

Kankakee Area Transportation Study



2004

Long-Range Transportation Plan Update

Kankakee County Regional Planning Department

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INTRODUCTION

This document is produced in response to, and under the direction of the Transportation Equity Act for the 21st Century, the federal transportation bill currently in force. This legislation provides that Metropolitan Planning Organizations (the local MPO is the *Kankakee Area Transportation Study, or KATS*) must generate an update to the Long – Range Transportation Plan every three to five years.

The last such plan produced for the Kankakee Area Transportation Study was completed in 1999. These five-year windows are an attempt to provide a snapshot at the current state of the local transportation system, and an opportunity to look into the near future. Federally funded transportation projects for the near future are supposed to be supported by the documentation from the Long – Range Transportation Plan.

Since the last Long – Range Transportation Plan was published, the major demographic event has been the delivery of the data collected in the 2000 Census. This demographic data and analysis is contained in this edition of the Long – Range Transportation Plan.

It should be noted that the current edition of the Long –Range Transportation Plan is produced without the aid of a transportation model. Since no current model is available, the results of the model documented in the 1999 Long – Range Transportation is being utilized again, and will be referred to in both text and exhibits.

It should also be noted that there may not be an updated federal transportation bill in place at the time of the writing of

this document. This will force this Long – Range Transportation Plan to make some assumptions about the financial considerations of this document. These assumptions will be noted as clearly as possible.

The horizon year for planning for this document will be 2030. It is the intent of this document to envision the transportation system needed to be in place by the year 2030, and how local sources of funding can (and cannot) provide for that system to be in place. It is also the function of this plan to anticipate the developed (urbanized) area for the target year, 2030.

WHY DO WE PLAN?

If there was sufficient funding to put the transportation network in place necessary for the year 2030, there would be no reason to plan. The simple truth is that there is not enough available transportation funding to accomplish this task. Planning is the attempt to place limited available resources to best accommodate the demand for transportation through the year 2030.

Planners have no better crystal ball to predict the future than does the populace of Kankakee County in general. The Metropolitan Planning Organization does, however, have that responsibility. Engineers, planners, local officials and the local citizenry have voiced their opinions over the past five years, and these opinions will make up much of what is seen in this document. Planning staff used its expertise and professional judgement to develop an educated scenario of what our urbanized area will evolve into by 2030.

When the history of past local transportation funding decisions is examined, the projects which have received the local authorization to utilize the Transportation Federal Aid dollars since the inception of the program are shown in Table 1. It should be noted that the projects listed are larger than any other roadway project programmed by any local government solely utilizing local funding, and would not have been possible without federal funding resources.

TABLE 1.**PAST FEDERALLY FUNDED LOCAL PROJECTS**

PROJECT	JURISDICTION	FEDERAL SHARE	YEAR
<i>Brookmont Boulevard (Phase I)</i>	Kankakee	\$860,252	1975
<i>Latham Drive</i>	Bourbonnais	\$1,070,774	1979
<i>North Street (Phase I)</i>	Bradley	\$735,733	1979
<i>Third & Bridge Street</i>	Aroma Park	\$388,086	1983
<i>North Street (Phase II)</i>	Bradley	\$1,275,330	1985
<i>Brookmont Boulevard (Phase II)</i>	Kankakee	\$2,458,280	1997
<i>River Road</i>	Kankakee County	\$814,000	2001

SOURCE: ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 3

These projects have all produced critical transportation links in the local urbanized transportation network, and could have never been realized without the use of federal transportation funding. By and large, these projects have provided an upgrade in east-west access between the two critical north-south state roadways in the area, U.S Route 45/52 and Illinois Route 50.

The construction of Lowe Road, from Illinois Route 17 south to Aroma Park, is the next project to be built. This project currently is in the planning and engineering phase. The project is multi-jurisdictional – one portion within the boundaries of Aroma Park that will be built to urban standards; and the other portion north of Aroma Park will be built to rural standards by Kankakee County.

There are a number of projects currently in development that will be discussed in this document. Most of these projects are specifically transportation-related studies. An upgrade to the Comprehensive Plan for Kankakee County is also underway at present, and the current timeline for the project calls for completion and adoption in September of 2005. It would be an enormous assist to this study to have

had the Comprehensive Plan Update already completed, but that is not possible.

PAST EXPERIENCE

At the time of the last Long-Range Plan, the Bypass project around the western edge of the Urbanized Area was a fresh subject in the local experience. This project would have provided critical access across the Kankakee River at some point between Warner Bridge Road and Court Street, a distance of some almost ten miles. The project did not come to fruition because a right-of-way for such a route had not been preserved, and was not available when the potential funding for such a project was proposed.

Because of this experience, Kankakee County directed staff to assure that this situation would not occur in the future. The result of this exercise has been the Kankakee County Corridor Preservation process, which will be discussed at length later in this document. The goal of this process is to make sure that available space adjacent to existing and future roadways is available to allow

expansion of the roadway to serve the appropriate transportation function.

FUTURE POSSIBILITY

For a number of years, the possibility of a third airport in the Chicago area has loomed over the heads of local officials and residents. The South Suburban Airport, proposed in southern Will County, would be the largest employment creation engine in the history of the Kankakee County area. Its development could forever change the landscape of the northern tier of townships in Kankakee County, as the proposed southern edge of that airport would be only two miles north of the Kankakee County line.

SUMMARY

Planning is an exercise in anticipating the future wants and demands of the community, making the best educated assumptions as to what will happen, and in documenting the reasons for those potential futures. At this point in the history of Kankakee County, a great number of those assumptions are more uncertain than in past years. This will certainly make the planning process more of a challenge.

THE PLANNING PROCESS

MPO PURPOSE

Since the 1960's, the federal government, through the U.S. Department of Transportation, has been in charge of requiring that all state and local governments engage in a "continuing, coordinated, and cooperative" effort of transportation planning. The Illinois Department of Transportation has been an active partner with local government in this area.

The Transportation Equity Act for the 21st Century (TEA-21) requires a five-year comprehensive update of the Long – Range Transportation Plans for all Metropolitan Areas in the country. The Kankakee Area Transportation Study (KATS) is assigned the responsibility of preparing this plan for the Kankakee Metropolitan Area.

The authority for transportation planning in the Kankakee Metropolitan Area lies in the Metropolitan Planning Organization (MPO), which includes all local officials. The MPO consists of the local and state officials for the area, meeting on a regular basis, to discuss the performance of transportation planning for the area. The MPO directs staff to perform the transportation planning function. The staff, the products, and the process of transportation planning are the Kankakee Area Transportation Study (KATS). KATS planning activities are funded by annual federal and state funding allocations, matched by 20% local funds. The lead agency of KATS is Kankakee County, through its Planning Department. Historically, Kankakee County has also been responsible for financing the local share.

MPO MEMBERSHIP

The MPO is governed by a Policy Committee comprised of the following elected or appointed officials:

- Chairman, Kankakee County Board (elected)
- President, Village of Bradley (elected)
- Mayor, City of Kankakee (elected)
- President, Village of Aroma Park (elected)
- President, Village of Bourbonnais (elected)
- District Engineer, Illinois Department of Transportation, District 3 (appointed)
- Representative of the River Valley METRO Mass Transit District Board of Trustees (appointed and non-voting)

The current members of the Policy Committee are:

- Chairman Norm Grimsley, President, Village of Aroma Park
- Vice-Chairman Bob Latham, President, Village of Bourbonnais
- Mr. Karl Kruse, Chairman, Kankakee County Board
- Mr. Gerald Balthazor, President, Village of Bradley
- Mr. Don Green, Mayor, City of Kankakee
- Mr. John Kos, District Engineer, Illinois Department of Transportation, District 3
- Mr. Ken Best, Board member, River Valley METRO

The Policy Committee is advised by a Technical Advisory Committee, which comprises technical personnel from the seven (7) agencies listed above. The current members of the Technical Advisory Committee are:

- Chairman Jim Piekarczyk, County Engineer, Kankakee County
- Vice-Chairman James Brooks, Village Engineer, Village of Aroma Park
- Dr. Mike Gingerich, Village Engineer, Village of Bourbonnais
- Mr. Don Mayes, Village Engineer, Village of Bradley
- Mr. Dave Tyson, City Engineer, City of Kankakee
- Mr. Lou Paukovitz, Illinois Department of Transportation, District 3
- Mr. Rob Hoffmann, Managing Director, River Valley METRO Mass Transit District (non-voting)

The authority of the MPO and KATS and the responsibilities of each of the member agencies are set forth in a Cooperative Agreement that was adopted in February 1983. This Agreement can be found in the accompanying Appendix.

The MPO Policy and Technical Advisory Committees meet on an "as needed" basis (usually every other month) and involve the public in their deliberations and decisions by publishing the meeting dates and places in the local newspaper of greatest daily circulation for public information. Public involvement is also gathered through a website maintained by the Planning Department at <http://www.k3county.net>.

THE ROLE OF KATS

The lead agency for the Kankakee Area Transportation Study is Kankakee County. The staff who perform the work program are employed by the Kankakee County Planning Department, under the direction of Mr. Mike Van Mill, Director.

The work program for KATS is approved annually by both the MPO Technical Advisory and Policy Committees, and the work products (Unified Work Program and Transportation Improvement Program) are reviewed, modified, and approved by these two MPO Committees. The products, once approved, carry the label of KATS.

KATS materials are forwarded to the appropriate IDOT personnel for their review, and the subsequent documents are on file with both state and local agencies as MPO approved documents.

DEMOCRAPHICS & COUNTY DEVELOPMENT TRENDS

DEMOCRAPHICS AND THE PLANNING PROCESS

As with any planning exercise, a demographic evaluation of the community is a critical step in the process. For KATS and the entire Kankakee region, this analysis becomes more critical as this update includes data from the 2000 census and new development information of the area collected by the County Planning Department.

The demographics, or population characteristics, of a community are central in the development and formation of goals and objectives of a Transportation Plan. Age, income, population growth trends, where people work - among many other statistical factors - serve as key pieces of information to developing the Plan's goals and objectives. For in the end, these goals and objectives must adequately meet the unique needs of the Kankakee community.

STUDY AREA

The study area for demographic analysis and presentation in this Long Range Transportation Plan is Kankakee County (see **Kankakee County Major Road Network, Figure 1**). The data shown is primarily County level data. Shown in Figure 1 (in gray shading) is the 2004 Urbanized Area, which is the jurisdictional planning and project area of the MPO, and the primary study area of this Long-Range Plan. It is difficult to interpolate the census data to these exact boundaries, and no attempt to do

so will be made by this report. When available and applicable, data will be presented by jurisdiction.

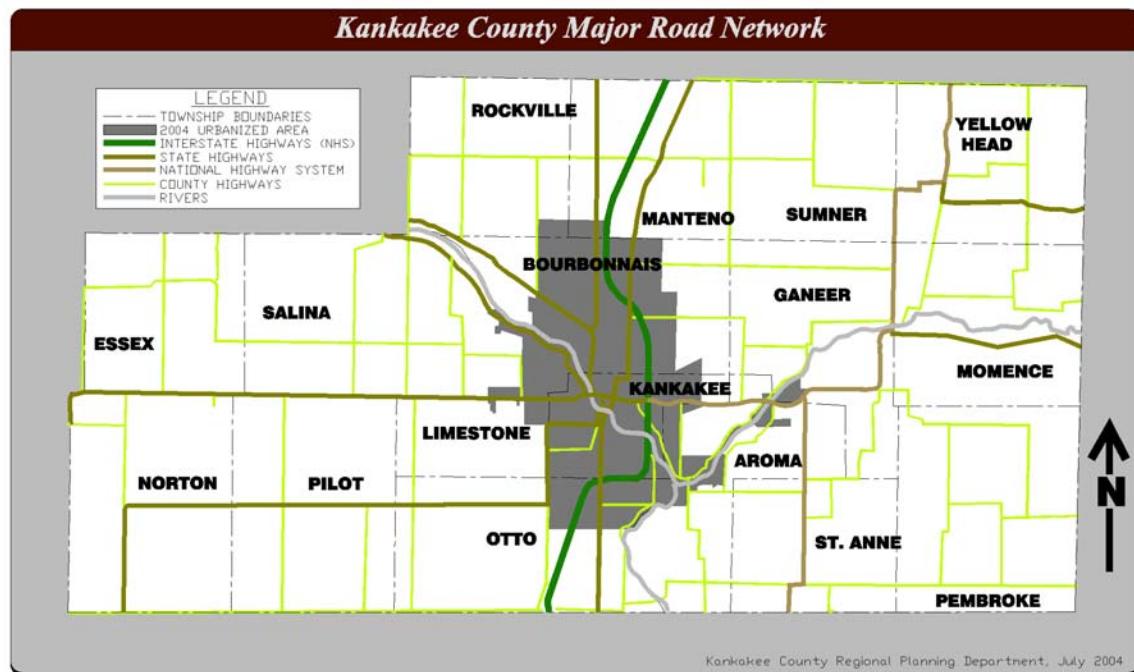
This Plan addresses two primary geographical areas: 1. the Kankakee "Urbanized Area", and 2. the 25-year planning boundary. The minimum jurisdictional planning boundary of KATS is Kankakee County's "Urbanized" Area as defined by the U.S. Census Bureau based upon a statistical analysis of population and development densities. In early 2003, KATS received the Census' urbanized boundary map. Upon review by the MPO Policy Committee and based current developmental trends, the local approved Urbanized Area for transportation planning purposes was expanded and is shown below in the **2004 Urbanized Area – With Classification Roads, Figure 2**. The 25-year planning boundary developed later in this Plan includes the current Urbanized Area and extended areas anticipated to be within the urban area in the next 25 years.

