new capacity we add through more lanes, new roads, and road extensions is consumed by more trips and vehicles shifting routes to more attractive travel paths. In other words, building our way out of congestion will not solve all of our problems. In the short-term we may experience some relief, but over time the new capacity fills up and congestion re-emerges.

TRAVEL DEMAND MODELING SCENARIOS



Our options are limited in the northern half of the county where most of the congestion occurs. Getting people out of their cars shows promise. For example, when operational changes and/or new service is added, total transit ridership increases 25% and 53% under Scenarios 2 and 3 respectively, with about 15% of trips attributable to stations and stops in Will County under Scenario 2 and 3. While not something we can model using the Will County TDM, we also know that improving connectivity of the bicycle and walking network increases biking and walking opportunities for shorter trips. *Will Connects 2040* recommends a combination of strategic roadway improvements, complementary transit services, and bikeway facilities as the most effective way to help people and goods move to where they need to go.

SCENARIO CONGESTION LEVELS



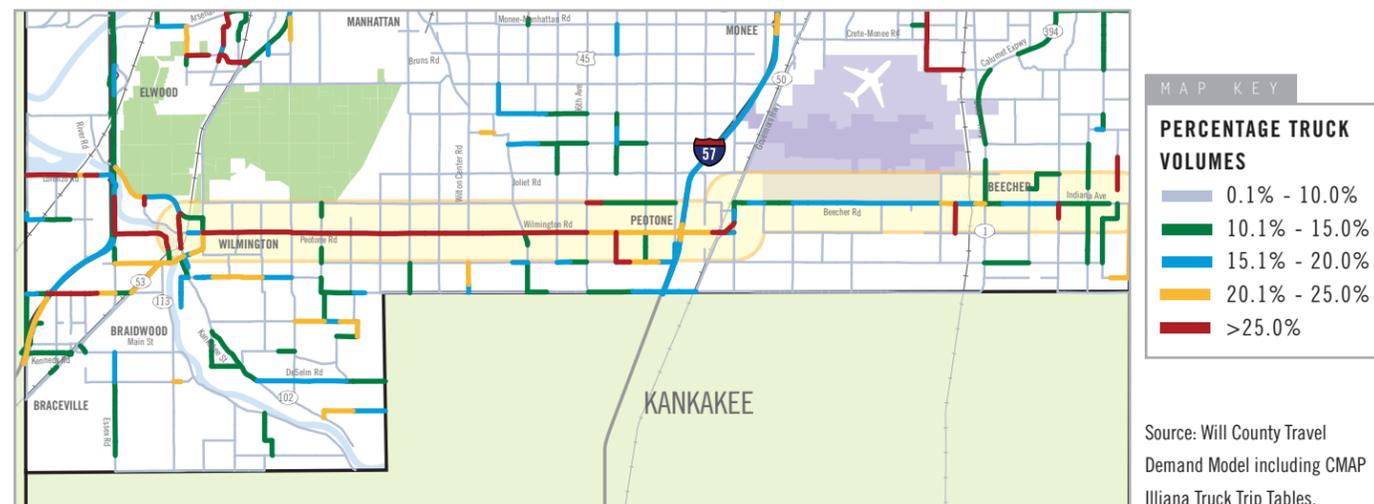
In the future, miles of congested LOS change modestly across the modeled scenarios because new capacity is consumed by additional driving and shifting travel paths.



WHAT IF THE ILLIANA EXPRESSWAY IS NOT BUILT?

The Illiana offers greater regional and national mobility and also improves connectivity between Interstate facilities in Illinois and Indiana. It draws traffic off roads with lower speeds and fewer lanes and offers an efficient travel path, especially for long distance trips. This is especially important for trucks, since the Illiana better organizes freight movement in the county, providing an appropriate facility that connects to the Interstate system. Without the Illiana, local roads must carry this traffic and the vehicle mix changes, with a high percentage of trucks using Wilmington-Peotone Road. As a result, upgrades (TBD) to Wilmington-Peotone Road will be necessary.

PERCENT TRUCK TRAFFIC ON WILMINGTON-PEOTONE ROAD



TRANSIT ROUTE	NO BUILD	SCENARIO 2		SCENARIO 3			
	ROUTE BOARDINGS	ROUTE BOARDINGS	GROWTH (#)	GROWTH (%)	ROUTE BOARDINGS	GROWTH (#)	GROWTH (%)
Rock Island District ¹	33,693	36,420	2,727	8%	38,139	4,446	13%
Heritage Corridor ²	2,997	4,009	1,012	34%	9,412	6,415	214%
SouthWest Service ³	10,004	12,582	2,581	26%	13,091	3,087	31%
Metra Electric ⁴	37,357	—	—	—	38,506	1,149	3%
SouthEast Service ⁵	—	—	—	—	7,667	—	—
I-55 Express Bus ⁶	—	854	—	—	853	—	—
I-80 Express Bus ⁵	—	714	—	—	432	—	—
I-355 Express Bus ⁵	—	—	—	—	4,720	—	—
Arterial Rapid Transit (ART) IL 59 ⁵	—	4,021	—	—	6,689	—	—
ART IL 159 ⁵	—	—	—	—	6,764	—	—
ART US 30 ⁵	—	—	—	—	2,493	—	—

TRANSIT ROUTE	NO BUILD	SCENARIO 2		SCENARIO 3	
	WILL COUNTY STATIONS BOARDINGS	WILL COUNTY STATIONS BOARDINGS	NEW TRIPS	WILL COUNTY STATIONS BOARDINGS	NEW TRIPS
Rock Island District ¹	5,241	5,110	-133	5,333	92
Heritage Corridor ²	603	1,182	579	2,842	2,239
SouthWest Service ³	149	165	16	232	83
Metra Electric ⁴	944	—	—	1,330	386
SouthEast Service ⁵	—	—	—	296	296
I-55 Express Bus ⁶	—	98	98	100	100
I-80 Express Bus ⁵	—	242	242	164	164
I-355 Express Bus ⁵	—	—	—	1,107	1,107
ART IL 59 ⁵	—	2,749	2,749	3,379	3,379
ART IL 159 ⁵	—	—	—	1,895	1,895
ART US 30 ⁵	—	—	—	2,895	2,895

CHART KEY

¹ Scenario 2 & Scenario 3: operational changes and added service ² Scenario 2 & Scenario 3: added Romeoville station; Scenario 3 added service ³ Scenario 2 & Scenario 3: operational changes; Scenario 3 added service ⁴ Extension to Peotone ⁵ New service ⁶ Reverse service

A combination of operational and service changes benefits not only Will County transit riders, but all travelers using a line. For example, Rock Island District changes add 2,700 boardings to the line in Scenario 2 and 4,400 in Scenario 3.



