



## SECTION 6 TRANSPORTATION

Romeoville's transportation network provides an extensive system of facilities that provide various travel, recreation, and cargo transport options to residents, employees, and businesses. While the transportation network is primarily intended to move people and products locally and regionally, it has a substantial impact on economic development in Romeoville. All the existing and planned transportation facilities that are summarized in this section are illustrated in Figure 6.5: Transportation Infrastructure Map.

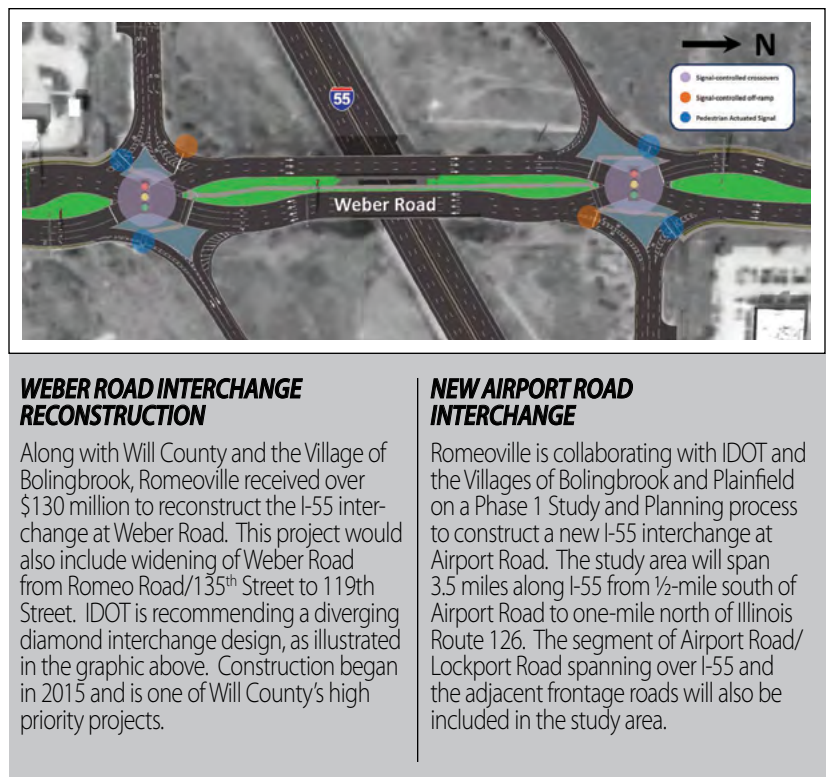
### ROADWAY NETWORK

Romeoville's roadway network is comprised of a system of State, County, and local streets with excellent access to two interstate highways.

#### INTERSTATE HIGHWAY SYSTEM

Romeoville has exceptional regional roadway access with access to Interstate 55 (I-55) with interchanges at IL Route 53/Bolingbrook Drive, Weber Road, and south of Renwick Road at IL Route 30/Lincoln Highway/Plainfield Road. Weber Road is the only interchange of the three located within incorporated Romeoville. Although the other two interchanges are located outside of Romeoville's municipal boundaries, these are primary points of access to the Village via the regional interstate system. Romeoville is also situated west of I-355, which is primarily accessible via I-55 at the far north or Renwick Road/9<sup>th</sup> Street/159<sup>th</sup> Street at the far south.

The Village is currently pursuing two major projects regarding I-55, as summarized in Figure 6.1.



**FIGURE 6.1**  
**Major I-55 Improvement Projects w/ Impacts on Romeoville**

*Source: Illinois Department of Transportation*



## STATE, COUNTY & LOCAL STREETS

IL Route 53 is the only State route serving Romeoville, providing connectivity to I-55 and access to key Village destinations like Uptown Square, Romeoville High School, Lewis University, and Lewis University Airport. Four County routes serve Romeoville: Weber Road (County Route 88), Veterans Parkway (County Route 11), Romeo Road/135<sup>th</sup> Street (County Route 35), Renwick Road (County Route 36). Romeo Road/135<sup>th</sup> Street and Renwick Road link with IL Route 53, while Weber Road connects to I-55. All other roads are maintained by the Village or private entities, such as homeowners associations (HOAs) or industrial/commercial property owners.