DESCRIPTION OF URBANIZED AREA

The Kankakee Urbanized Area comprises the municipal boundaries of the City of Kankakee, the Villages of Aroma Park, Bourbonnais, Bradley, and Sun River Terrace, and portions of unincorporated Kankakee County adjacent to these municipalities (see Figure 2). In addition, any time a municipal boundary changes to include area, that new land automatically becomes part of the Urbanized Area.

As mentioned previously, the U.S. Census Bureau defines the minimum Urbanized Area. The most significant change from the 1990 urbanized map is

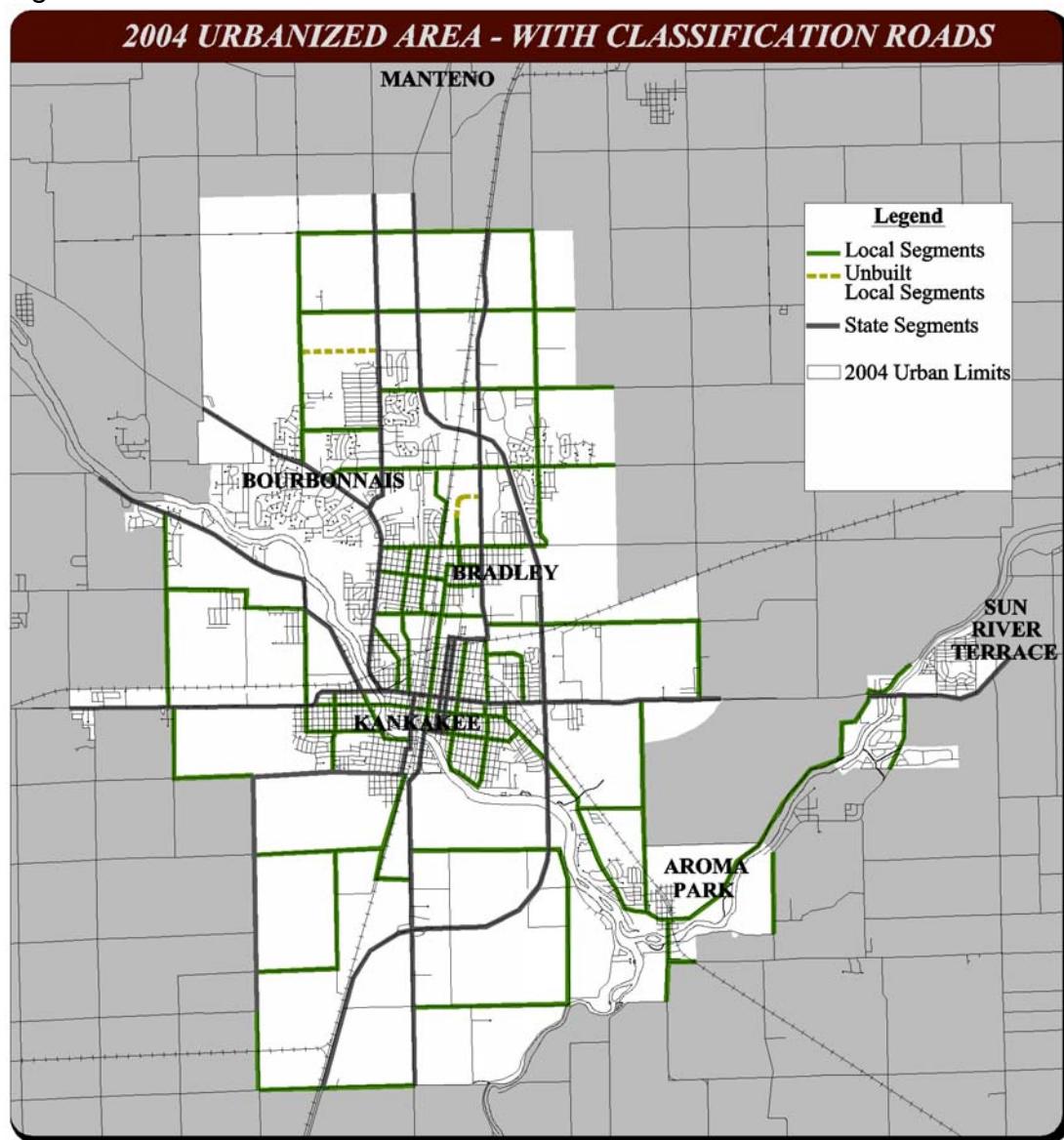
Figure 1



the inclusion of the Village of Sun River Terrace. In addition, and as also mentioned previously, the MPO expanded the Census' urbanized area to reflect municipal boundary expansions and potential growth areas. It should be noted that the demographic data in this section only reflects the Census Bureau's defined urbanized area, not areas that have been added by the Metropolitan Planning Organization (MPO). The source for the tables and charts was obtained from the U.S. Census Bureau 1990 and 2000 counts, unless otherwise noted.

Figure 2 also introduces the classified road system for the 2004 Urbanized Area, showing the State of Illinois system and local system. There are categories of classification, but they have been collapsed into state and local systems throughout this report. If the reader requires more specific information on the roadway classification systems, please contact the Kankakee County Planning Department for clarification.

Figure 2



POPULATION

County-Wide Population Analysis

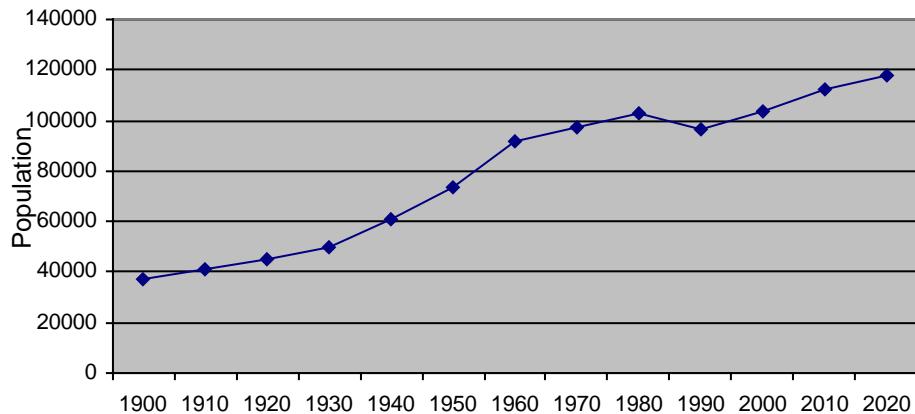
Kankakee County and its urbanized area are growing again. Data from the 2000 Census and local new housing start information (1990 to present) show a resurgence in the local economy and the population rebounding since significant declines during the early- and mid-1980's.

The 2000 Census shows the population of the County at 103,833. This is a net increase of 7,578 residents since the 1990 census count. Historically, this increase represents the largest increase in populations since the 1950's.

Evaluating the growth on a Statewide level from 1990 to 2000 however shows that Kankakee's growth percentage of 7.9% is not in keeping with the State average. During this same time period, the State increased its population by 8.6%. The projected population increase between 2000 and 2002 is also showing a growth rate less than the State average – 1.5% compared with .8% for the County. The following graph shows the historical growth trends of Kankakee County and projected growth through 2020. The projection uses the conservative 0.8% annual growth rate.

CHART 1.

Kankakee County Population & Projections 1990 - 2020



Municipal Growth & Urbanized Area Population

Most of Kankakee County's population resides within municipal boundaries. The nineteen municipalities within Kankakee County now represent 71 percent of the County's population compared with 69 percent in 1990. All the municipalities within Kankakee County grew over the past decade except for the City of Kankakee and the

Village of Sun River Terrace. The City of Kankakee lost only 84 people, while it is believed that Sun River Terrace was significantly undercounted. Table 2, below, illustrates the growth trends for the municipalities within the County's Urbanized Area. A special census conducted in 2004 by the Village of Bourbonnais revealed a population of 16,381. This reflects a 9% increase in the Village's population since the 2000 Census figure.

TABLE 2.**Incorporated Areas and Population Change**

COMMUNITY	1990 POPULATION	2000 POPULATION	% CHANGE
Aroma Park	690	821	+ 16.0%
Bourbonnais	13,934	15,256	+ 8.7%
Bradley	10,792	12,784	+ 15.6%
Kankakee	27,575	27,491	- 0.3%
Sun River Terrace	532	383	- 38.9%
TOTAL	53,523	56,735	+ 5.7%

Source: U.S. Census Bureau

Kankakee County has become more urban. In 1980, two-thirds of the population lived in an urbanized area and by 2000, the number of people living in an urbanized area (incorporated communities within Kankakee County) increased to 73 percent. The farm population, which is a subset of the rural population, declined from 1980 when 4,861 or 4.7% of the population of Kankakee County lived on farms to 1,487 people in the 2000 census reflecting just 1.4% of the population.

According to the 2000 Census, the **Kankakee Urbanized Area's**¹ population is 65,073 persons, which accounts for nearly 63% of the County's total population.

Race

Table 3 is a chart depicting the racial characteristics within the Urbanized Area.

Unlike much of the nation, including Illinois, Kankakee County has not yet seen the explosion in Hispanic population that has fueled population growth. However, Hispanic and Latino populations within Kankakee County have grown. In 1980 the County had 1,252 Hispanics, 1,704 in 1990, in the 2000 Census the Hispanic population almost triple to 5,024. The Hispanic population however only represents 4.8 percent of the total population of Kankakee County compared with 12.3 percent of the State's.

The County's African-American population has remained stable at 15.5 percent of the population compared with 15.1 percent of the State. The African-American population in 1980 was 14,836, in 1990 the number declined to 14,293, but in 2000 the Census reported 16,065.

¹ Definition of "Urbanized Area" is on Page 8.

TABLE 3.**Urbanized Area – Racial Characteristics**

RACE	TOTAL	PERCENT
<i>White</i>	47,205	72.6%
<i>Black or African American</i>	12,713	19.5%
<i>Hispanic or Latino</i>	3,608	5.5%
<i>Other*</i>	1,547	2.4%
Total	65,073	100%

**Other includes – American Indian, Alaska Native, Asian, Native Hawaiian, and some other race.*

Age

The 2000 Census shows the average age of the Urbanized area to be 33.8 years, while the average for the State of Illinois being 34.8 years of age. The residents of the Village of Bourbonnais have the youngest median age at 31.9 years, followed closely behind by the City of Kankakee at 32.3 years. Persons between the ages of 18–54 make up nearly 52% of the Urbanized Area total population, while only 13% are between age 60 or older. The table below shows the age breakdown for the Urbanized Area.

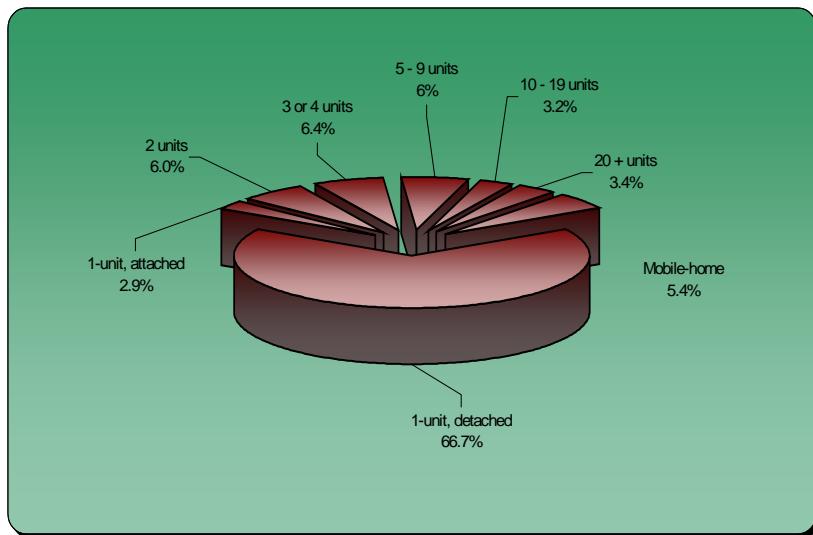
TABLE 4.**Urbanized Area – Age Statistics**

AGE	MALE	PERCENT	FEMALE	PERCENT
<i>Less than 5 years of age</i>	2,429	7.8%	2,339	6.9%
5 – 17	6,724	21.5%	6,138	18.2%
18 – 21	2,032	6.5%	2,266	6.7%
22 – 29	3,614	11.6%	3,730	11.1%
30 – 44	6,923	22.1%	7,233	21.4%
45 – 54	3,813	12.2%	4,178	12.4%
55 – 59	1,451	4.6%	1,461	4.3%
60 – 64	1,027	3.3%	1,213	3.6%
65 – 74	1,758	5.6%	2,314	6.9%
75 – 84	1,182	3.8%	2,042	6.1%
85 +	308	1.0%	803	2.4%
Total	31,261	100%	33,717	100%

Housing and Households

The number of housing units in Kankakee County increased from 37,001 in 1990 to 40,610 in 2000. This reflects nearly a 10% increase. The County, over the past 24

years, has added 2,297 housing units with an average of 96 units annually. Over the past 10 years (1994-2003), however, the County added an average of 140 units annually. Of the housing units within Kankakee County, nearly 60% or 24,126 of those housing units are within the Census defined Urbanized Area. Of those housing units, over 65% represent 1-unit detached structures while slightly over 5% were mobile homes. Chart 2, below, shows the characteristics for housing in the Urbanized Area.