CHAPTER FOUR

INVESTING IN OUR FUTURE

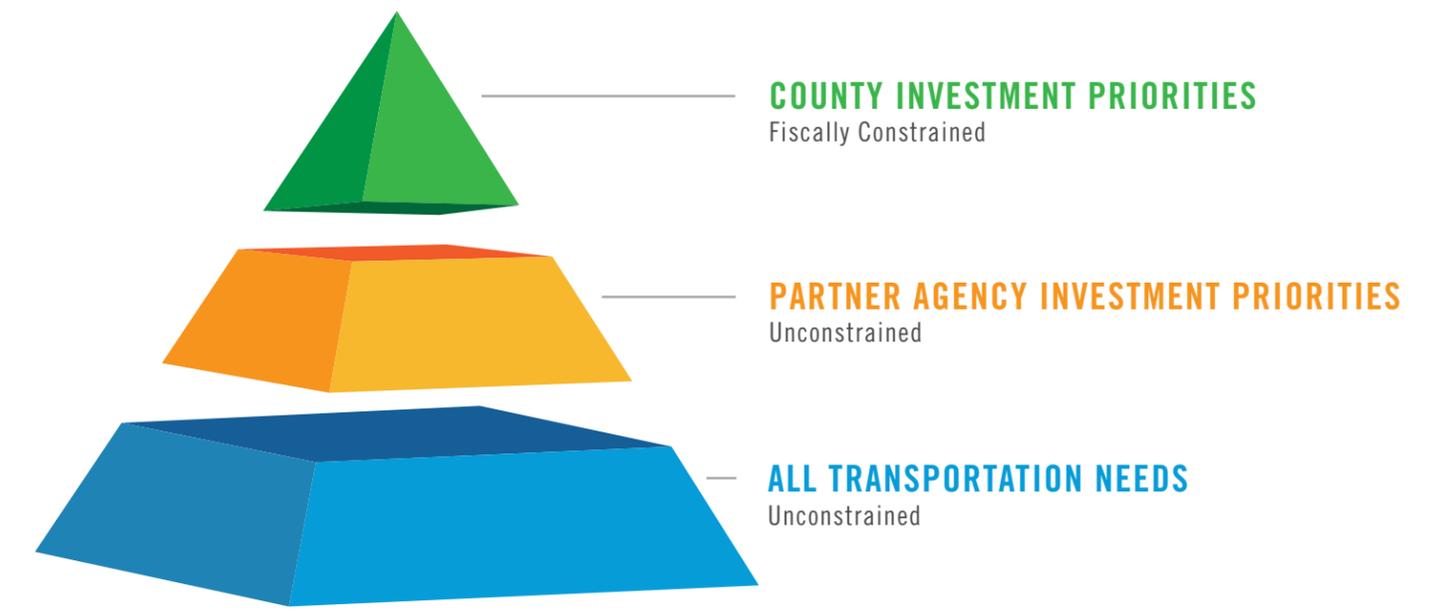


As our highest priorities, these fiscally constrained investments are intended to occur within the 2040 horizon period. However, we recognize that some projects in the transportation needs list may be beyond the 2040 planning horizon either because they are at too conceptual a level and require more study, or funding cannot reasonably be expected to be available during the time horizon. Projects that do not have funding identified are classified as “unconstrained,” but remain as part of *Will Connects 2040* for future consideration. All projects are intended to be revisited periodically as transportation needs are addressed, new needs emerge, or priorities change.

Because *Will Connects 2040* is intended to provide a comprehensive transportation vision that addresses both our county as well as regional transportation needs. In that vein, *Will Connects 2040* identifies transportation investment priorities for IDOT, Tollway, municipal governments, Metra, and Pace. Investment priorities for these partner agency systems are unconstrained because our partner agency systems have their own funding sources and limitations. Just like the Will County DOT, our partner agencies have discretion to establish their own priorities based on internal processes to assess needs and determine where to invest resources. When conducting their planning and capital programming processes, we ask that our partner transportation system agencies consider first the investment priorities contained in *Will Connects 2040* and also refer to the complete list of transportation needs identified in *Will Connects 2040*.

TRANSPORTATION PROJECT TIERS

Will Connects 2040 articulates our investment priorities for county roadways as well as our transportation priorities for our partner agency systems. Investment priorities for county roadways are “fiscally constrained,” which means that they are based on reasonably anticipated revenues and expenditures through 2040, while still providing sufficient resources to cover typical operations and maintenance of county roads. To determine the county’s financial capacity, the Will County DOT forecasted funding that can reasonably be expected to continue for the foreseeable future minus anticipated year-to-year expenses for operating and maintaining our existing county roads. The remaining resources reflect what we can afford to spend on future capital projects.





AVAILABLE RESOURCES: FUNDING OUR TRANSPORTATION NEEDS

There are many unknown variables that could impact future revenues and expenses, making forecasting a challenge. For example, as a planning document, the project costs contained in *Will Connects 2040* are at a planning-level and are considered to be preliminary. Therefore, costs are not exact until a project advances to a state where it is more fully scoped and designed. Overall, the financial assumptions developed for the *Will Connects 2040* No Growth revenue scenario are intended to provide as realistic a picture of future year financial outcomes as possible based on readily available information. Some of the key steps to determine the county's financial capacity through 2040 included:

WILL CONNECTS 2040 REVENUE SCENARIO

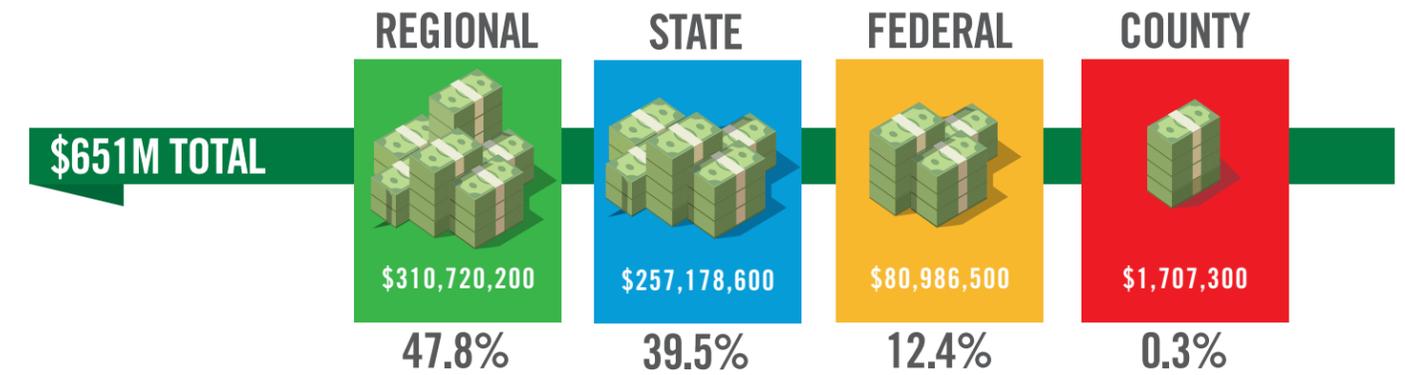
No Growth – Assumes that the Will County DOT continues to receive the same revenue sources at the same level that it has traditionally, except that the Will County portion of RTA Sales Tax revenues are reduced 25%.

- Assuming programmed (funded) projects are in place;
- Developing a range of revenue scenarios to reflect different fiscal realities in the 2040 timeframe and selecting one for use in the fiscally constrained Plan;
- Determining financial assumptions for revenue growth and inflation;
- Calculating historic transportation revenues and expenditures on operations and maintaining county roadway facilities;
- Developing planning-level cost estimates for all projects in the needs list; and
- Converting cost estimates for fiscally constrained projects into year of expenditure (YOE) – the anticipated year of construction – organized by five-year time bands: 2020-2025, 2026-2030, 2031-2035, and 2036-2040.

	2020-2025	2026-2030	2031-2035	2036-2040	TOTAL
Available Revenues	\$185,883,600	\$154,903,000	\$154,903,000	\$154,903,000	\$650,592,600
O&M Commitments	\$56,752,400	\$52,726,400	\$58,214,200	\$64,273,100	\$231,966,100
\$ Available for Projects	\$129,131,200	\$102,176,600	\$96,688,800	\$90,629,900	\$418,626,500

Revenue decreases over time as inflation increases costs, which makes the same project more expensive to implement in future years.

COUNTY TRANSPORTATION REVENUE SOURCES



There are multiple federal sources of funding and several county ones, but these constitute a small percentage of total revenues for transportation.