## STREET CLASSIFICATIONS

The Illinois Department of Transportation (IDOT) categorizes streets into the following classifications: interstates, freeways, principal arterials, minor arterials, major collectors, minor collectors, and local streets. These classifications are illustrated in Figure 6.5: Transportation Infrastructure Map, along with average daily traffic (ADT) counts on major streets.

## TRUCK TRAFFIC

Romeoville has three designated truck routes: IL Route 53, Weber Road, and Taylor Road. With prime access to I-55, access to a regional airport, and a plethora of industrial facilities, truck traffic is a prominent facet of the Village's transportation system. Truck traffic is an integral component to the local economy, which is significantly driven by Romeoville's strong core of industrial businesses. However, truck traffic also has a substantial impact on traffic and physical roadway conditions, which raise concerns regarding traffic congestion and road maintenance.

## TRANSIT

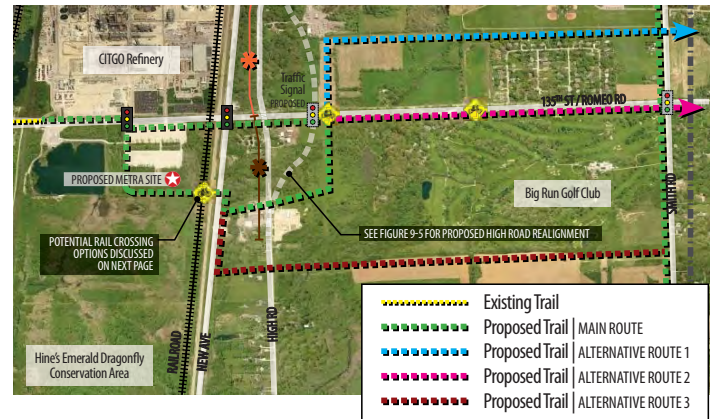
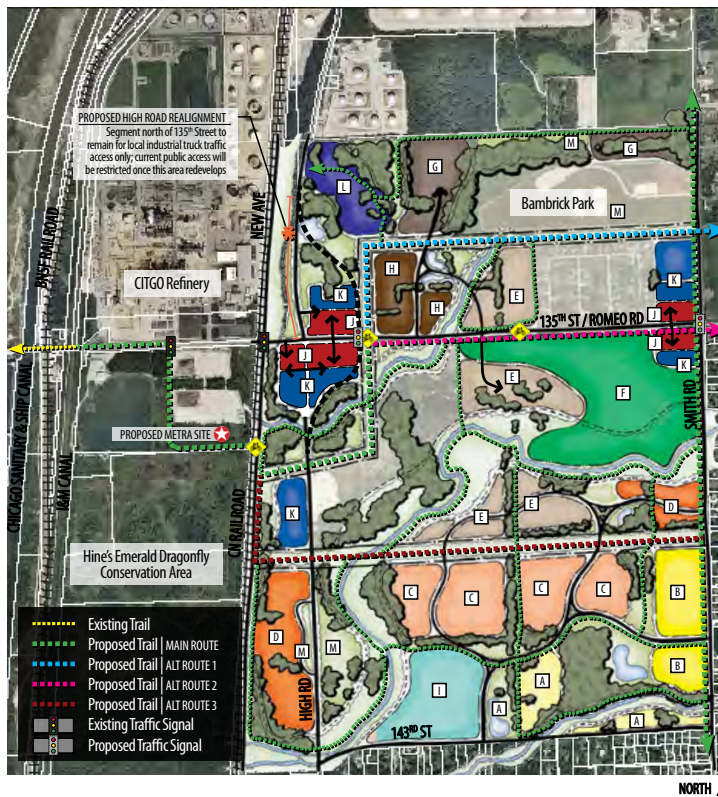
Historically, Romeoville has had limited transit service, but a growth in demand and success of new transit lines are creating opportunities for expansion of transit serving local residents, employees, and businesses. The Village's transit network still faces its share of challenges, such as the lack of a Pace bus route on Weber Road and "last mile" issues connecting riders from bus stops to employment centers and key community destinations. However, as new and expanded transit services come online in Romeoville, the anticipation would be an increase in transit ridership, which would