CHART 2.
Urbanized Area – Housing Characteristics


Household growth in Kankakee County outpaced population growth as household size nationwide continues to shrink. The County increased the number of households between the 1990 to 2000 census by 3,595 from 34,588 to 38,182. This is also an increase over the 1980 census when households numbered 35,125.

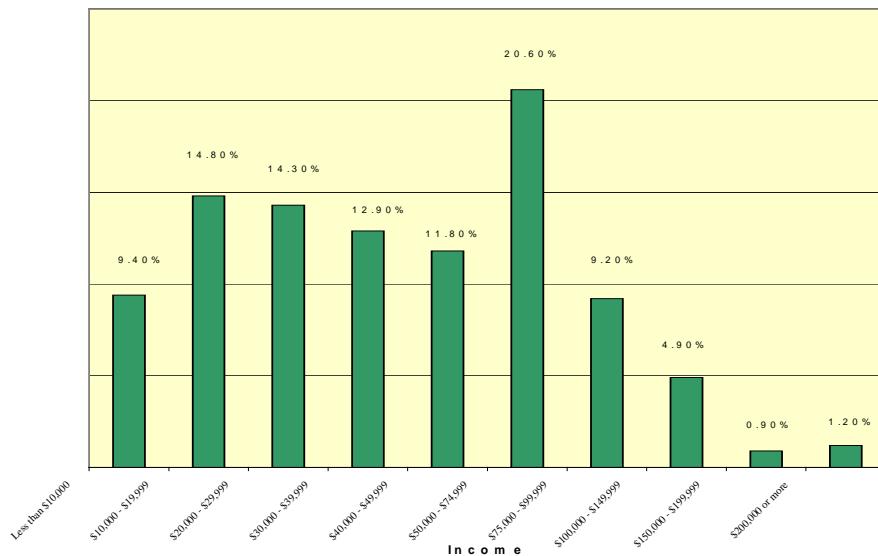
The average household size within the urbanized area is 2.56 persons. The average household size County-wide has decreased from 2.68 persons in 1990 to 2.61 persons in 2000. Within the urbanized area, the Village of Sun River Terrace has the largest household size at 2.74 persons.

The 2000 Census shows the per capita income for the Urbanized Area at \$18,258. Kankakee County's per capita income for the 2000 Census was \$19,055, an increase of \$6,913 when compared to the 1990 Census. The County-wide increase in per capita income reflects a 57% increase from 1990 to 2000. The per capita income for the State of Illinois was \$23,104 in 2000, an increase of nearly 35% from 1990.

The 2000 median household income in the Urbanized Area is \$38,667. In comparison, County-wide median household income is \$41,532. The County-wide figure represents an increase of \$13,248, or 31.9%, since 1990. The State of Illinois median household

income was \$46,590, \$5,058 more than Kankakee County. The above figures suggest that the County's income figures are generally increasing faster than the State as a whole. The Chart below shows the distribution of household income within the Urbanized Area.

CHART 3.
Urbanized Area – Household Income



Poverty

Poverty statistics show that, in the Urbanized Area, 8,190 persons were below the poverty level. This represents approximately 12.6% of the Urbanized Area population. Of those 8,190 persons, nearly 50% resided in households that were headed by females, with no husband present. For comparative purposes, State income figures show that nearly 11% of the State's population fall below the poverty level. A family unit with four persons residing together making less than \$17,603 in the year 2000 were considered to be below poverty level, as compared with \$13,359 in 1990.

Listed below in Table 5 is a chart showing the poverty breakdown by age for the Urbanized Area. You will note that a portion of the data in Table 5 shows individuals under 5 and 5-17 years of age, these figures represent children residing in a household that has been determined to either be below or above the poverty level.

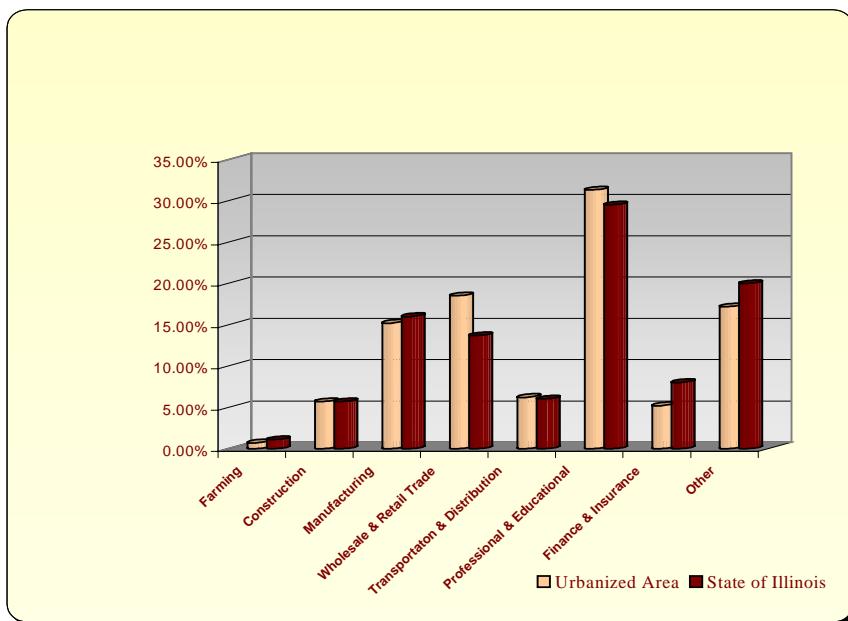
TABLE 5.**Urbanized Area – Poverty Statistics by Age**

CATEGORY	BELOW POVERTY LEVEL	AT OR ABOVE POVERTY LEVEL
<i>Under 5 years of age</i>	888	3,824
5 – 17	2,322	10,346
18 – 24	1,208	4,575
25 – 34	1,013	7,818
35 – 44	1,033	8,593
45 – 54	659	7,025
55 – 64	472	4,494
65 – 74	298	3,612
75 and over	297	3,475
Total:	8,190	53,762

Employment

Within the Urbanized Area there are 29,937 employed persons age 16 years and over, of that, nearly 52% are male workers. Over 30% of the working population in the Urbanized Area are employed under the classification of Professional or Educational. This category represents fields such as healthcare, social services, management, and educational services. This compares favorably to Illinois, where nearly 30% are employed in this field. In the Urban Area, 6% of workers are classified in the field of Transportation and Distribution, this classification represents fields such as truck, rail, and water transportation, warehousing and storage.

Chart 4 compares the distribution of employment by sector for the civilian employed labor force (ages 16 years and over) for the State and the Kankakee County Urbanized Area.

CHART 4.**Labor Force – Kankakee County & State****Education**

Educational attainment is a key indicator of competitiveness in today's environment. With increasing reliance upon more technology in any employment sector, the number of college graduates is a key indicator of an area's potential to meet employer's needs.

With over 33% of its population having an associates degree or higher, the Village of Bourbonnais has the population with the greatest percentage of educational attainment. This compares to nearly 20% of the residents of Bradley and nearly 19% of the residents in the City of Kankakee.

Over 78% of the Kankakee Urbanized Area, age 25 years and older, have at least a high school diploma. Of that 78%, nearly 9,000 claim to have an Associates degree or higher. Table 6, below shows the breakdown for the Urbanized Area by educational attainment and by sex for persons 25 years of age and over.

TABLE 6.**Urbanized Area – Educational Attainment By Sex (25 years of age and over)**

EDUCATION LEVEL	MALE	FEMALE	TOTAL	PERCENT
<i>Less than 9th grade</i>	1,788	1,505	3,293	8.1%
<i>9th – 12th grade, no diploma</i>	2,511	2,202	4,713	11.7%
<i>High School graduate</i>	6,152	7,402	13,554	33.5%
<i>Some College, no degree</i>	4,095	5,139	9,234	22.8%
<i>Associates degree</i>	1,027	1,441	2,468	6.1%
<i>Bachelor's degree</i>	1,900	2,041	3,941	9.7%
<i>Graduate or Professional degree</i>	1,314	1,264	2,578	6.4%
Total	18,787	21,664	40,451	100%

In 1990, Kankakee County had 12% of its population holding at least a bachelor's degree. This increased to 15% by the 2000 Census. However, this is behind the Chicago metropolitan area that has 30% of its population of 25+ holding a degree. Adjacent Will County has 26% of its 25+ population holding a degree and overall the State has 26% holding degrees. This may represent a competitive disadvantage in a society that increasingly is looking for higher skill levels in its workers.

Transportation Means and Travel Time

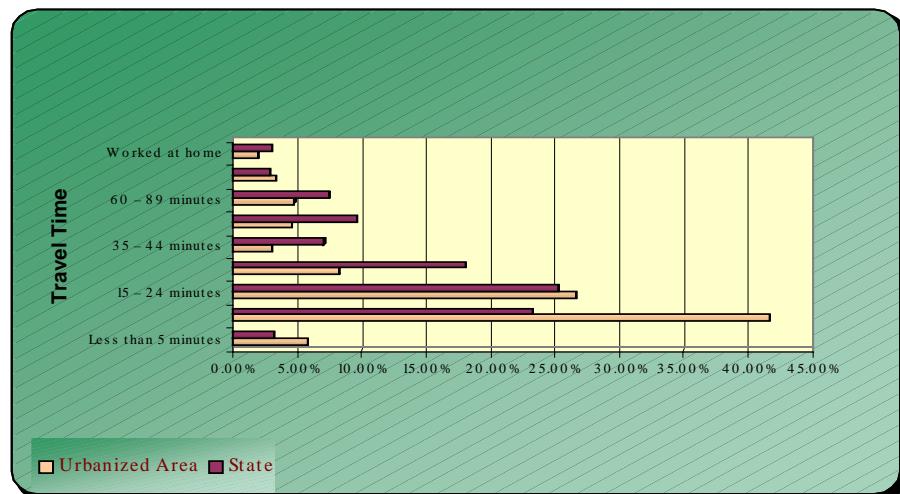
According to the 2000 Census, over 92% of workers within the Urbanized Area commuted to work via car, truck or van. Of this percentage, almost 80% drove alone and 13% carpooled. Data shows that only 2.0% of the Urbanized Area work from their homes. The Village of Aroma Park has the largest percentage of residents working out of their home at nearly 5%. Over 3% of the working population, 16 years and over, worked from their homes within the State of Illinois, which compares favorably with the National average at 3.3%.

In the City of Kankakee, 1.4% of its population, 16 years and older, uses public transportation to commute to work. The next highest population percentage using public transportation is the Village of Aroma Park at 1.1%. On the State level there are nearly 9% of this same category that use public transportation to travel to work, while less than 5% use public transportation on the national level. Table 7, below, shows the means of transportation for the urbanized area.

TABLE 7.
Urbanized Area – Means of Transportation to Work
(16 years of age and over)

MEANS OF TRANSPORTATION	NUMBER	PERCENT
<i>Car, Truck, or Van</i>	27,179	92.7%
<i>Drove Alone</i>	23,375	79.7%
<i>Carpooled</i>	3,804	13.0%
<i>Public Transportation</i>	307	1.0%
<i>Bus</i>	173	0.6%
<i>Railroad</i>	125	0.4%
<i>Taxicab</i>	9	0.03%
<i>Motorcycle</i>	21	0.1%
<i>Bicycle</i>	118	0.4%
<i>Walked</i>	860	2.9%
<i>Other Means</i>	237	0.8%
<i>Worked at home</i>	600	2.0%
Total	29,322	

Data from the 2000 Census shows that it took nearly 42% of the Urbanized Areas workers age 16 years and over, between 5-14 minutes to commute to work. This percentage is high when compared with the State at 23% and the Nation at 25% for the same commute times. The mean travel time to work for Kankakee County was 23.6 minutes in 2000, an increase of 3.7 minutes or 16% from 1990. However, commute time for Kankakee County residents is much shorter than the average 28-minute commute for the State.

CHART 5.
Employment Travel Times Comparison – Kankakee County & State


The relationship between place of work and home shows that Kankakee County is its own central place, but that the strength of this relationship is diminishing. Over the past decade, fewer are sharing a closer work-live relationship. The 1990 Census showed 82% of the workers lived within Kankakee County also worked within the county and 88% of the jobs in Kankakee County went to residents of Kankakee County. This compares with the 2000 Census that reported 78% of the workers worked and lived within Kankakee County and 83% of the Kankakee County jobs went to Kankakee County residents.

In spite of this difference in work-live relationship Kankakee County is still a very strong central place and its residents and employers have very little interaction with the adjacent metropolitan area of Chicago, which is why Kankakee County remains its own Metropolitan Statistical Area (MSA).