FUNDING FOR TRANSPORTATION

Most funding for transportation comes from the Will County portion of the RTA Sales Tax followed by allotments from the Motor Fuel Tax. County, state, and federal funding sources are not expected to change over the course of the planning horizon, though it is anticipated that about a quarter of the revenues from the Will County portion of the RTA Sales Tax will be repurposed for non-transportation purposes. Selection of the No Growth Revenue Scenario reflects a conservative approach to assessing future revenues for transportation in the county.

OPERATING AND MAINTENANCE COMMITMENTS

Over time the county has made significant improvements to its roadway network and we must maintain those investments so that our roads and bridges do not fall into disrepair or become unsafe. Our operations and maintenance (O&M) commitments include routine activities to keep transportation facilities safely and productively open to the traveling public. O&M encompasses a range of activities, such as pavement overlays, laying road striping and reflectors, and repairing culverts as well as minor rehabilitation of our assets like installing traffic signals, upgrading intersections, and repairing bridge decks.



OUR O&M COMMITMENTS

Over 35% of forecasted revenues will be spent to maintain the county's existing transportation assets – which is not only necessary, but is consistent with the public's preference for future investments.

THE SHORTFALL: OUR UNMET NEEDS

It is financially infeasible to address all identified transportation needs within the 2040 horizon year – needs exceed available resources. Our current funding system does not align with our growing preservation / modernization and expansion needs. Across the nation there is little appetite for new taxes, which challenges local governments to do more with less. While this sentiment was shared during the *Will Connects 2040* online community engagement, others expressed support for new revenue sources, bonds, and tolling along with strong opposition to repurposing the Will County portion of the RTA Sales Tax.

Like many transportation systems across the nation, Will County's transportation assets are underfunded. When coupled with the transportation needs of our partners – IDOT, Tollway, RTA, Metra, Pace, and municipal governments – the magnitude of our unmet needs continues to grow. Funding constraints of the Will County DOT and our partners are real, which makes the need to articulate our highest investment priorities for transportation in Will County even more important.



EACH YEAR WE FALL FURTHER AND FURTHER BEHIND

The county faces an ongoing deficit, reaching over \$1.3B in unmet needs, as heavier vehicles, increasing traffic, and aging infrastructure place a strain on county roadways.

NEEDS VERSUS AVAILABLE REVENUE FOR PROJECTS



Our fiscally constrained investment priorities can never address all of the Will County DOT's capital needs, which include \$1.2B (82%) in system expansion and \$269M (18%) in preservation and modernization.

COUNTY ROADWAY INVESTMENT PRIORITIES: FISCALLY CONSTRAINED PROJECTS

Will Connects 2040 includes a fiscally constrained capital plan of transportation projects and studies in the amount of \$418.6M (in YOY) to address transportation needs in the county. Given the uncertainty surrounding construction of the Illiana Expressway, *Will Connects 2040* identifies two fiscally constrained sets of project investment priorities: 1) with the Illiana constructed; and 2) without the Illiana.

WHAT STAYS THE SAME?

- Based on available resources, our core investment priorities for capacity expansion and preservation / modernization of county roadways remain the same:
 - Enhance east/west mobility on Laraway Road. From a corridor perspective, the local municipality responsible for a portion of Laraway Road will also need to be engaged to fully realize a corridor solution.
 - Proactively prepare for transportation demand from commercial/ industrial and residential growth along Gougar Road.
 - Continue to extend the life of our roads by preserving Briggs Street, Center Road, and Division Street.
 - Work with IDOT to advance critical I-80 projects, as we have in the past with Weber Road.
 - Explore potential solutions to alleviate traffic in congested corridors by conducting detailed study of freight (truck, rail, waterborne), ITS, and transit opportunities.
- Where possible bikeways would be incorporated into the construction of the county's investment priorities or at least not precluded from future inclusion in the future. Consistent with the county's 14 bikeway corridors, some investment priorities show promise for bikeway implementation.

TOOLS AND INPUTS TO DETERMINE OUR INVESTMENT PRIORITIES

- Travel demand model to forecast daily traffic volumes.
- Roadway capacity analysis to help identify where issues exist.
- Alternatives analysis to test the impact of potential road and transit improvements.
- Evaluation criteria to support the decision-making process, recognizing there are other factors that cannot be captured through project scoring.
- Financial analysis to understand what we can afford for county roadways.
- Public input to understand the needs and desires of the general public.
- Advisory Committee input to understand preferences of key stakeholders.

CORRIDOR SOLUTIONS CROSS JURISDICTIONS

Some investments represent just one piece of a corridor solution. For example, the Will County DOT is responsible for only a portion of roadway, such as Laraway Road and Manhattan-Monee Road. However, implementing a comprehensive corridor solution with a continuous cross section requires multijurisdictional coordination with IDOT and local municipalities that are responsible for other sections of these roadways.

WHAT IS DIFFERENT?

- With the Illiana in place:
 - Because east/west mobility and connectivity for people and goods is greatly enhanced with the Illiana, the Will County DOT is able to focus more on targeted capacity expansion of county roadways and more preservation / modernization projects.
- Without the Illiana:
 - We must look to add relief valves to enhance east/west mobility. This includes continuing our commitment to Laraway Road and adding capacity to the county's portion of Manhattan-Monee Road – another major east/west option. From a corridor perspective, IDOT will also need to be involved in expanding Manhattan-Monee Road as it is responsible for a portion of this corridor.

- The movement of freight by truck continues to shift to the Wilmington-Peotone/Peotone-Beecher corridor. Completely overhauling the entire length of the corridor would consume significant county resources, and, given the many uncertainties, calls into question whether this would be a prudent financial decision for the county. For example, the facility does not connect to roads in Indiana the way the proposed Illiana would, nor does it offer the same high-functional class features as an Interstate facility.
- We must strike a balance on how to address Wilmington-Peotone/Peotone-Beecher corridor, recognizing that this road will experience truck and traffic issues without the Illiana, but expanding capacity does not offer the same solution as an Interstate facility. Therefore *Will Connects 2040* calls for completing a critical link to make Wilmington-Peotone Road a continuous roadway with Peotone-Beecher as well as directing resources for spot improvements (e.g., reconstruction, turning lanes, intersection upgrades) along this corridor to improve travel operations and safety.

While implementing our investment priorities help us move toward our *Will Connects 2040* vision, even with these improvements we still face significant capacity constraints. We can never completely erase congestion, but we can make transportation investments that support economic vitality, improve freight movement, preserve our transportation assets, expand transportation choices, improve safety, and create quality places throughout the county.

INVESTMENT PRIORITIES WITH ILLIANA

INVESTMENT PRIORITY	LOCATION	IMPROVEMENT	2020-2025	2026-2030	2031-2035	2036-2040
\$ Available for Projects			\$129M	\$102M	\$97M	\$91M
Gouger Road (1)	Laraway Road to U.S. 6	Widen to 4 lanes		\$76.4 Million		
Gouger Road (2)*	U.S.52 to Laraway Road	New 4-lane roadway	Start (not enough \$ to complete) →			\$13M
Laraway Road (2)	U.S. 52 to Harlem Avenue	Widen to 4 lanes	\$235.2 Million			
Study to upgrade existing interchange	Interchange at I-80 & Briggs Street	Study	\$2M			
Study to upgrade existing interchange	Interchange at I-80 & Chicago Street (US 52/IL 53)	Study	\$2M			
County transit study	Countywide	Study	\$406K			
County freight study	Countywide	Study	\$697K			
County ITS study	Countywide	Study	\$290K			
Briggs Street	Maple Road to Division St.	Reconstruction	\$11.0M			
Center Road	N. Peotone Road to Steger Road	Reconstruction				\$42.6M
Division Street	Briggs Street to Cedar Road	Reconstruction	\$13.1M			
Manhattan-Monee Road	Interstate 57 to Center Road	Reconstruction		\$19.8 Million		

CHART KEY

■ Denotes potential for bicycle accommodation. * Requires multijurisdictional coordination to implement a comprehensive corridor solution.