**FIGURE 6.2**  
**Metra Heritage Corridor (HC) Line**

Source: Metra







**FIGURE 6.3**  
**Proposed Romeoville**  
**Metra Station Area**  
**Preferred Concept Plan &**  
**Alternative Path Alignments**  
*Source: Romeoville East Side Plan*

stimulate greater investment in transit facilities and services serving the community. The Village continues to make strides with enhancing the local transit system, including preparing for a new Metra station and coordinating with Pace to expand bus service.

### METRA COMMUTER RAIL SERVICE

In April 2012 the Village adopted the East Side Plan to establish the groundwork for developing a new commuter rail station along the Metra's Heritage Corridor Line, which traverses through the east side of Romeoville. Presently, Romeoville residents may take Metra by accessing stations in Lemont and Lockport, which are both located along the Heritage Corridor. In fact, Metra's 2014 origin-destination survey shows that almost half (103) of the 214 survey riders from Romeoville went to the Lemont station, with 28 going to Lockport and two to Joliet. It is important to note, though, that the 2014 origin-destination survey also indicates that more than one-third of Metra riders from Romeoville boarded trains at stations along the BNSF Railway, with the most frequented stations being Belmont, Lisle, Naperville, and Downers Grove Main Street. Higher train service frequency along the BNSF Railway is likely a primary reason for its significant usage by Romeoville residents.

As illustrated in the preferred concept plan in Figure 6.3, the new Metra station in Romeoville will be constructed on the south side of 135<sup>th</sup> Street along the west side of the Canadian National Railway tracks, which runs parallel to New Avenue. Metra will construct plat-

### NEW METRA STATION

Five years after preparing a TOD Plan, the Village has plans to officially break ground on its planned Metra station in late 2016, with construction likely to begin in 2017.



forms at the future station, while the Village will be responsible to build the station, a commuter parking lot with approximately 600 spaces, and a pedestrian bridge connecting the east and west platforms. The East Side Plan describes the planning process and implementation strategies that provide guidance to the Village and its partners in establishing commuter rail service in Romeoville.

During the Mayor's Annual State of the Village Address held on February 11, 2016, the Village announced the official groundbreaking for the new Metra station in late 2016, with construction likely to commence in 2017. The Village also received a \$296,700 Illinois Transportation Enhancement Program (ITEP) grant from IDOT for construction of the new station. In addition, Metra added a mid-afternoon departure from Chicago Union Station to stations along the Heritage Corridor, which will include the future Romeoville station. This additional departure at 2:45 PM, which was introduced in March 2016, adds a fourth outbound train in the afternoon/evening, with three inbound trains in the morning.

### PACE BUS ROUTE 834

Romeoville is currently served by Pace Route 834, which runs along IL Route 53 connecting from Bolingbrook on the north to Lockport on the south. Locally, Route 834 serves key destinations within the Village like Uptown Square, Romeoville High School, and Lewis University. Beyond Romeoville, Route 834 provides bus service to regional destinations like the Bolingbrook Promenade, IKEA, Downtown Downers Grove, Good Samaritan Hospital, and Yorktown Center. Route 834 also provides connection to Pace Route 855, which is the I-55 Flyer with service between Romeoville and Downtown Chicago during weekday morning and late afternoon/evening rush. Romeoville residents have expressed demand for expanded service along Route 834. Pace recognizes this local need for more bus service with the caution that the State of Illinois funding and budget impasse have impacted the agency's ability to provide improved equipment and expanded bus infrastructure.

Route 834 also provides bus service to Metra commuter rail stations in Joliet, Lockport, and Downers Grove. Joliet Union Station provides commuter rail service along Metra's Heritage Corridor and Rock Island District Lines, while the Lockport station is also located along the Heritage Corridor. The Downers Grove Main Street station is part of the BNSF Line. As noted above, Romeoville will be home to its own Metra station on the East Side of town along the Heritage Corridor.