OVERALL GOALS

The goals for the Long-Range Plan are those outlined in the federal legislation that calls for the creation of the Long-Range Plan. Since a new federal transportation bill has not yet been enacted, the language of the TEA-21 federal legislation still governs this project.

The goal statements to follow will contain the general language of TEA-21, the specific application to the Kankakee metropolitan area, and examples of local government action to accomplish the particular goal. In some cases, the goal will apply only in a very narrow application, and this fact will be addressed.

GOAL 1: SUPPORT THE ECONOMIC VITALITY OF THE METROPOLITAN AREA, ESPECIALLY BY ENABLING GLOBAL COMPETITIVENESS, PRODUCTIVITY, AND EFFICIENCY

This Plan recognizes that economic viability and transportation are elements of a local area that are forever intertwined. One does not exist without the other, and each feed on the other. The strength of the local transportation network to the Chicago global economy is one of the Kankakee metropolitan area's chief assets.

The geographical location of the Kankakee metropolitan area allows it to have access to the global market of Chicago. The transportation systems in place to aid that access are strong (especially through highway and rail freight), and new and stronger

transportation systems to access that market are proposed in this Plan.

The largest single project in the history of the Kankakee metropolitan area to facilitate access to global markets would be the development of the South Suburban Airport. The associated construction, employment, and global access of the Airport would all be critical to the global competitiveness, productivity, and efficiency of the Kankakee metropolitan area. The South Suburban Airport would be the single largest economic engine ever for Kankakee County.

Transportation plans highlighted in this document will show a project designed to provide improved access for east-west travel in the northern area of Kankakee County. This has been noted as a critical need for current travel, and the improved corridor would be an enormous potential for economic vitality in the area between Bourbonnais, Bradley and Manteno. This potential corridor for travel is essential to take advantage of development that will occur with the South Suburban Airport.

This potential project has been inspired by issues of truck freight traveling through many communities in Kankakee County without destinations within that community. The improvement of east-west access within the County, coupled with a potential interchange on Interstate 57 at 6000 N Road would certainly support the economic vitality of the metropolitan area.

Preserving corridors for future transportation access is a major goal of this Plan. The preservation of such access will allow the transportation system to serve economic goals through the concentration of development along improved areas of access, and will allow for continued economic vitality along those corridors of improved access.

GOAL 2: INCREASE THE SAFETY AND SECURITY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NONMOTORIZED USERS

Safety and security issues in the transportation system were severely tested in the March 15, 1999 Amtrak crash at McKnight Road in Bourbonnais, when the City of New Orleans crashed with a truck loaded with steel, and 11 people died in the accident. The lessons learned in this accident and its aftermath have led to vast improvements in the way transportation and other incidents are handled in the Kankakee metropolitan area.

As a direct result of the accident, every effort has been made to eliminate or reduce the number and potential severity of railroad/road grade crossings in the Kankakee metropolitan area. All new projects along the rail corridor between Kankakee and Chicago have the goal of reduced exposure to this accident potential.

Specific examples of activity already underway is the relocation of the intersection of St. George Road and Illinois Route 50 to allow for more road space to stack vehicles between the railroad tracks and the adjacent intersection. The rail crossing of McKnight Road with the Canadian National Railroad is being closed, with traffic being rerouted to use the new intersection at St. George Road.

The metropolitan area requested that the Illinois Department of Transportation study the possibility of an interchange on Interstate 57 with 6000 N. Road. The belief is that traffic internal to the area bounded by U.S. Route 45 and

Illinois Route 50 between Manteno and Bourbonnais could gain access to Interstate 57 by an interchange that would not require crossing the Canadian National Railroad tracks.

Major efforts have been made in the area of communications for incident management after the accident, and those efforts represent the major response from the Kankakee County community as a whole to the safety and security issue in the County. All of the various agencies of public safety learned that the old methods of communication had them competing for a few channels would forever leave them swamped in a situation of any severity. Those critical links of communication have been broadened, and like agencies (fire department, police) now have special channels that allow them to link with each other without having to fight for airspace.

Traffic accident data is analyzed periodically through the MPO. The last such effort was just prior to the 1999 Long-Range Plan, and the next effort is planned to occur in 2005, for the calendar year of 2004. The data collection will be comprehensive among the jurisdictions of the MPO.

It is hoped that the establishment of a GIS base network will aid in future collection and analysis of accident data, so that a continuing program of analysis is possible, rather than the one year effort that has occurred in the recent past. Continuing and comprehensive data collection and analysis of accident data is the goal of the Kankakee Area Transportation Study.

GOAL 3: INCREASE THE ACCESSIBILITY AND MOBILITY OPTIONS AVAILABLE TO PEOPLE AND FOR FREIGHT

Recognizing the overwhelming dependence on automobile travel in the area, the Kankakee metropolitan area has developed a transit system that completed its first five years of service in June 2004. The area is also considering the feasibility of the extension of rail commuter service to the community. Freight options of rail and highway traffic have occupied a great deal of interest in the Kankakee metropolitan area in the past few years.

The River Valley METRO Mass Transit District was established for service in July of 1999, and now carries nearly 200,000 passengers per year. This action increased accessibility for a large segment of the population that was under served in the past. The METRO service is running at roughly half the service that was recommended by the consultant study that established the system in 1999. METRO is currently attempting to raise that service level to what was recommended through an effort to obtain state legislation to set the state operating assistance high enough to fund the initially recommended service.

The growing number of Kankakee County residents working in the Chicago downtown area and the potential future population wishing access to the Chicago employment market has led the Kankakee metropolitan area to research the feasibility of rail commuter service to the area. The Commuter Rail Feasibility Study Task Force has been meeting for over a year to find methods for the extension of commuter rail service from

the present terminus at University Park southward to Kankakee County.

Safety in the freight movement area has occupied a great deal of effort in the past five years, as is evidenced by the activities mentioned under Goal 2, above. The improvement of safety and the attempt to provide access corridors for highway freight that does not include traffic movement through downtown areas is an improvement in the options available for freight movement.

GOAL 4: PROTECT AND ENHANCE THE ENVIRONMENT, PROMOTE ENERGY CONSERVATION, AND IMPROVE QUALITY OF LIFE

This Plan encourages the need to consider the overall effects of transportation decisions, including the social, economic and environmental effects. Energy conservation is promoted through transportation projects, and through special studies done through KATS leadership. The Plan encourages the effective Land Use Planning efforts of all governmental units in Kankakee County.

Projects using Enhancement funding from the Illinois Department of Transportation have been conducted in the area, particularly in the downtown area of Kankakee, where street lighting and sidewalk projects have been funded.

The predominant mode of transportation in the Kankakee metropolitan area is the use of the automobile. Since the publication of the last Long-Range Plan, a transit system has been implemented for the Urbanized Area, and has grown to the extent that nearly 200,000 trips

were taken in the most recent fiscal year. These represent trips that would previously have been taken by automobile or not taken at all. This represents a major change in the impact on the environment and in the quality of life of County residents.

Each local unit of government performs its own Land Use Planning activity. The function of the MPO in this area is to recognize the transportation and environmental impacts of those land use decisions, and to attempt to plan transportation systems to deal with its impacts.

GOAL 5: ENHANCE THE INTEGRATION AND CONNECTIVITY OF THE TRANSPORTATION SYSTEM, ACROSS AND BETWEEN MODES, FOR PEOPLE AND FREIGHT

There have been a number of special studies either performed or being performed in the Kankakee metropolitan area which deal with the topic of integration and connectivity of area transportation systems. Those points of modal interface will be discussed at length in the discussion of the special studies performed.

The lack of east-west access through the northern portion of Kankakee County has been identified as a problem area, particularly in relation to the potential interchange with Interstate 57 at 6000 N. Road. The proposed solution to this issue involves the connectivity of much of the transportation system for Kankakee County.

A major portion of this report (the Corridor Preservation effort) will deal

with a local effort to preserve connectivity into the future. A more detailed explanation of the process will be provided in the Plan, and this process is also a key component of the answer to Goal 7, below.

GOAL 6: PROMOTE EFFICIENT SYSTEM MANAGEMENT AND OPERATION

Based upon interpretations of the federal guidelines, the Kankakee metropolitan area was not required to participate in any of the "Management Systems" as stated by the TEA-21 legislation. Some of the "Management Systems" may be adopted by the Kankakee metropolitan area, simply because they may be the best idea for the area in the transportation planning effort.

GOAL 7: EMPHASIZE THE PRESERVATION OF THE EXISTING TRANSPORTATION SYSTEM

It is the stated purpose of this Plan to do everything possible to ensure the preservation of the existing transportation system. The major effort to achieve that goal is the Corridor Preservation effort, which has the purpose of protecting and preserving the crucial transportation corridors of Kankakee County.

The prioritization of roadway corridors is the key principle in the Corridor Preservation effort, so that the most important corridors will receive the maximum effort for future preservation of right-of-way. The higher the prioritization, the greater the right-of-way to be preserved.

ON-GOING PLANNING PROCESS

The transportation planning process for the Kankakee metropolitan area has its roots established in the 1940s.

Numerous plans have been produced over the intervening sixty years, and various degrees of success have been achieved. With the establishment of the Kankakee metropolitan area as an SMSA (Standard Metropolitan Statistical Area) by the U.S. Census starting with the 1980 Census, this transportation planning process became more regulated.

The pattern of transportation planning now requires a five-year window between plans, and has some federal requirements attached to the planning process. Over the years, local efforts had become wish lists for future projects, and the 1999 Long-Range Plan was guided by some locally imposed guidelines.

1999 LONG-RANGE PLAN

The Technical Advisory Committee directed staff to follow two broad guidelines for the last Long-Range Plan (1999). They were:

- MAINTAIN FISCAL CONSTRAINT

Staff was directed to develop a list of projects that were perceived as necessary, without funding commitments from outside sources. Staff was, then, directed to find a funding source and cost estimate for all projects possible in a fiscally constrained section of the report.

- MORE TRANSPORTATION SPECIFIC PLANS

Staff was directed to limit projects mentioned in the Long-Range Plan to those with a direct transportation link

The results of the 1999 Long-Range Plan were as follows:

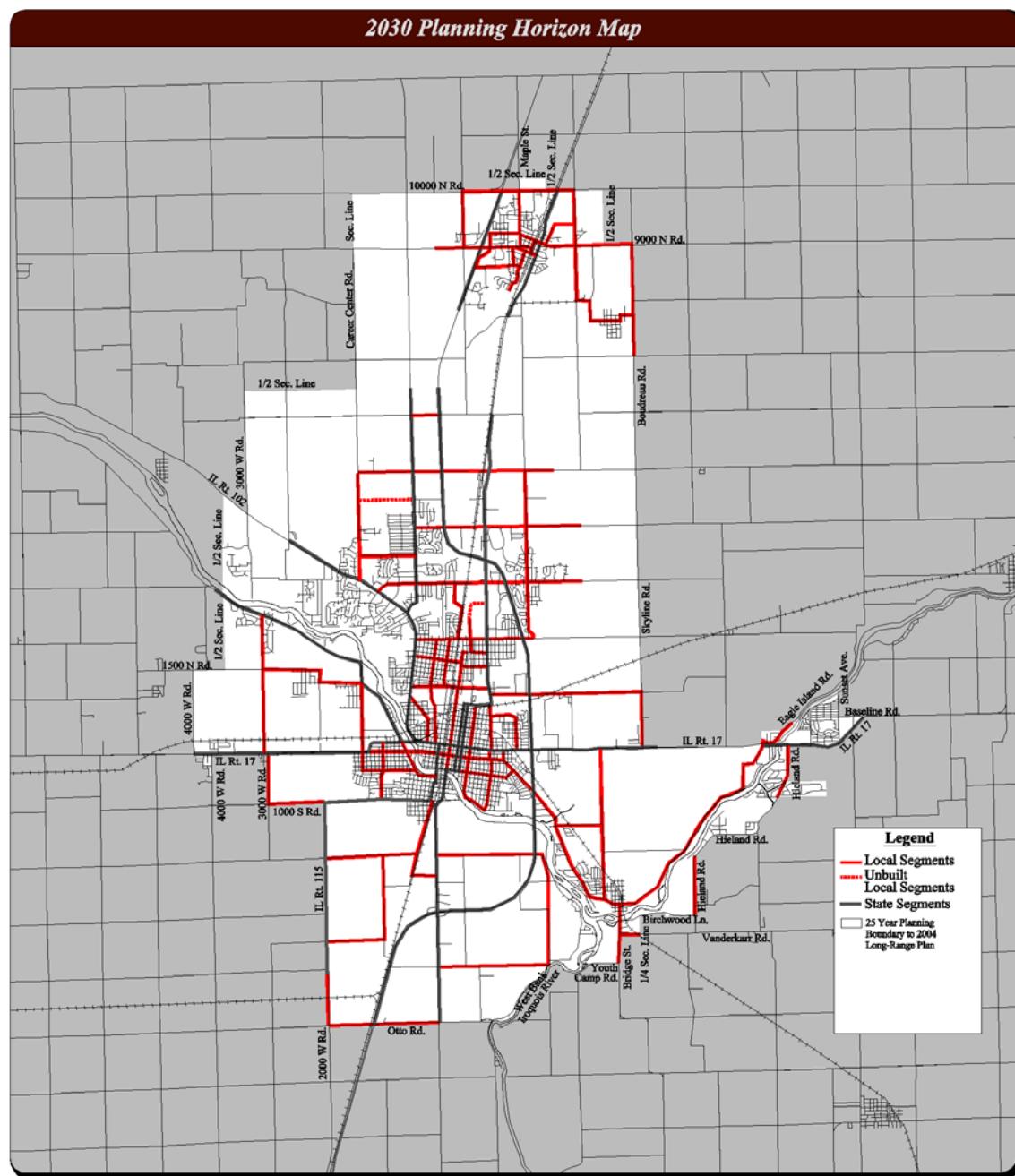
- The MPO should document the establishment of the River Valley METRO Mass Transit District, and the introduction of transit service within the Kankakee metropolitan area in July 1999.
- The MPO should document the re-establishment of rural transit service within Kankakee County.
- The MPO should state that the Western Road Metroplex Study had determined that the public support was insufficient for a western bypass of the Kankakee metropolitan area combined with a new river crossing.
- The MPO should press for the Illinois Department of Transportation to study a potential interchange with Interstate 57 at 6000 N. Road.
- The MPO should continue to monitor the status of the plans for the South Suburban Airport.
- The MPO should continue to monitor the status of the plans for High Speed rail service through Kankakee County.
- The MPO should update the Trailways and Greenways Plan, as needed.