INVESTMENT PRIORITIES WITHOUT ILLIANA

INVESTMENT PRIORITY	LOCATION	IMPROVEMENT	2020-2025	2026-2030	2031-2035	2036-2040
\$ Available for Projects			\$129M	\$102M	\$97M	\$91M
Laraway Road (2)	U.S. 52 to Harlem Avenue	Widen to 4 lanes		\$254.8 MILLION		
Manhattan-Monee Road (2)*	U.S. 45 to I-57 (from Center to I-57)	Widen to 4 lanes		\$63.3 MILLION		
Wilmington-Peotone Road (1)	Ridgeland Avenue to Drecksler Road	New 2-lane roadway		\$2M	Start (not enough \$ to complete)	
Study to upgrade existing interchange	Interchange at I-80 & Briggs Street	Study	\$2M			
Study to upgrade existing interchange	Interchange at I-80 & Chicago Street (US 52/IL 53)	Study	\$2M			
County transit study	Countywide	Study	\$406K			
County freight study	Countywide	Study	\$697K			
County ITS study	Countywide	Study	\$290K			
Briggs Street	Maple Road to Division Street	Reconstruction	\$11.0M			
Division Street	Briggs Street to Cedar Road	Reconstruction		\$13.6M		
Wilmington-Peotone Road	TBD	Intersection & spot improvements	\$57.9M			

CHART KEY

■ Denotes potential for bicycle accommodation. * Requires multijurisdictional coordination to implement a comprehensive corridor solution.

ALTERNATIVE REVENUE SCENARIO

The No Growth revenue scenario describes what we can afford to spend based on revenues we currently anticipate through 2040. The Will County DOT also developed an alternative revenue scenario to identify investments that could be made if additional resources become available. This alternative, the Conservative Growth revenue scenario, assumes all revenues except the Will County portion of the RTA Sales Tax grow by 0.5%. Instead, revenues from Will County portion of the RTA Sales Tax grow 3.5%, but are reduced 25% to reflect repurposing of funds for non-transportation purposes. Under this scenario approximately \$177M of the Will County portion of the RTA Sales Tax is repurposed, nearly \$73M more than under the No Growth Scenario. Priority investments under the alternative Conservative Growth revenue scenario, shown below, are unconstrained.

INVESTMENT PRIORITY	LOCATION	IMPROVEMENT
Gougar Road (2) *	US 52 to Laraway Road	New 4-lane roadway
Manhattan-Monee Road (2) *	US 45 to I-57 (Will County portion from Center to I-57)	Widen to 4 lanes
County Line Road	Western Limits at Egyptian Trail to IL 1	Reconstruction
Francis Road	Gougar Road to Wolf Road	Reconstruction
Pauling-Goodenow Road	IL 50 to Plum Creek	Reconstruction
Renwick Road	US 30 to IL 53	Reconstruction
Weber Road	At Caton Farm Road	Intersection
Will-Center Road	County Line to Crete-Monee Road	Reconstruction

CHART KEY

* Represents completion of fiscally constrained project shown on page 40 and 41. ■ Denotes potential for bicycle accommodation.



CONSERVATIVE GROWTH SCENARIO

Available Revenues	\$898,380,200
O&M Commitments	\$231,966,100
\$ Available for Projects	\$666,414,100

\$247,787,600 ADDITIONAL REVENUES OVER NO GROWTH SCENARIO

UNCONSTRAINED LIST OF COUNTY NEEDS

ROADWAY	LOCATION	IMPROVEMENT
SYSTEM EXPANSION		
191st Street	US 45 to IL 43 (Harlem Avenue)	Widen to 6 lanes
Briggs Street	I-80 to US 52	Widen to 4 lanes
Caton Farm Road	US 30 to IL 7 (159th Street) at Cedar Road	Realignment, widening, and new 4-lane roadway
Cedar Road*	Manhattan-Monee Road to Spencer Road	Widen to 4 lanes
Cedar Road	Francis Road to Bruce Road	Widen to 4 lanes
Exchange Street	Western Avenue to State Line Road	Widen to 4 lanes
Manhattan-Monee Road extension (3)	I-57 to Governors Highway (alignment from Manhattan-Monee Road to Steger-Monee Road south to Crete-Monee Road)	New and widen exiting portions to 4-lane roadway
Manhattan-Monee Road (4)	Crete-Monee Road to State Street	Widen to 4 lanes
Renwick Road	US 30 to IL 53	Widen to 4 lanes
Schoolhouse Road (1)	US 30 to Francis Road	Widen to 4 lanes
Schoolhouse Road extension (2)	Francis Road to US 6	New 4-lane roadway
Weber Road	At Caton Farm Road	Upgrade existing intersection
WIKADUKE Trail**	US 6 to North County Line	New 4-lane roadway
Wilmington Road (2)	Drecksler Road to I-57	Widen to 4 lanes
Wilmington-Peotone Road (3)	I-57 to IL 53	Widen to 4 lanes
Wilmington-Peotone Road / Peotone-Beecher Road	IL 1 to Ridgeland Avenue	Widen to 4 lanes

SYSTEM PRESERVATION / MODERNIZATION

Cedar Road	Francis Road & 159th Street	Reconstruction
Center Road	At N. Peotone Road	Intersection reconstruction/channelization
W. River Road	IL 53 to Reed St (IL 113)	Reconstruction
Weber Road	US 30 to McGilvray Drive	Reconstruction
Will-Center Road	At Peotone-Beecher Road	Intersection reconstruction/channelization

CHART KEY

* Potential future jurisdictional transfer of a portion of this roadway segment. ** Project is located across multiple jurisdictions. ■ Denotes potential for bicycle accommodation.



IDOT ROADWAY INVESTMENT PRIORITIES: UNCONSTRAINED PROJECTS

Interstates, specifically I-80 and I-55, are high priority facilities. They transect the county and serve as the backbone of our transportation system, providing regional mobility and accessibility for people and goods. These Interstates move the most vehicles, but they are becoming increasingly hard to travel due to frequent congestion and the presence of trucks. *Will Connects 2040* supports capacity expansion and modernization of these Interstates (e.g., acceleration lanes for trucks, improved ramp configurations to better accommodate trucks), and has assigned funding to some to demonstrate our commitment to advance these projects.

INTERCHANGE/INTERSECTION IMPROVEMENTS

INVESTMENT PRIORITY	LOCATION
I-55	I-55 @ IL 126
	I-55 @ Lorenzo Road / IL 129
I-57	I-57 @ Manhattan-Monee Road
I-80	I-80 @ Briggs Street*
	I-80 @ Chicago Street (US 52 / IL 53)*
	I-80 @ US 30
IL 53	IL 53 @ Laraway Road
IL 59	IL 59 @ US 52

CHART KEY

* Represents a fiscally constrained project (Phase II Study). ■ Denotes potential for bicycle accommodation.