### PACE BUS ROUTE 851 (I-55 BUS-ON-SHOULDER SERVICE)

In addition to Route 834, Romeoville residents and employees have had positive experiences with the Pace bus-on-shoulder service, which is a system of four bus routes that permit buses to drive on the shoulder lanes of I-55 when traffic speed drops below 30 mph to by-pass slow-moving traffic. This enables these bus routes to keep down travel times and stay on schedule, particularly during

weekday morning and late afternoon/evening rush when these routes typically operate. Romeoville residents and employees typically use Pace Route 851, which provides service along I-55 between Romeoville/Bolingbrook and Downtown Chicago. Romeoville transit riders can access Route 851 at a park-n-ride location at the White Fence Farm parking lot, which is located on the northeast side of the Village at 1376 Joliet Road just south of the I-55/Joliet Road interchange. Alternatively, transit riders may also access the I-55 bus-on-shoulder route by making a connection via Pace Route 834 to the park-n-ride location east of IL Route 53 on Old Chicago Road in Bolingbrook.

Initially implemented in 2011 as part of Pace's initiatives to advance bus rapid transit (BRT) routes, the Pace bus-on-shoulder service has expanded multiple times due to the program's success and popularity. Since the service's inception, bus ridership has more than tripled and on-time performance has improved 90%, which is a dramatic increase from averages below 70%. Pace continues to explore ways to work with communities to expand the bus-on-shoulder service.

#### BY THE NUMBERS

### PACE BUS-ON-SHOULDER SERVICE

**90%**

Improvement in on-time performance

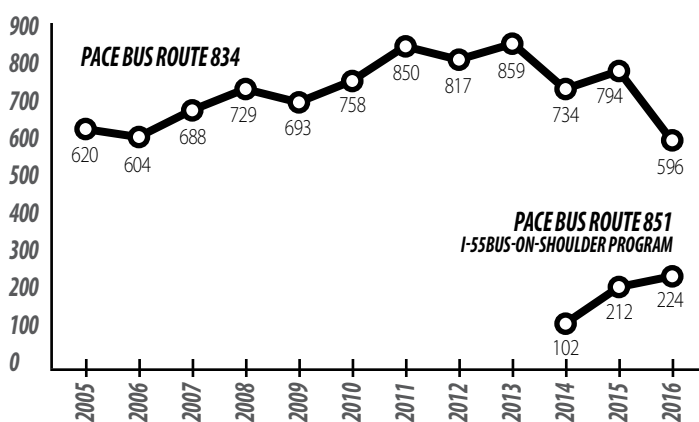
**300%**

Increase in ridership

**50**

Number of vehicles a Pace bus takes off the road in terms of CO<sub>2</sub> emissions

Source: Pace



**FIGURE 6.4**  
**Pace Bus Ridership Trends, Routes 834 & 851**

Source: RTAMS



The Village's continued support for expanding bus service, including further expansion of the Pace bus-on-shoulder service, will play a crucial role in encouraging greater transit ridership, reducing traffic congestion on local roads, and spurring economic development. For example, the Pace bus on shoulder service was a deciding factor in the Magid Glove & Safety Manufacturing Company LLC moving its global headquarters from Chicago's Humboldt Park neighborhood to Romeoville.

### POTENTIAL FOR NEW PACE BUS ROUTES

As communities manage growth and development, there will be opportunities to explore the potential to expand transit service. Romeoville residents have made requests to provide Pace bus service on Weber Road. However, the lack of adequate pedestrian infrastructure along Weber Road is viewed by Pace as a significant hindrance to adding a new bus route. Given significant boardings by Romeoville residents at Metra stations along the BNSF Railway, any future Pace service on Weber Road should include links to these stations. The proposed Metra station on the East Side may also eventually warrant an evaluation of providing new Pace bus service along Romeo Road/135<sup>th</sup> Street, with connectivity to Pace Bus Route 834 along IL Route 53/Independence Boulevard. In addition, Pace Bus Route 834 is a popular bus route in the community, with transit riders demanding expanded service.