2030 PLANNING HORIZON BOUNDARIES

One of the key items contained in each Long-Range Plan is the estimate of the area that will be developed in the target year for the Plan, in this case the year 2030, or 25 years into the future.

In the development of this 2030 Planning Horizon Area, the members of the Technical Advisory and Policy Committee are guided by their knowledge of the areas that are at some stage in the development process. They are further guided by detailed knowledge of local development trends and have used this knowledge to develop the **2030 Planning Horizon Map, Figure 3**.

Figure 3



This map shows the inclusion of the metropolitan area of the Village of Manteno into the 2030 Planning Horizon Map, recognizing the growth of the Kankakee Urbanized Area to the north toward Manteno, and the growth of the Manteno area to the south. Discussions are underway between the Kankakee Area Transportation Study and the Village of Manteno on the topic of the inclusion of Manteno into the Kankakee Urbanized Area sometime in the future. The timing for the inclusion of Manteno into the Kankakee Urbanized Area would be upon mutual agreement with the member agencies of the Kankakee Area Transportation Study.

The Village of Manteno currently receives federal transportation funding, and has state and local classified roadway systems, as noted in Figure 3. There are gaps between the two classification systems that will be connected by the end of this report.

There are also gaps at some of the edges of other areas of Figure 3, which will also be connected by the end of this report.

The 2030 Planning Horizon Map will form the base on future graphics in the text of this report. In this manner, each graphic can be evaluated in terms of the impact on the expected area of development 25 years into the future.

LAND USE PLANNING

Transportation planning is an exercise in futility if the associated land use planning has not been completed and followed. The Comprehensive Plan for Kankakee County is being rewritten at the present time, and the land use planning for the document is in a draft stage. The current adopted Comprehensive Plan shows a 2012 target date for a future land use map.

Each of the governmental jurisdictions in the Kankakee metropolitan area performs their own land use planning. The current land use plans for those jurisdictions are shown in Appendix A to this Plan.

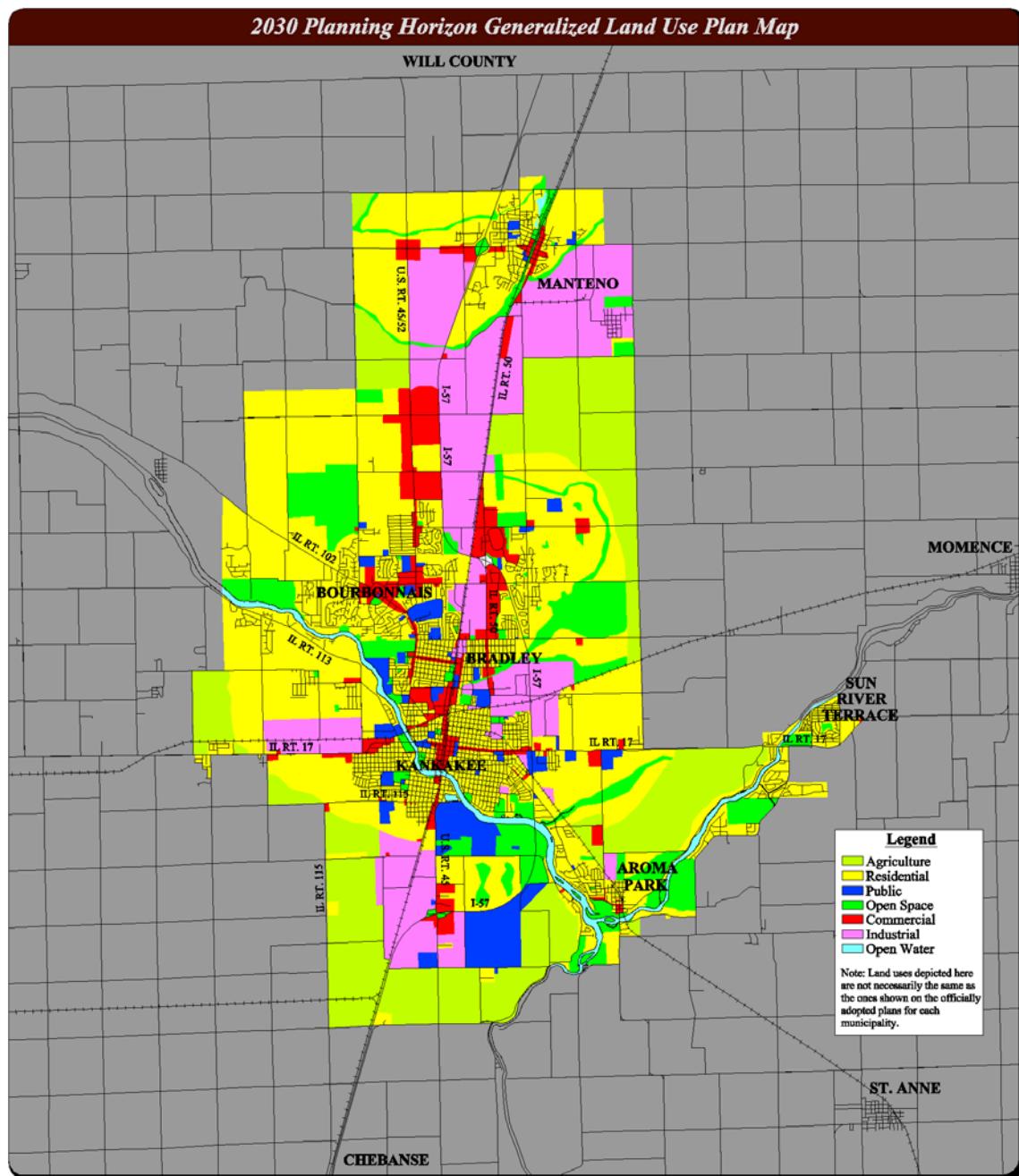
There are limitations in the use of the Land Use Plans shown in Appendix A. The Plans were all adopted in the past, and are not current. The corporate boundaries shown in the Plans are also not current. In many cases, current development has occurred that would make updates necessary. Some of the Plans include planning for the areas covering the mile and one half area outside their boundaries, and some do not.

Taking into account these limitations, and using some judgement in areas of overlapping jurisdictions, the **2030 Planning Horizon Land Use Plan Map**, [Figure 4](#) has been prepared. The Land Use categories used by the various jurisdictions have been collapsed into seven categories.

TRAFFIC MODEL

This Long-Range Plan will not have the benefit of a current traffic model, but will refer instead to the model used for the 1999 Long-Range Plan. These projections will not deal with development of the recent past, and do not utilize the potential interchange at 6000 N. Road with Interstate 57. As such, they are limited in application. There are no better traffic projections.

Figure 4



SPECIAL STUDIES

Since the 1999 Long-Range Plan, a great deal of work has been done by and through the MPO in the area of special transportation studies.

Individually, communities of the MPO area have also performed some projects and studies in this category. These special studies will be described in brief in this section, and will be described in greater detail, later in the Plan.

The first special transportation study is in the area of Commuter Rail. As the population of Kankakee County increases, it is believed that the desire to commute for employment opportunities to south suburban destinations and to downtown Chicago will increase. The current end of the line for commuter rail to Chicago is in University Park, 24.7 miles north of the Amtrak station in downtown Kankakee. A Task Force has been formed to study the feasibility of extending that service to Kankakee County.

The second special study is the Washington Avenue Corridor Study. This was a local attempt to provide increased and improved access for north-south travel in the Urbanized Area. It should be noted that the last Long-Range Plan projected the two current north south routes in the urban area (U.S. Route 45/52 and Illinois Route 50) to be deficient in capacity in the future.

Kankakee County is currently under contract to provide an update to the Comprehensive Plan a study titled the Land Use/Transportation Study. This study will provide the land use plan for a future target year close to the target year for this Long-Range Plan. The study is due for completed in September of 2005, which will be a year after the

due date for this Long-Range Plan. This Transportation Plan recognizes that the County's Comprehensive Plan will also address transportation and transportation-related issues. This Plan promotes the utilization of the upcoming new County Comprehensive Plan in areas the MPO deems appropriate and beneficial.

The City of Kankakee applied for and received funding under the IDOT Enhancement Program for Streetscape Improvements along two sections of Court Street, in accordance with the adopted comprehensive plan to enhance Court Street from the east City limits through the downtown area.

As has already been documented in this document, 11 lives were lost in an Amtrak crash in 1999 at McKnight Road in Bourbonnais. A great deal of planning and implementation activity has taken place to attempt to resolve the issue of at-grade crossings of the Canadian National (CN) line through the community.

The first of these actions was an IDOT project to relocate the intersection of St. George Road and Illinois Route 50 to the east, in order to gain some space between the new intersection and the at-grade railroad crossing on St. George Road. This project has been completed.

The second of these actions is a plan by the Village of Bourbonnais to relocate freight traffic that had used the McKnight Road at-grade railroad crossing to other roadways, including St. George Road and 6000 N. Road. These roadways would have better storage space for traffic waiting to utilize these at-grade railroad crossings.

The local community also proposed an interchange with Interstate 57 at 6000 N. Road, to attempt to give freight traffic generated in the corridor between U.S.

Route 45/52 and Illinois Route 50 an internal outlet for access to Interstate 57. The responsibility for this study currently lies with the Illinois Department of Transportation, District 3.

A local planning effort to deal with the east-west freight traffic generated in this same corridor has resulted in the 6000 N. Road Corridor Study. This effort deals with the access to the potential interchange at 6000 N. Road with Interstate 57. The Kankakee County Board adopted the recommendation for this study on May 11, 2004, and implementation measures are currently under study by the Kankakee County Planning Department.

The final special study is the Corridor Preservation effort, which is a comprehensive, countywide effort to preserve corridors for the existing and future transportation network in Kankakee County. The study began during the final stages of the 1999 Long-Range Plan document, and will be brought to the Kankakee County Board for adoption during the winter of 2004/2005.