SYSTEM EXPANSION IMPROVEMENTS

INVESTMENT PRIORITY	LOCATION	IMPROVEMENT
I-55	From County line to Airport/Lockport Road	Extend managed lanes
	Widen/replace the North and South truss bridges over the Des Plaines River	
I-80	Ridge Road to US 30	Widen to 6 lanes (managed lanes)
Illiana Expressway*	State Line to I-55	New 4 lane roadway
IL 53**	TBD	Scope dependent on results from the current IL 53 study (phase I)
Houbolt Road*	I-80 to US 6	Widen to 4 lanes and interchange improvement (potential private sector participation)
Manhattan-Monee Road (1 & 2)	US 52 to Center Road	Widen to 4 lanes

CHART KEY

* These projects show promise, but warrant additional study and/or a private sector contractual agreement. ** IDOT is currently conducting the Illinois Route 53 Study (Phase I) from West Arsenal Road to US 52, which is scheduled for completion in 2017. ■ Denotes potential for bicycle accommodation.

UNCONSTRAINED LIST OF IDOT NEEDS

ROADWAY	LOCATION	IMPROVEMENT
SYSTEM EXPANSION		
Beecher Bypass (IL 1)	Ashland Avenue from Goodenow Road and IL 394/IL 1 to Corning Road	New 4-lane roadway
I-55	I-55 at Airport/Lockport Road	New full interchange
I-55	I-80 to Coal City Road	Widen to 6 lanes
I-57	Wilmington-Peotone Road to I-80	Widen to 6 lanes
I-80	I-355 to Harlem (and associated interchanges)	Widen to 8 lanes and extend managed lanes
IL 171 (Archer Avenue)	New Avenue from IL 171 (Archer Avenue) to 135th Street	Widen to 4 lanes
IL 394	US 30 (Lincoln Highway) to IL 1	Widen to 6 lanes
IL 53	Lily Cache Road to Boughton Road	Widen to 6 lanes
IL 53	West River Road to Wilmington-Peotone Road	Widen to 4 lanes
South Suburban Airport access - Western Airport access (1)	IL 50 to SSA passenger terminal	New 4-lane roadway
South Suburban Airport access - I-57 (2)	I-57 to IL 50	New full interchange
South Suburban Airport access - IL 50 (3)	IL 50 to Airport Access Road	Reconfiguration
US 30	Wolfs Crossing Road to IL 59	Widen to 4 lanes
US 30	Briggs Road to Washington Street	Widen to 4 lanes
US 45	191st Street to Will County Line	Widen to 6 lanes
US 45	Stuenkel Road to Nebraska Road	Widen to 4 lanes
US 52	Manhattan-Monee Road to Laraway Road	Widen to 4 lanes
US 6	Briggs Road to East County Line	Widen to 4 lanes
US 6	IL 53 to Briggs Road	Widen to 4 lanes
US 6	I-55 to Hollywood Road/Houbolt Road	Widen to 4 lanes
SYSTEM PRESERVATION / MODERNIZATION		
I-55	At IL 129	Interchange reconstruction
I-55	Weber Road to Willow Springs Road	Resurfacing, bridge deck repairs, bridge joint repair
I-55	At Joliet Road Exit and At IL 53	New bridge deck
I-80	At Center Street (Northbound)	Bridge new deck and superstructure
IL 102 (Kankakee Street)	At Rayn's Creek	Bridge replacement
IL 126 (Plainfield Road)	IL 126 (Plainfield Road) at Essington Avenue	Intersection reconstruction, bridge widening
IL 129 (Washington Street)	IL 129 (Washington Street) at Strip Mine Road	Intersection reconstruction
IL 129 (Washington Street)	IL 129 (Washington Street) at Coal City Road	Intersection reconstruction
IL 171	IL 171 (Archer Avenue) at Long Run Creek	Bridge replacement
US 30 (143rd Street)	Lincoln Highway to IL 59	Reconstruction
US 52	At Jackson Creek	Bridge deck overlay
US 6 (Southwest Highway)	At Marley Creek	Reconstruction, bridge replacement

CHART KEY

■ Denotes potential for bicycle accommodation. Note: Some projects may have advanced since publication.



TOLLWAY ROADWAY INVESTMENT PRIORITIES: UNCONSTRAINED PROJECTS

Operations on the I-355 Veterans' Memorial Tollway in northeast Will County began in 2007. The Tollway is focused on maintaining and preserving this asset to maintain a high level of performance for its customers.

INVESTMENT PRIORITY	LOCATION	IMPROVEMENT
SYSTEM EXPANSION		
I-355 Veterans' Memorial Tollway*	I-355 at Bruce Road	New full interchange
SYSTEM PRESERVATION / MODERNIZATION		
I-355 Veterans' Memorial Tollway	Army Trail Road to I-55	17.5 total miles of roadway mill, patch, and overlay improvements (approximately 1.5 miles in Will County)
	Army Trail Road to I-80	30.0 total miles of bridge and ramp repairs (approximately 14 miles in Will County)

CHART KEY

* Local applicant to lead Phase I and II per the Tollway Interchange and Roadway Cost Sharing Policy.

MUNICIPAL PRIORITIES: UNCONSTRAINED PROJECTS

Though travelers do not notice when jurisdiction for one roadway ends and another begins, this distinction is important to implementing agencies like the Will County DOT, IDOT, and local governments. Some of the county's investment priorities will require multijurisdictional coordination with a local municipality to effectively implement a comprehensive corridor solution. The following municipal roadway segment is complementary to the county's fiscally constrained investment priority.

INVESTMENT PRIORITY	LOCATION	IMPROVEMENT
Laraway Road (1)	IL 53 to US 52	Widen to 4 lanes

CHART KEY

Denotes potential for bicycle accommodation.

UNCONSTRAINED LIST OF MUNICIPAL NEEDS

ROADWAY	LOCATION	IMPROVEMENT
SYSTEM EXPANSION		
80th Avenue	191st Street to US 30	Widen to 4 lanes as a complete street
88th Avenue	Fairfield Lane to St Francis Road	Widen to 3-lane channelized section
103rd Street	IL 59 to 248th Avenue	Widen to 3 lanes
248th Avenue	95th Street to 103rd Street	Widen to 5 lanes
Book Road	111th Street (Hassert Boulevard) to 117th Street	New 3-lane roadway
Central Avenue	Monee/Manhattan Road to Steger Road	Widen to 4 lanes
Cherry Hill Road	US 52 to Mills Road	Widen to 4 lanes
County Farm Road*	Extension to Houbolt Road	Extend road to potentially connect into Joliet Junior College
County Line Road	Mound Road (Shorewood) to Route 126 (Plainfield)	Widen to 4 lanes
Crawford Avenue	University Parkway	Widen to 3 lanes
Crete-Monee Road extension (5)	State Street connecting to Louella Street	New 4-lane roadway
Crete-Monee Road extension (6)	Cottage Grove Avenue to IL 394	New 4-lane roadway
Drauden Road extension	Theodore Street to Wynstone Drive	New 2-lane roadway
Hoff Road	Governors Highway to IL 53	Widen to 4 lanes
I-55*	I-55 at IL 59	Complete full interchange
I-80	I-80 at Schoolhouse Road	New full interchange
LaPorte Road	LaGrange Road to 88th Avenue	New 2 lane extension
Mound Road*	Over I-55 to Houbolt Road	Extend road over I-55
Ridgeland Avenue	Monee-Manhattan Road to Steger Road	Widen to 3 lanes
Schweitzer Road	Rowell Avenue to US 52	Widen to 4 lanes
Steger-Monee Road	Crete-Monee Road to Steger Road	Widen to 3 lanes
University Parkway	Western Avenue to Crawford Road	Widen to 3 lanes
University Parkway	At Governors Highway and CN Railroad	Overpass
Western Avenue	Crete-Monee Road to Steger Road	Widen to 3 lanes
Wolf Road	At I-80	New full interchange
Wolfs Crossing Road	95th Street to CN Railroad	Realign; widen to 5 lanes
SYSTEM PRESERVATION / MODERNIZATION		
Egyptian Trail	Monee-Manhattan Road to Governor's Highway	Reconstruction
Peotone	Spring Creek	Bridge rehabilitation
Rathje Road	Joliet Road to Corning Avenue	Reconstruction
Richards Street	At Hickory Creek	Bridge superstructure
Smith Road	Kishwaukee River	Bridge replacement
St. Francis Road	88th Avenue to 80th Avenue	Widening and resurfacing

CHART KEY

* Represents a developer-led project. Denotes potential for bicycle accommodation. Note: Some projects may have advanced since publication.