Overall, Pace looks at a variety of factors in its evaluation of adding or expanding bus routes, including specifications outlined in Pace's Transit Supportive Guidelines. The availability of safe pedestrian infrastructure along proposed or existing routes is of utmost importance so that transit riders can safely and conveniently access bus stops. Fixed Pace route services follow specific guidelines of where

to locate routes and how to make their facilities and surroundings pedestrian friendly. ADA accessibility standards are another factor that are taken into account.

### PACE PARATRANSIT & VANPOOL SERVICES

In addition to its bus routes, Pace offers paratransit and vanpool services. Paratransit is an on-demand service that customers must reserve in advance, particularly for eligible riders such as senior citizens and people with disabilities. Eligible Romeoville residents also have access to dial-a-ride service through a financial partnership between Pace and DuPage Township in northwestern Will County. For individuals who live near each other and have similar travel patterns, Pace offers its vanpool service as a workday rideshare program that operates like a carpool with Pace offering a van, payments using pre-tax dollars that generate savings up to 40%, door-to-door pickup and dropoff, and other benefits. In addition to the van, Pace covers travel-related costs like fuel, tolls, insurance, maintenance, roadside assistance, and van washes.

### PACE PARK-N-RIDE LOTS

As mentioned above, Romeoville residents and employees have access to two park-n-ride lots: (1) parking lot near IL Route 53/Old Chicago Road; and (2) White Fence Farm parking lot at 1376 Joliet Road. While these two park-n-ride lots serve transit riders well, the Village and its partners, particularly major employers, should work with Pace to explore the potential for other park-n-ride lots at strategic points that best serve local residents and employees. For example, an opportunity may exist for a new park-n-ride lot that supports reverse commuting to bring Chicago residents to work in Romeoville. Pace has its own selection process for assessing and establishing new park-n-ride lots.

## COMPETITIVE ADVANTAGE SETTING UP SHOP IN ROMEOVILLE

*Magid Glove & Safety Manufacturing Company LLC moved its global headquarters from Chicago into a state-of-the-art manufacturing and office facility in Romeoville.*



## PEDESTRIAN & BICYCLE ACCESS

Most neighborhoods and districts in Romeoville are served by infrastructure that enables safe mobility and convenient access for pedestrians and bicyclists. The Village continues to take a proactive approach to improving the transportation infrastructure for pedestrians and bicyclists, particularly as highlighted on the 2006 Bicycle Trail Master Plan and described in the 2009 Master Transportation Plan. The Village's network of non-motorized transportation infrastructure is intended to serve pedestrian and bicyclists. However, safe mobility and convenient access impact the vitality of businesses and transportation choices of residents and employees. Also, as noted in the previous section, the lack of adequate pedestrian infrastructure along roadways like Weber Road has a major impact on expanded Pace bus service.

### SIDEWALKS & PEDESTRIAN ACCESS

Residential neighborhoods are well served by continuous sidewalks both within the neighborhood and leading outward to collector and arterial roads. Sidewalks are commonplace in Romeoville, with a majority of homes built after the 1950s and into the 2000s and sidewalks required in all zoning districts per the Village's Zoning and Development Regulations. Many sidewalks also connect with safe intersection crossings and link with bicycle trails to form a more interconnected system of trails and paths shared by pedestrians and bicyclists.

There are certain areas where sidewalks and crosswalks are sporadic or completely lacking, with Weber Road being the most notable roadway corridor. Weber Road has limited pedestrian infrastructure,

which is one of the most critical reasons for the lack of Pace bus service along Weber Road. In particular, no sidewalks are provided along a majority of Weber Road, which is maintained by Will County. The only segments of Weber Road that offer sidewalks are: (1) between Grand Boulevard/Carillon Drive and Romeo Road (east side and most of the west side); (2) between Taylor Road and Highpoint Drive (west side only); and (3) in front of major commercial and institutional developments between Creekside Drive and Renwick Road.

The Village continually maintains open communication with Will County to assess the potential for more substantial pedestrian infrastructure along Weber Road. It is also important for the Village to continue working with business and property owners of existing and new developments to integrate sidewalks that connect their buildings, parking lots, and other site amenities to the Village-wide sidewalk network. For example, a continuous but isolated system of sidewalks are provided in the Windham Lakes industrial park along the west side of Lakeview Drive and the north side of Windham Parkway leading towards, but falling short of, Weber Road.