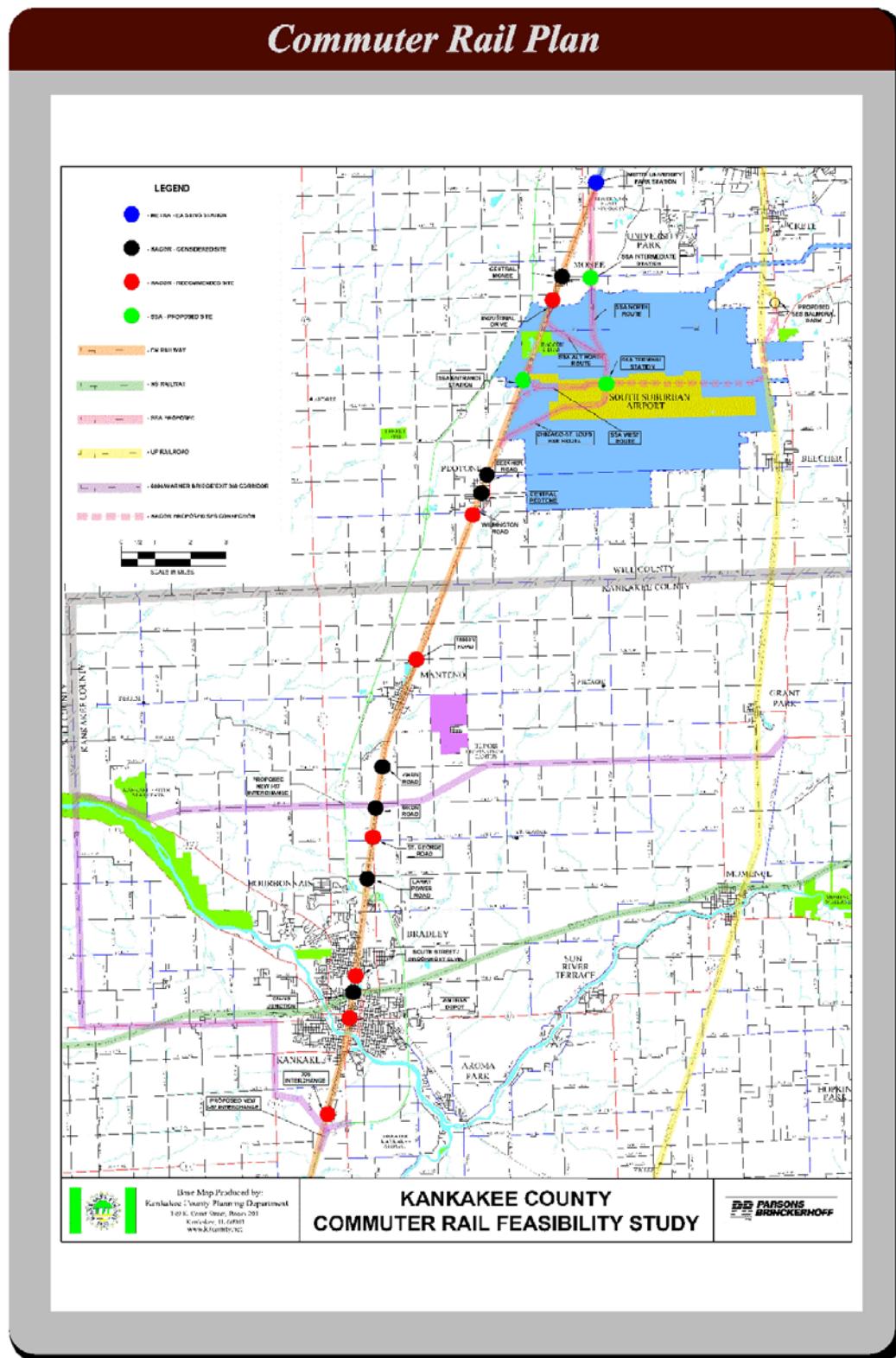
COMMUTER RAIL FEASIBILITY STUDY

In early 2003, a number of requests were made to study the feasibility of the extension of commuter rail service into Kankakee County. After some effort to find the appropriate governmental body to make application, Kankakee County made such an application to the Illinois Department of Transportation to study such feasibility. The grant application was successful.

A Task Force of the impacted jurisdictions along the potential extension was formed. The Task Force includes representatives from Monee, Peotone, Will County, Manteno, Bourbonnais, Bradley, Kankakee, Aroma Park and Kankakee County. This group interviewed and selected the successful consultant for the project, and work began in early 2004.

The consultant studied potential methods of power, potential destination stations in downtown Chicago, potential rail lines, and potential stations along those rail lines. The preliminary recommendations for the system are shown in **Commuter Rail Plan, Figure 5**. These include a connection with the proposed South Suburban Airport, and two potential alternatives to reach downtown Chicago.

Figure 5



One alternative connects proposed Kankakee County service to the existing Canadian National Railroad tracks. This service would connect to the current end of line in University Park to a destination in downtown Chicago of the Randolph Street station.

The second alternative connects proposed Kankakee County service through the South Suburban Airport to the proposed end of the Southeast Service in Balmoral Park to a destination in downtown Chicago of the LaSalle Street station.

The method of power for these services has been proposed, and ridership estimates have been developed. The costs for individual elements of the proposed service alternatives are being developed, and will not be final until after the publication date of this Long-Range Plan.

Institutional issues are an important part of this study, since Kankakee County is not a member agency of Metra. These issues are being researched, and recommendations will be a part of the final recommendations to result from the study.

WASHINGTON AVENUE CORRIDOR STUDY

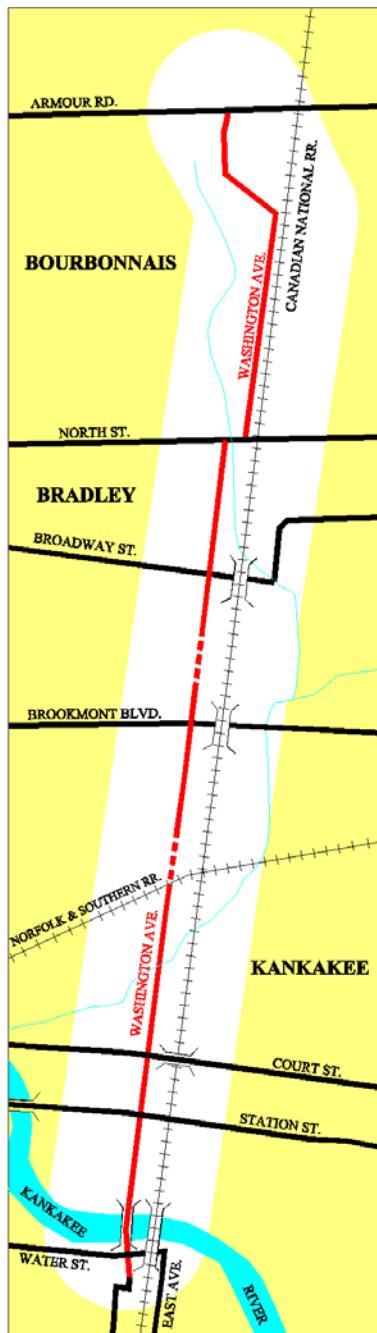
During the second round of Illinois Tomorrow grant applications, Kankakee County made an application on behalf of the City of Kankakee and the Villages of Bradley and Bourbonnais to study the Washington Avenue Corridor, to attempt to provide additional north-south access through the Urbanized Area. The application was successful, and a consultant was chosen to perform the study.

The Washington Avenue Corridor Study is in draft form at present, and has gone through two Public Meetings to discuss the preliminary recommendations. The three jurisdictions through which the potential route traverses are now reviewing the draft report. Their review comments will not be received in time to be placed in this Long-Range Plan document.

The need for the additional capacity was shown in the 1999 Long-Range Plan, where both critical existing north-south route(s) in the Urbanized Area (U.S. Route 45/52 and Illinois Route 50) were predicted to be well above their traffic carrying capacity in future years. Since there is very little that can be done to increase the capacity of these two critical routes, the alternative of an additional route to provide the additional capacity was analyzed. The corridor chosen for study is shown in **Washington Avenue Corridor Study, Figure 6.**

Figure 6

Washington Avenue Corridor Study



COMPREHENSIVE PLAN UPDATE (LAND USE/TRANSPORTATION STUDY)

During the third round of the Illinois Tomorrow grant program, Kankakee County made application to perform a Land Use/Transportation Study, so that the basic work done under the Corridor Preservation program could be used as the basis for an update of the Land Use Plan for the future. This study is, in essence, an update for the current Kankakee County Comprehensive Plan.

The application was successful, and a consultant was engaged to perform the update. This study has a potential end date of September 2005, and will still be in the preliminary stages during the deadline for this Long-Range Plan. As much material from this draft study as is possible will be referenced in this Plan.

KANKAKEE ENHANCEMENT PROJECT

The City of Kankakee commissioned a comprehensive plan for the downtown area that resulted in some recommended projects. The Master Plan from the Downtown Kankakee & Court Street Corridor was published by The Lakota Group in July, 2000. One of those recommendations was a Streetscape Enhancement Project along two sections of Court Street.

The location of the project included the enhancement of two blocks on East Court Street near Interstate 57 and two blocks on Schuyler Avenue and Court Street. Also included was the area along the north side of the Kankakee River between Schuyler Avenue and Washington Avenue.

The improvements included installing sidewalks, street lighting, benches, and trash containers and landscaping.

The project improved access, circulation and safety, and improved the physical conditions of the area, making them more attractive and secure for current shoppers, employees and visitors, as well as for future revitalization activities and new development. The amount of the grant award for the project was approximately \$411,000.

TRANSPORTATION ACTIVITIES RELATED TO AMTRAK ACCIDENT

The March 15, 1999 crash between the Amtrak train the City of New Orleans and a truck loaded with steel emphasized the problem of at-grade railroad crossings along the Canadian National (CN) tracks. The lack of storage space between the CN RR tracks and Illinois Route 50 has made solutions to the problem difficult and costly.

A number of the activities in the remainder of this section deal with the local and state efforts to address those problems. All of these efforts have safety as their primary goal.

1. RELOCATION OF THE INTERSECTION OF ST. GEORGE ROAD WITH ILLINOIS ROUTE 50

The State of Illinois funded a project to relocate the intersection of St. George Road and Illinois Route 50 to a point farther east, allowing some storage space between the CN RR tracks and Illinois Route 50.

The aerial photo of the relocated intersection is shown on [Figure 7](#). This aerial also shows the location of the previous intersection.

Figure 7



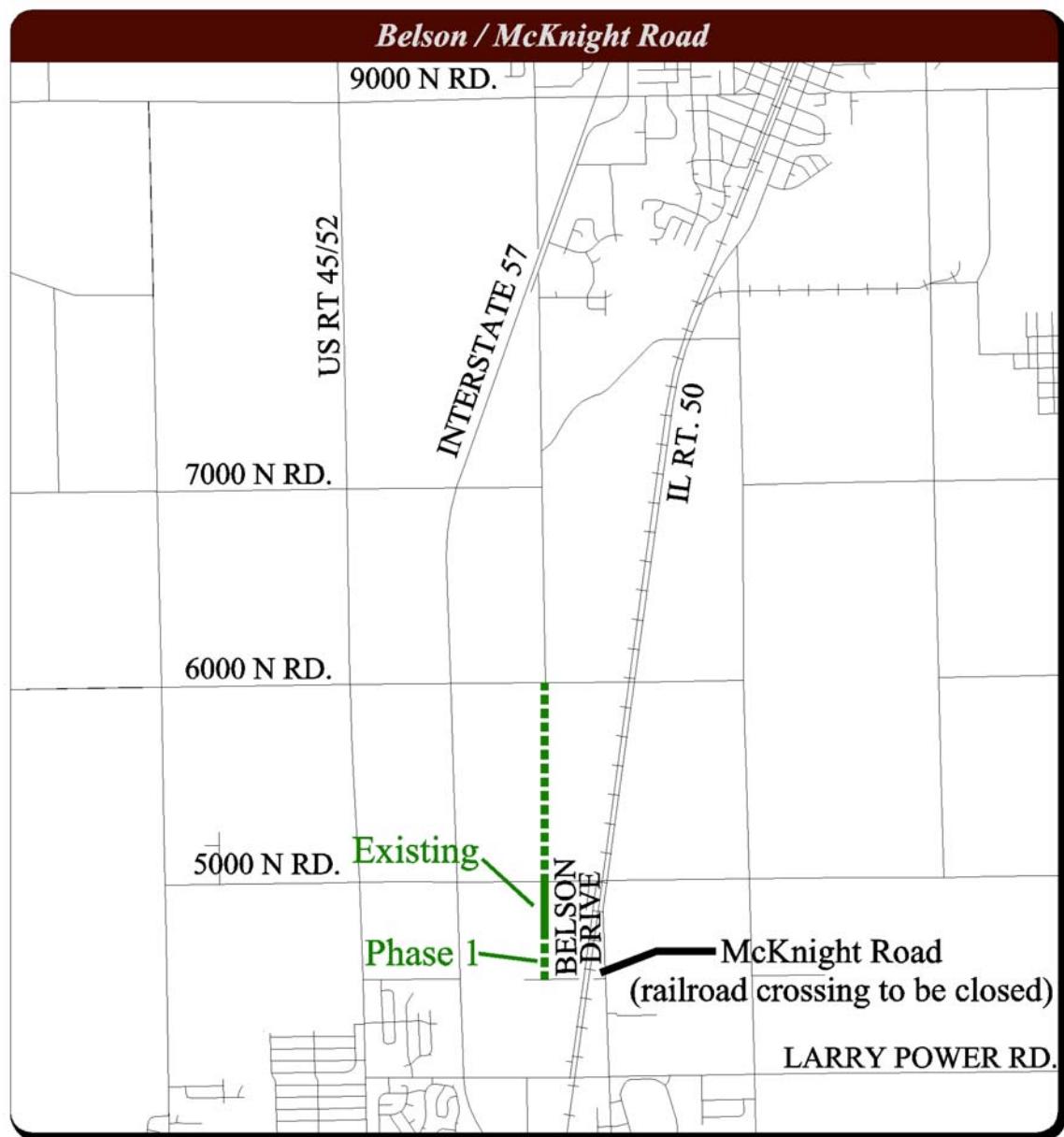
2. BELSON DRIVE - CLOSURE OF MCKNIGHT ROAD

The Village of Bourbonnais, through an \$800,000 grant (through Senator Durbin's office), is planning to close the current McKnight Road crossing of the CN RR tracks, and to reroute traffic on a new north-south roadway in the area, Belson Drive. The project is shown on [Figure 8](#).

The goal of the project is to eliminate a current at-grade crossing (McKnight Road), and to gain access to the area through an internal roadway (Belson Drive) that will connect with St. George Road, and to 6000 N. Road.

The project is planned for completion at some point in spring 2005.