METRA INVESTMENT PRIORITIES: UNCONSTRAINED PROJECTS

With a rich history, Metra has many aging components that are now past or approaching the end of their useful life. Years of deferred maintenance means that Metra must now focus its limited resources on maintaining, rehabilitating or replacing its capital assets, including mainline tracks and bridges, railcars and locomotives, safety and communications equipment, and many others. Once these capital assets are reliable and well-functioning, in the future Metra may turn its attention to extending its existing system and/or add new rail lines (likely past the 2040 horizon).

Will Connects 2040 investment priorities for Metra are to:

- Continue to address its maintenance and preservation activities across the Metra system, which will have downstream benefits for Will County Metra riders.
- Continue to advance construction of a new station on the Heritage Corridor in Romeoville.

Core system preservation projects impacting Will County are contained in the following table.

PROJECT	LOCATION	IMPROVEMENTS
Metra Electric District improvements*	Existing rail line	Track, signal, and other improvements
Heritage Corridor improvements*	Southwest Cook and Will Counties	Improve operations
Rock Island improvements	Existing rail line	Improve rail freight movement through the region, reduce congestion, improve access at La Salle Street Station
SouthWest service improvements	Existing rail line	Reduce congestion at Union Station and improve freight movements within and through the region
Regionwide rolling stock, including Rock Island District rolling stock	Rock Island district	Bi-level rehabilitation
Positive Train Control (PTC) system	System wide	Signal and communications improvements

CHART KEY

* Identified as beyond the 2040 planning horizon.

Should additional funding become available, service expansion investment priorities for Metra are to:

- Add service (trains) to the Heritage Corridor; and
- Add service (trains) to the Rock Island District.

UNCONSTRAINED LIST OF METRA NEEDS

PROJECT	LOCATION	IMPROVEMENTS
Metra Electric District extension*	University Park to proposed SSA	Extend service
Metra Electric District operational & service improvements	Existing Metra line	Operational/add service
Metra Heritage Corridor extension*	Joliet to Wilmington	Extend service
Metra Rock Island District extension*	Joliet to Minooka (Grundy Co.)	Extend service
Metra Rock Island District operational & service improvements	Existing Metra line	Operational/add service
Metra SouthWest service extension*	Midewin to Manhattan	Extend service
Metra SouthWest service operational & service improvements	Existing rail line	Operational/add service
Metra SouthEast service*	Balmoral Park to La Salle Street Station	New service
Metra STAR line (East, Shorewood, West)*	East: Joliet to Lynwood; Shorewood: Joliet to Shorewood; West: O'Hare to Joliet	New service

CHART KEY

* Identified as beyond the 2040 planning horizon. Note: Some projects may have advanced since publication.



PACE INVESTMENT PRIORITIES: UNCONSTRAINED PROJECTS

In 2015, Pace unveiled its plan for a Rapid Transit Network – a combined bus-based Arterial Rapid Transit (ART) system known as Pulse, and an expressway bus network. At full buildout, the Pace Rapid Transit Network is envisioned to provide 655 miles of Pulse service on 24 corridors and 230 miles of expressway-based service on 11 corridors. To support Pace’s Rapid Transit Network, Will County and local municipalities must be proactive and plan together for future transit infrastructure by cultivating transit-supportive environments (e.g., appropriate land use characteristics and population and employment densities).

A RECORD OF SUCCESS

I-55 Bus-on-Shoulder operations allows suburban travelers to take advantage of faster, more reliable transit, with strong demand resulting in expanded service since operations began in 2011.

Will Connects 2040 investment priorities for Pace are to:

- Continue to address its maintenance and preservation activities across the Pace system, which will also benefit for Will County bus riders.
- Continue to implement the Pace Rapid Transit Network, specifically Pulse ART service on IL 59 and US 30.

Maintaining and preserving capital assets is critical for Pace to provide a bus network that meets current service levels and supports future expansion to serve new growth markets. To do that, core system preservation projects impacting Will County are contained in the following table.

PROJECT	IMPROVEMENTS
Vehicle replacements	Vanpools, paratransit/small vehicles, transit buses, road coaches
Park-n-Ride facilities	Rehabilitation / modernization (upgrade)
Bus-on-Shoulder facilities: maintenance	Rehabilitation in accordance with IDOT / tollway programs
Bus garage facilities	Rehabilitation / modernization (upgrade)
Passenger shelters	Replace
Joliet multi-modal bus station	Rehabilitation / modernization (upgrade)
Transit Signal Priority (TSP) *	Replace/update TSP and related communications equipment

CHART KEY

* Note: While TSP is not installed currently in Will County, TSP may be implemented within the 2040 horizon to improve on-time performance and travel times along busy arterial routes, and may require replacement/upgrade within the 2040 time period.

UNCONSTRAINED LIST OF PACE NEEDS

PROJECT	LOCATION	IMPROVEMENTS
Express Bus	I-355	New Service
Express Bus	I-55	New Service (continue existing service and add reverse commute service)
Express Bus	I-80	New Service
Pulse ART	159th Street	New Service
Pulse ART	IL 59	New Service
Pulse ART	US 30	New Service

CHART KEY

Note: Some projects may have advanced since publication.