### BICYCLE FACILITIES & ACCESS

Existing bicycle paths are located along segments of Normantown Road, Taylor Road, Airport Road, the ComEd right-of-way, and within certain residential neighborhoods. These trails are maintained by the Village's Parks and Recreation Department. Trails are also situated along the waterfronts and natural areas on Romeoville's East Side, including the Veterans Memorial Trail, Centennial Trail, and I&M Canal Trail. The Forest Preserve District of Will County maintains other trails primarily along the waterfronts and within natural areas on Romeoville's East Side, including the Veterans Memorial Trail, Cen-





tenial Trail, and I&M Canal Trail. While the current coverage of bicycle paths in Romeoville is not extensive as it could be, the Village and its partners have continued to work together to enhance bikeway connectivity, particularly using the 2006 Bicycle Trail Master Plan as a foundation. For example, the Village's East Side Plan identified alternative path alignments to connect new trails to the Veterans Memorial Trail, which would build up the pedestrian and bicycle linkages to the future Metra station.

All bicycle paths adhere to the American Association of State Highway and Transportation Officials (AASHTO) design standards, particularly characterized by the following three path types:

- ❑ **Shared Use Paths:** Designed for pedestrian and bicycle use with no connection to auto traffic lanes; a sidewalk does not fall within this category, as it has a narrower width and is not intended for bicycle use.
- ❑ **Bicycle Lanes:** Designed adjacent to auto traffic lanes with demarcation lines that specify the lane designed for bicycles.
- ❑ **Signed Bicycle Routes:** Designed to be shared space for auto and bicycle traffic, with bicycle use indicated by signage; these routes typically connect to other bicycle facilities.

In addition to promoting connectivity within Romeoville, pedestrian and bicycle paths should link to the regional network to provide connectivity to adjacent municipalities.

## LEWIS UNIVERSITY AIRPORT

Romeoville is home to Lewis University Airport, which provides commercial, industrial, institutional, and personal aviation services of corporate and recreational pilots in Will County. Aviation students at Lewis University also utilize the airport as an educational laboratory. The airport also handles limited freight transport. Lewis University Airport serves as a general aviation reliever for O'Hare and Midway International Airports. Situated next to Lewis University's campus, the airport is located at the Village's far southeast end with access from Airport Road and arterial access to IL Route 53 to the east. Handling more than 100,000 flights per year, the airport provides state-of-the-art hangars to store 200 aircraft, corporate flight department/hangar leasing, pilot's lounge, conference room, and other amenities. The airport also provides the general public with a helicopter shuttle service to and from Chicagoland Speedway in Joliet.



Lewis University Airport is owned and operated by the Joliet Regional Port District, which is based in Romeoville. Along with Lewis University, the Port District played an instrumental role in developing Lewis University Airport through economic development initiatives and in anticipation of regional growth in Will County in the 1980s leading well into the 2000s. Using federal resources, the Port District eventually acquired the airport from Lewis University and secured governmental and private funding to transform Lewis University Airport into a first class regional airport. In addition to operating Lewis University Airport, the Port District oversees waterway transportation for the Will County and Joliet region.

The Port District works with the Village to address issues such as building height restrictions, stormwater management, and runway protection zones. In particular, landscaping and open water often attract wildlife, which is a major concern for aircrafts. While the Port District maintains communications with the Village, there is opportunity for more regular contact, particularly regarding runway locations per the Port District's Airport Layout Plan and potential conflicts with nearby industrial sites.

In addition to the local aviation services provided by Lewis University Airport, Romeoville has excellent access to more airline options and international travel at Chicago's two primary airports. Romeoville is located about 20 minutes from Midway International Airport and 30 minutes from O'Hare International Airport.



**FIGURE 6.5**  
**Transportation Infrastructure Map**

Sources: Village of Romeoville GIS; CMAP Land Use Inventory

0 0.25 0.5 1 Miles