Figure 8

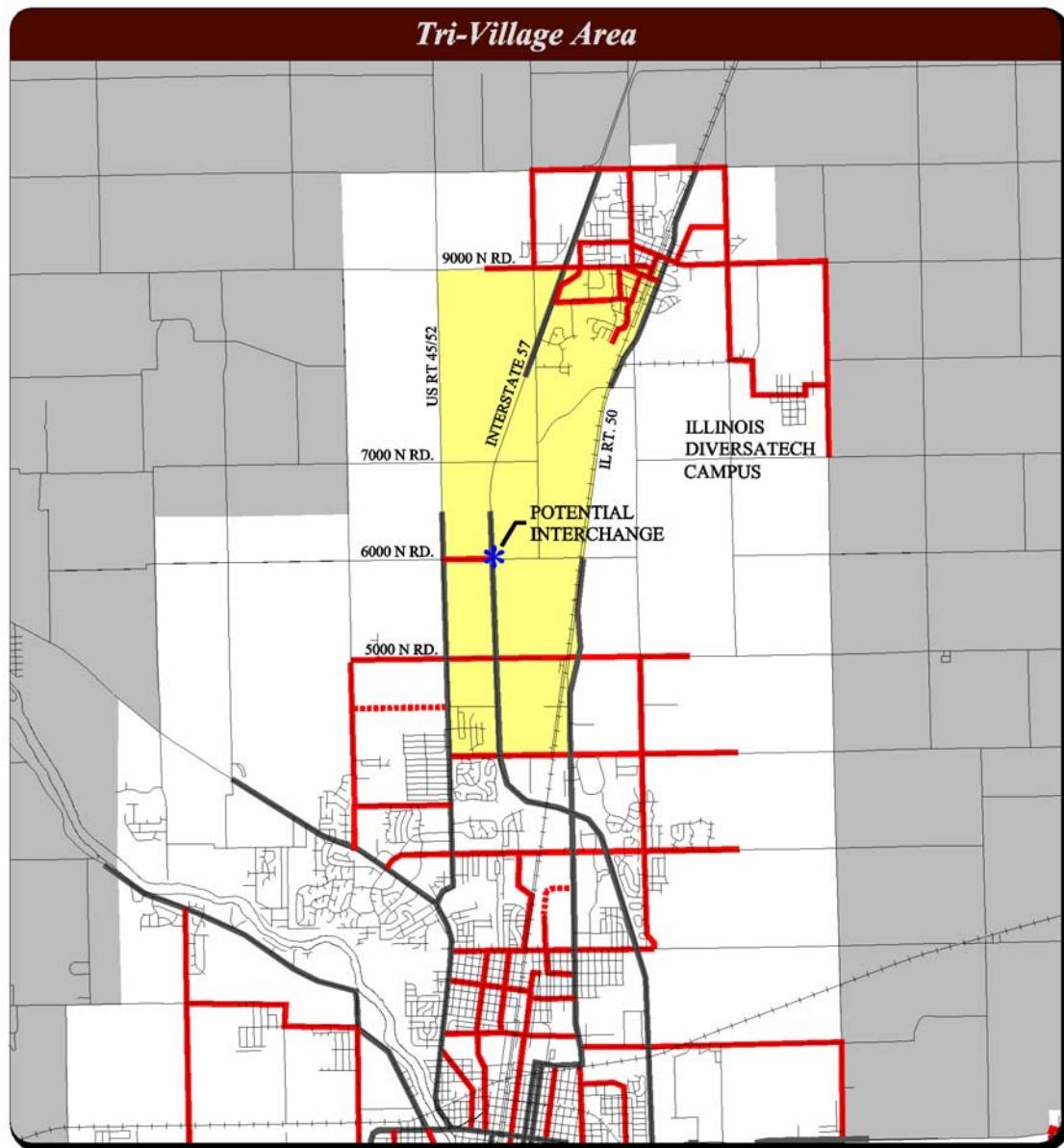


6000 N ROAD INTERCHANGE

The ultimate aim of local planning efforts to deal with freight access in the corridor between U.S. Route 45/52 and Illinois Route 50 is to have access to Interstate 57 internal to the area.

The Interstate has an interchange in Manteno at Exit 322, an interchange in Bradley at Exit 315, and two interchanges in Kankakee (Exit 308 and 312). The area of Kankakee County that will see the most explosive growth in the next twenty years will be the area between Exits 315 and 322 and between U.S. Route 45/52 and Illinois Route 50. This area is under the joint jurisdictions of Manteno, Bourbonnais, Bradley and Kankakee County. This area is shown in **Figure 9**.

Figure 9



The corridor for current and future industrial growth is in this Tri-Village Area, specifically between U.S. Route 45 and Illinois Route 50, with Interstate 57 running through the middle of the corridor. This area currently generates a great deal of freight traffic, and is expected to generate much more in the future.

Freight traffic generated in the area currently is using either U.S. Route 45 or Illinois Route 50 to gain access to north-south traffic movement at either Exit 322 in Manteno or Exit 315 in Bradley, and creating some significant problems for those two communities in doing so. This is the situation that favors an interchange internal to the area to serve that north-south traffic movement on Interstate 57, and was the impetus for the local request that such an interchange be considered.

Freight traffic attempting to gain access for east-west traffic movement (such as traffic generated by the Illinois Diversatech campus) are creating even more problems, as there is no state truck route to serve this movement. This is a continuing problem for the Kankakee County area, and was addressed, to a degree, by the 6000 N. Road Corridor Study, to be covered in the next section.

The Illinois Department of Transportation awarded a contract to Baker Engineering to conduct a Feasibility Study for the potential interchange. During that study, a joint request from the Villages of Manteno and Bourbonnais favoring an interchange at 6000 N. Road was made to the Illinois Department of Transportation, and that was the location studied by the Baker Engineering Study (along with alternatives at 5000 N. Road and 7000 N. Road).

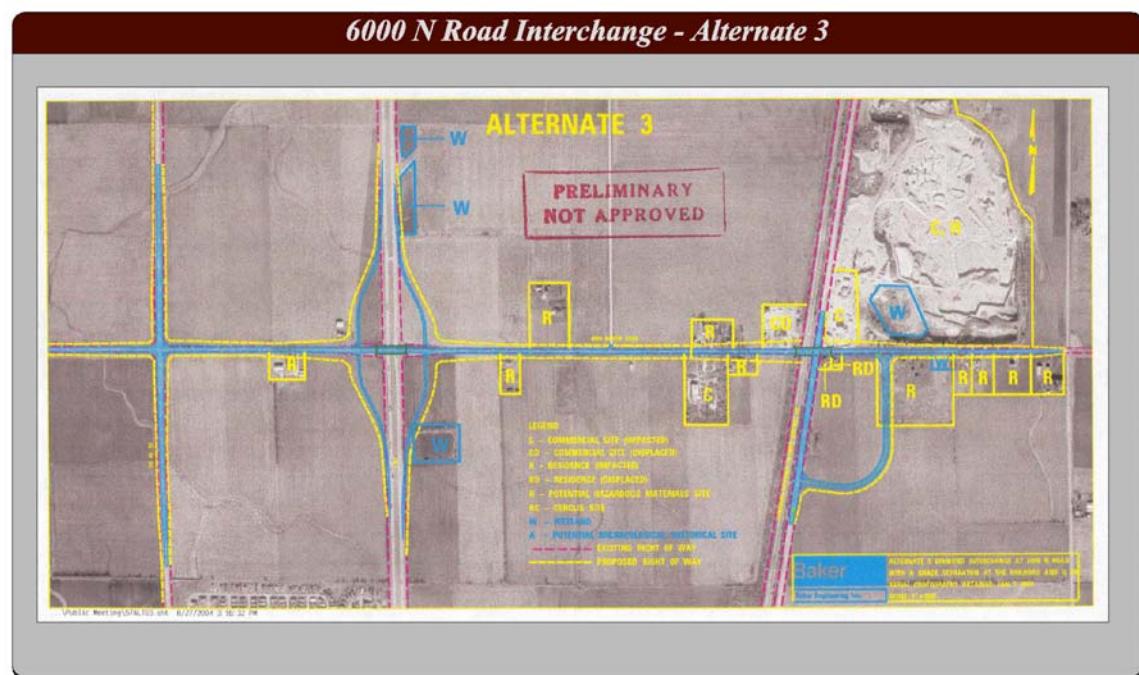
Two alignments for the connection between 6000 N. Road and Illinois Route 50 remain in consideration. The **6000 N. Road Interchange – Alternate 1, Figure 10**, shows a connection between 6000 N. Road and a realigned Illinois Route 50 at 2000 E. Road, east of the quarry. The **6000 N. Road Interchange – Alternate 3, Figure 11**, shows a connection to the existing Illinois Route 50 alignment, south of the existing intersection.

Figure 10

6000 N Road Interchange - Alternate 1

Alternate 1 shows an at-grade crossing of the Canadian National Railroad with 6000 N. Road. Alternate 3 shows a grade separation of 6000 N. Road over the top of both the Canadian National Railroad and Illinois Route 50. In keeping with the goal of minimizing the potential of train-vehicle conflicts, this Plan endorses and supports plans for a grade separation of 6000 N. Road and the Canadian National Railroad.

Figure 11



6000 N ROAD/WARNER BRIDGE ROAD/EXIT 308 CORRIDOR STUDY

Just after the contract between IDOT and Baker Engineering for the feasibility study for the 6000 N. Road interchange had started, the State of Illinois announced the Illinois Tomorrow Program. Kankakee County made a successful application to study local access to the potential interchange at 6000 N. Road, specifically to address the east-west traffic issue.

The application was to study a two-mile wide corridor to provide east-west access generally along the 6000 N. Road area, from Warner Bridge Road on the west to Vincennes Trail on the east. Also included in the study was the connection of this potential east-west corridor with a north-south corridor

connecting Warner Bridge Road with Exit 308 of Interstate 57 on the south.

NEED/BASIS FOR CORRIDOR JUSTIFICATION

The need for the study was driven by the following background issues:

1. Local road interconnection with the proposed interchange with Interstate 57 at 6000 N. Road.
2. Freight access in the corridor, both by train and truck.
3. Vehicle-train safety issues prompted by the Amtrak accident in Bourbonnais and problems associated with access to the area between U.S. Route 45/52 and Illinois Route 50.
4. Preservation of a viable crossing of the Kankakee River at Warner Bridge Road.
5. The potential of the South Suburban Airport to impact transportation in this corridor.

Local Road Interconnection and Truck Freight Access

An interchange at 6000 N. Road is useless unless there is a local road network to supply access to the interchange. The roadways in place at the location currently are not equipped to handle that task. In order to accomplish the function of a roadway network, the potential roadway would have to be built to truck route standards, and would have to connect with other truck routes as well.

The only connection to the west that would serve the truck route purpose would be a connection with Illinois Route 102. The only connection to the east that would serve the truck route purpose would be Illinois Route 1. After considerable public input, the western end of the east-west route was proposed as Illinois Route 102, and the eastern end of the route was proposed as Vincennes Trail, slightly east of Illinois Route 1.

In order to serve east-west traffic in Kankakee County, access would have to be gained in some fashion to Illinois Route 17 from Illinois Route 102. The only bridge crossing that would allow such a connection is at Warner Bridge Road, and the study proposed a north-south corridor centered along Warner Bridge Road for that purpose.

It was also believed that a connection to Interstate 57 south of the Urbanized Area was an important part of any study that would address the truck freight issue in Kankakee County. The north-south corridor along Warner Bridge Road was proposed to extend in some manner to connect with Exit 308 in southern Kankakee.

Rail and Truck Freight Access and Vehicle —Train Safety

The Amtrak accident in March of 1999 pointed out an issue that was already obvious to the local community. The Canadian National Railroad and Illinois Route 50 run parallel to each other and there was less than 100 feet of separation between the two at many at-grade crossings. With a great deal of east-west truck freight crossing the Canadian National Tracks combined with a great deal of north-south train freight crossing those same at-grade crossings, accidents were certainly possible.

The possible answers to the situation were to provide alternate means of access (an interchange internal to the generated truck freight) which might resolve some of the north-south issues, and some physical separation of the CN and Illinois route 50 to resolve the east-west issues.

The Baker Engineering study for the interchange at 6000 N. Road proposed a grade separation of 6000 N. Road with both the CN and Illinois Route 50, which would resolve the issue at 6000 N. Road, and would provide a central point of east-west access for truck freight traffic. An internal roadway network to provide access to 6000 N. Road would be an integral part of the solution to this problem.

Preserve a Viable Crossing of the Kankakee River

The previous Long-Range Plan detailed the demise of the western bypass project. This left only one bridge crossing in Kankakee County west of the Urbanized Area at Warner Bridge Road. This bridge crossing becomes one of the most important roadway links

in the transportation network of Kankakee County, and must be preserved. The Warner Bridge Road crossing is the nexus of the east-west and north-south corridors discussed under the corridor study.

South Suburban Airport Impact

If the South Suburban Airport were developed, the development impact on Kankakee County would be enormous. The north-south access from Kankakee County to the airport is not perfect, but it is sufficient to provide four separate routes for highway access (Interstate 57, U.S. Route 45/52, Illinois Route 50, and Illinois Route 1).

As those development pressures move southward into Kankakee County, the lack of east-west access becomes a critical issue. County Highway 9 (9000 N. Road) is the only improved east-west roadway in the northern part of Kankakee County, and it presently goes through the downtown area of Manteno.