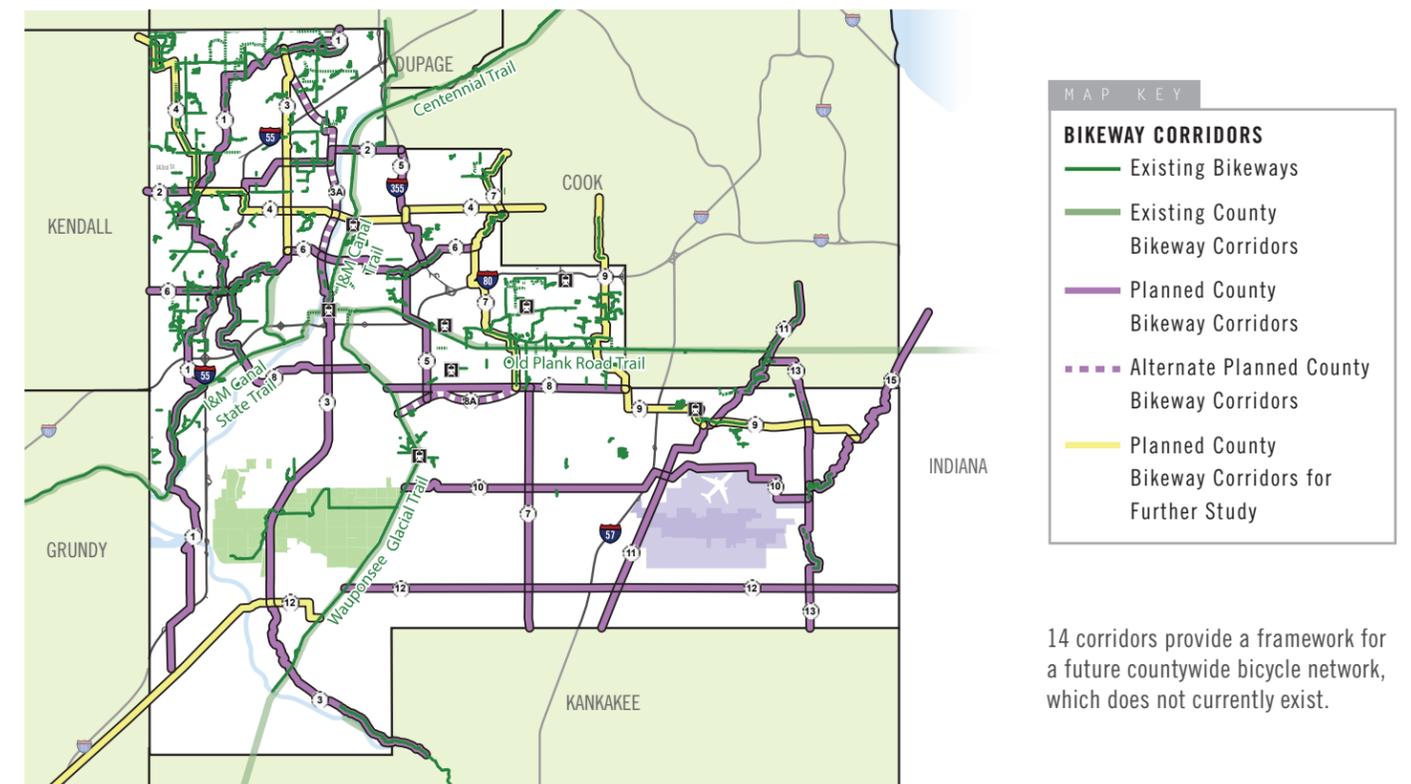
BIKEWAY INVESTMENT PRIORITIES: CORRIDOR OPPORTUNITIES

Like any other transportation network, building a web of interconnected bicycle facilities takes time. The most cost-effective and coordinated way to implement a bikeway is to construct it as part of larger expansion or preservation improvements. These types of bikeway projects are driven by opportunity because they are incorporated into the overall phasing of a planned road or transit construction project. Other bikeways, such as shared-use paths or trails that are often located in utility or abandoned railroad corridors, can be implemented independently as they are not tied to a specific improvement. Still, it is common for a bikeway to go through years of planning, community discussion, and financial preparation before it is implemented.

Building on the existing bikeway network, the *Will County Bikeway Plan* identifies 14 strategic corridors to provide connections between major destinations not currently accessible such as parks, Metra stations, Governor’s State University, commercial centers along Weber Road, to surrounding counties, and many more. From the 14 corridors, five were selected for further study to initiate planning activity and serve as a guide for bikeway partner agencies. For example, the Tinley Park to Plum Creek Corridor has a number of challenges, including crossings over major roads and interchanges, necessitating a mix of bikeway types to fit the traffic context and roadway environment.

The *Will County Bikeway Plan* includes more information on the 14 corridors, detailed profiles and recommendations for five corridors, strategies to support implementation of the bikeway network, and bikeway design guidance.

COUNTYWIDE BIKEWAY CORRIDORS

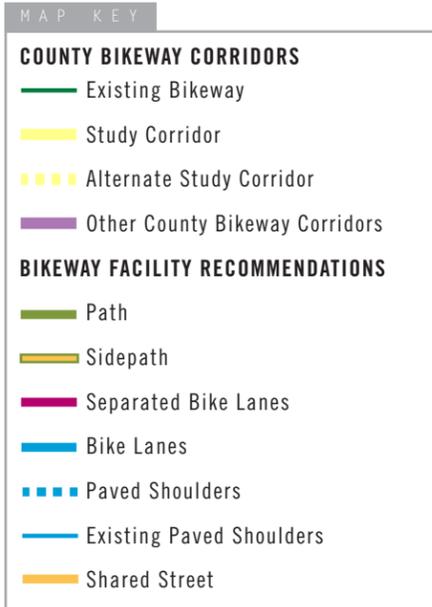
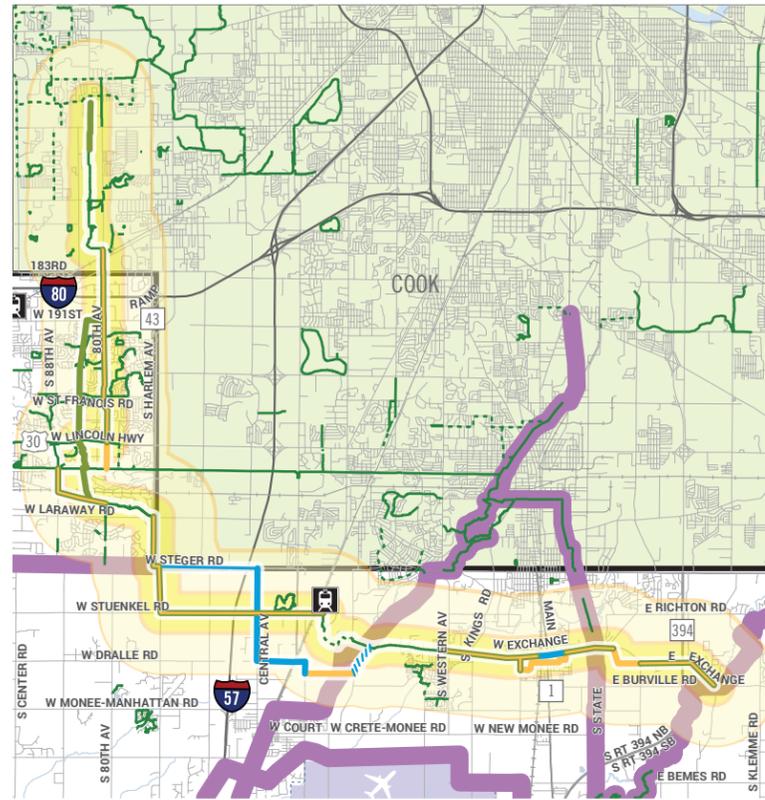


MAP KEY

- BIKEWAY CORRIDORS**
- Existing Bikeways
 - Existing County Bikeway Corridors
 - Planned County Bikeway Corridors
 - Alternate Planned County Bikeway Corridors
 - Planned County Bikeway Corridors for Further Study

14 corridors provide a framework for a future countywide bicycle network, which does not currently exist.

BIKEWAY RECOMMENDATIONS FOR THE TINLEY PARK TO PLUM CREEK CORRIDOR



Bikeway facility recommendations for the Tinley Park to Plum Creek Corridor (#9) include a mix of bikeway facility types to match the context of the roadway environment.

INTELLIGENT TRANSPORTATION SYSTEMS: OPPORTUNITIES

Intelligent transportation systems (ITS) are technology and operational strategies to improve the operations, management, and performance of the transportation network. ITS encompasses a range of technologies for transportation infrastructure and vehicles that save time, lives, and money.

The Will County DOT has not yet implemented an ITS program. *Will Connects 2040* has identified some initial opportunities for further exploration:

- **Traffic Signals** – The interconnection and coordination of signal timing along corridors could improve traffic flow and reduce intersection backups. Opportunities include: Bell Road between 159th and 143rd Streets and Plainfield-Naperville Road between 119th and 87th Streets.
- **Traveler Information** – Will County could take advantage of the regional ITS network and its information-rich data streams to support travelers’ decision-making in real time.
- **Grade Crossings** – Options could include traffic signal interconnection, advanced warning signs, and crossing monitoring systems.
- **Special Events** – Temporary ITS devices could be deployed to manage flow, direct traffic, and monitor parking.
- **Freight Management** – Emerging ITS tools may be useful to manage commercial traffic such as interactive truck route maps, parking information systems, and weigh-in-motion stations.

THE NEXT GENERATION OF TRANSPORTATION

Exciting new vehicle technologies are currently in various stages of development and deployment. While the promise of these evolving technologies is great, there are many aspects still to figure out – government regulations, liability insurance rules, and the development of infrastructure needed to support these technologies to name a few. We are following these developments closely to understand their potential impacts and to position the county for the time when these technologies become a staple of every household.

Connected Vehicles – Systems continuously communicating with the roadside and other vehicles will become even more sophisticated, enhancing safety and awareness of the travel environment.

Autonomous Vehicles – Though there are many hurdles to overcome, these have potential to completely transform the travel experience and could drastically reduce the frequency of crashes and the impacts of congestion on our roadways.





CHAPTER FIVE

FROM VISION TO REALITY



Achieving the *Will Connects 2040* vision will require coordination, commitment, and decades of investment. *Will Connects 2040* is our starting point; the next step is to conduct the necessary studies to advance our county roadway investment priorities toward implementation through programming (funding) in our multi-year capital program, the TIP. As part of this process we will conduct appropriate planning, outreach, engineering and design (including safety), environmental analysis, land acquisition, utility relocation, and finally construction.

From start to finish, it may take years before a transportation project is realized. In a county as dynamic as ours some elements of *Will Connects 2040* may materialize slowly, or may not become reality. Moreover, because demands on our transportation system can shift over time we will need regular updates to *Will Connects 2040* to ensure that our investment priorities take into account changes that cannot be anticipated today.

The coming decades hold great challenges for the Will County DOT and our transportation system partners IDOT, Tollway, RTA, Metra, Pace, Forest Preserve, and the many municipal governments throughout the county. We cannot transform our vision into reality alone. Our transportation system partners each play a role that will help us move forward. In the months and years ahead, together we will work closely to strengthen our transportation system and ensure that Will County remains a great place to live, work, and do business.

Supporting technical documentation is available through the Will County DOT.



ACKNOWLEDGMENTS

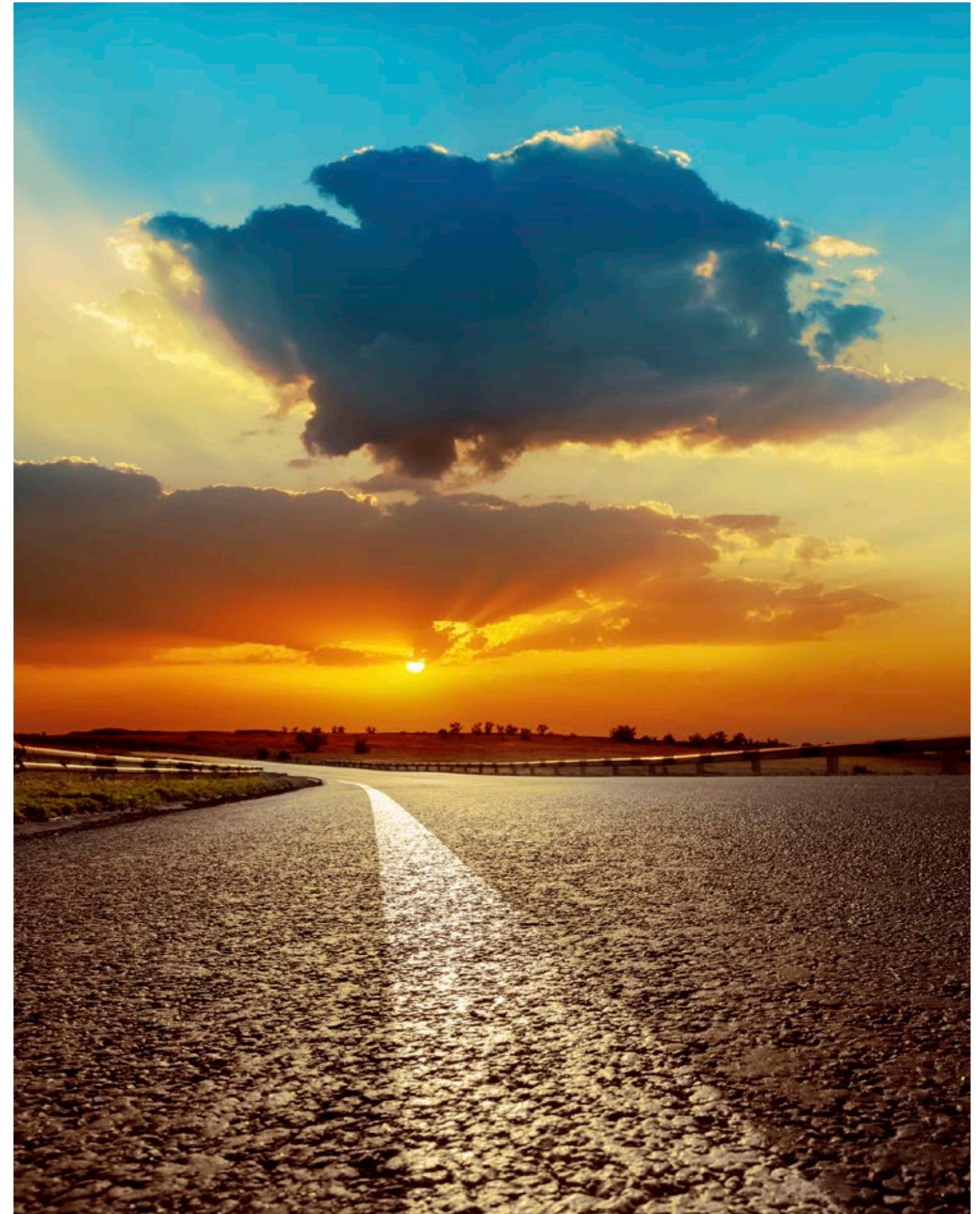
The Will County DOT would like to thank the hundreds of people who participated in the *Will Connects 2040* planning process in meetings and group discussions, at Open Houses and Public Hearings, and through online surveys, email, and countless conversations. We heard your suggestions, comments, and ideas — all of which contributed to the *Will Connects 2040 Plan* and to the future direction of transportation in Will County.

The Will County DOT would also like to thank our planning partners for their participation as part of the *Will Connects 2040* Advisory Committee, providing oversight, guidance, and engagement throughout development of the Plan. The Will County DOT appreciates the time and expertise provided by representatives of the following organizations and agencies and looks forward to working with them to implement *Will Connects 2040* together.

- Forest Preserve District of Will County
- Illinois Tollway (Illinois State Toll Highway Authority)
- Illinois Department of Transportation
- Illinois Department of Transportation, Division of Aeronautics
- Metra
- Pace Suburban Bus
- Regional Transportation Authority
- South Suburban Mayors and Managers Association
- Will County Board (Liaison)
- Will County Center for Economic Development
- Will County Executive's Office
- Will County Farm Bureau
- Will County Governmental League
- Will County Land Use Department
- Will County Sheriff
- Will County Township Highway Commissioners

The following host facilities generously provided space for the *Will Connects 2040* Public Open House and Public Hearings:

- City of Wilmington
- Governors State University
- Joliet Junior College
- Village of New Lenox
- Village of Romeoville





WILL CONNECTS

2040 LONG RANGE TRANSPORTATION PLAN



WILL COUNTY DIVISION OF TRANSPORTATION

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(815) 727-8476

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