The need for an east-west roadway to connect the four important north-south roadways is critical to accommodate development pressures. Also needed is a roadway capable of accommodating greater volumes of traffic at higher speeds.

PUBLIC INPUT AND ADOPTION

The study was designed to gather the broadest spectrum of public input. Public meetings were to be held for geographic area input and from interest groups. A public meeting was held to gather input on the alternatives put forward, and a public meeting was held to present the selected alignment.

The draft recommendations were taken to every Planning Commission in

Kankakee County for their review and input, and those comments were taken to the Transportation Subcommittee of the Kankakee County Regional Planning Commission, the oversight committee for the project. Based upon their recommendations, the study was brought to the full Kankakee County Regional Planning Commission for their action.

The final recommendations were taken to the Planning, Zoning, and Agriculture Committee of the Kankakee County Board, and based upon their recommendations, was brought to the Kankakee County Board for their action at its May 11, 2004 County Board meeting. The Kankakee County Board unanimously approved the final study and its recommendations at that meeting.

Public Meetings to Gather Input

Three public meetings were held by geographic area in the summer and fall of 2001. The southwestern area meeting was held on August 23, 2001. The eastern area meeting was held on August 30, 2001. The central area meeting was held on October 10, 2001. A separate meeting was held with the farming community on September 18, 2001.

The analysis of the public input revealed the following issues:

- Significant number of comments that the corridor planning study is a good idea and the timing is right.
- Commitment was made by local government officials to keep the alignment on existing roadways or straight extensions of existing alignments wherever possible.
- Proposed new landfill southwest of I-57 Exit 308.

- Type of facility (i.e. 2-lane/4-lane highway), and level of access control (none/limited).
- Desire to remove trucks from the downtown areas in particular Grant Park, Kankakee, Manteno, Momence.
- Consider impact of third airport on the corridor.
- Concerns with farmers being able to cross the Kankakee River at Warner Bridge Road (not in favor of full access control). Also, concerns with farm traffic competing with higher speed traffic on new highways within the corridors.
- Concerns with park activities (fishing, snowmobiling, horseback riding, etc.) conflicting with Warner Bridge Road traffic.

Some issues were raised which were recommended not to carry forward into the study:

- The extension of the corridor beyond the original study limits.
- Consideration of the possible extensions of major routes from outside the corridors through the study area
- New bridge over Kankakee River between Warner Bridge and Kankakee. The lack of an additional crossing is recognized as a mobility problem in the area, but is outside this particular study. It is suggested that a local agency consider looking into the feasibility of a new crossing.

Public Meeting to Present Alternatives

A public meeting to discuss the alternatives was held on December 12, 2002. Public comments that were summarized by the consultant and presented to the Transportation Subcommittee of the Kankakee County Regional Planning Commission (RPC).

These comments were incorporated in the next phase of the study.

Public Meeting to Present Selected Alignment

A public meeting to discuss the selected alignment was held on April 10, 2003. Comments that were received from the public were summarized by the consultant and presented to the Transportation Subcommittee. The comments were discussed and the consultant was directed to make revisions to the draft report.

Public Meetings to Present Study Conclusions to Planning Commissions

The draft report was presented to every Planning Commission in Kankakee County to obtain their comments. The dates of the presentations to each Planning Commission are listed below:

Manteno Planning Commission – October 16, 2003
Bourbonnais Planning Commission – October 23, 2003
Herscher Planning Commission – October 29, 2003
Bradley Planning Commission – November 4, 2003
Kankakee Planning Commission – November 18, 2003
Manteno Township Planning Commission – February 9, 2004
Rockville Township Planning Commission – March 22, 2004

The comments from these sessions were summarized by Planning Department staff and reviewed by the Transportation Subcommittee.

Adoption Process

The Transportation Subcommittee of the Kankakee County Regional Planning Commission adopted the report on March 18, 2004, and forwarded the report for action to the full Regional Planning Commission. The Kankakee County Regional Planning Commission adopted the report on March 23, 2004, and forwarded their recommendation for adoption to the Planning, Zoning, and Agriculture Committee of the Kankakee County Board.

The Planning, Zoning, and Agriculture Committee of the Kankakee County Board adopted the report on April 19, 2004, and forwarded the report for action to the full County Board. The Kankakee County Board unanimously approved the report and adopted its recommendations at their May 11, 2004 meeting.

STUDY RECOMMENDATIONS

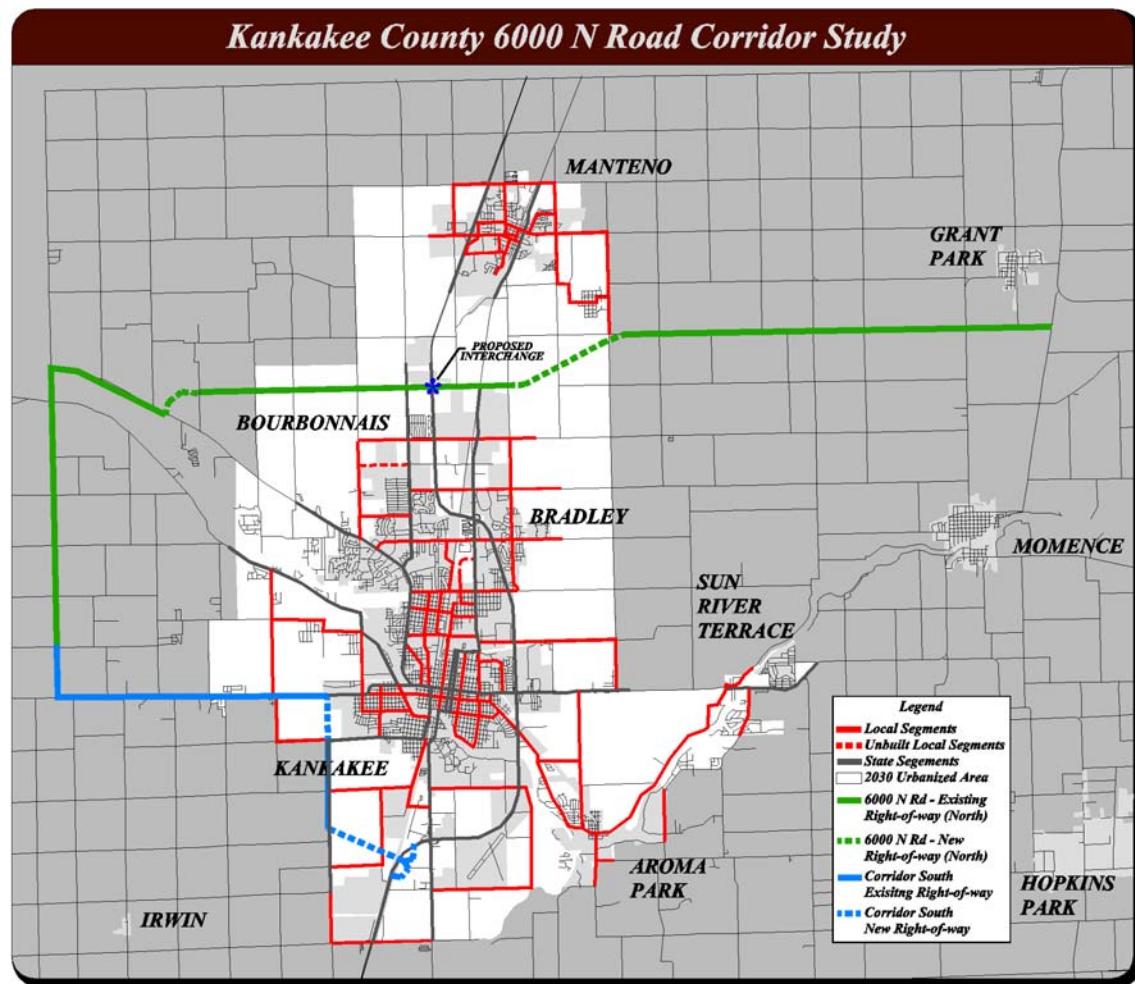
The Study Recommendations are shown on **Kankakee County 6000 N Road Corridor Study, Figure 12**, and include the following points of interest:

- ✓ The connection between the east-west roadway (in any configuration) directly to Warner Bridge was not

possible, due to land already purchased by the State of Illinois Department of Natural Resources that blocked the connection. The final recommended connection of the east-west roadway was with Illinois Route 102, at an undetermined point east of 5000 W. Road.

- ✓ The east-west roadway would follow 6000 N. Road from 4150 W. Road to 2000 E. Road.
- ✓ A "greengrass" roadway would be needed to connect 6000 N. Road to 7000 N. Road somewhere between 2000 E. Road and 5000 E. Road.
- ✓ The east-west roadway would follow 7000 N. Road from 5000 E. Road to Vincennes Trail.
- ✓ The north-south roadway would follow Warner Bridge Road from Illinois Route 102 to Illinois Route 17.
- ✓ The north-south roadway would follow Illinois Route 17 from Warner Bridge Road to 3000 W. Road.
- ✓ A "greengrass" roadway would be needed at 3000 W. Road from Illinois Route 17 to Illinois Route 115.
- ✓ The north-south roadway would follow Illinois Route 115 from 1000 S. Road to 2500 S. Road.
- ✓ A "greengrass" roadway would be needed at 2500 S. Road to connect Illinois Route 115 to Exit 308.

Figure 12



NEXT STEP

With the adoption of the corridor alignments by the Kankakee County Board, the staff of the Kankakee County Planning Department is now in a position to attempt to "preserve" the right-of-way for such a future roadway. There are short-term and long-term implications to this "preservation" effort.

Short-Term Right-of-Way Preservation

In the immediate future, the method of "preservation" will be through the subdivision process. If a developer

proposes a subdivision in one of the proposed "greengrass" areas, the Planning Department is now in a position to suggest to developers that their proposals utilize the proposed roadway, and that access control along such a proposed roadway be at greater standards than currently exist.

Long-Term Right-of-Way Preservation

The ideal method of right-of-way preservation would be gained from the adoption of the Corridor Preservation concept, proposed in the following section.

CORRIDOR PRESERVATION STUDY

The concept for the Corridor Preservation Study grew out of the Metroplex Study for the western bypass. The administration of Kankakee County directed staff to find methods of preserving transportation corridors for future growth so that the situation faced in the Metroplex Study would not reoccur.

The Transportation Subcommittee of the Kankakee County Regional Planning Commission was the oversight committee for the project, and discussions on various methods of achieving the goal desired were held for a period of some eighteen months. The task was made difficult by the lack of any budget to purchase right-of-way for preservation. The end result had to be the best able to withstand any legal challenge.

GOALS

The goal of the process was to minimize inconvenience for property owners and to ensure that important transportation facilities can be built in the future, when and if they are needed. The secondary goal was to develop a county-wide system of roadways, ranked by their importance, that will allow both the

development community and county officials to have clear advance knowledge of the objective requirements for every roadway in the county.

Another secondary goal is to attempt to maximize benefit of public expenditure in transportation by attempting to encourage future development in the areas where that investment will be made.

METHODOLOGY

It is not believed that the method selected has not been attempted before in the State of Illinois, and required the following steps to conclusion:

The breakdown of the entire existing and potential transportation system into segments of up to five miles in length, and the identification of those segments (this finally involved some 715 segments, of over 1,331 miles). No roadways within corporate boundaries, private roadways or within platted subdivisions were included in the process.

The selection of criteria upon which each of the segments would be ranked, and assigning a point value to the criteria selected. The criteria selected, and their potential point values, are shown below:

- Future development (30 possible points).
- Interstate access (20 possible points).
- Current classification status (30 possible points).
- Barrier penetration (50 possible points).
- Major traffic generators (40 possible points).
- Classification links (20 possible points).
- Traffic factors (20 possible points).

The more important a segment was rated upon an individual criteria, the more points it received. For instance, a segment with an existing at grade railroad crossing was rated with more points than a segment a mile away that did not have an existing at-grade railroad crossing. The segment that carries Warner Bridge Road across the Kankakee River was rated higher than other segments because of the value of that river crossing.

Tier 1 Selection

- The highest rated 108.25 miles (8.1%) were rated as Tier 1 roadway segments. Staff allowed two categories of "discretionary" roadways:
- "Fill in the blanks" – 24 miles of roadway were added to connect the segments already rated as Tier 1. For instance, segments of Illinois Routes 17, 50, and 1 were added to make all of these roadways the same level of importance.
- "6000 N. Road Interchange and Corridor" – 1.5 miles of potential 6000 N. Road from U.S. Route 45 to Illinois Route 50 were added so that this important transportation link could be protected at the highest level.
- The total mileage proposed for Tier 1 corridor preservation was 133.75 miles, or 10% of the total mileage under consideration. The proposed **Kankakee County Corridor Preservation Tier 1 Roadways** are shown in [Figure 13](#).

Tier 2 Selection

- The next highest rated 185 miles (13.9%) were rated as Tier 2 roadway segments. Staff again allowed two categories of "discretionary" roadways:
- "Fill in the blanks" – 63.5 miles of roadway were added to connect the segments rated as Tier 2.
- "6000 N. Road/Warner Bridge Road/Exit 308 Corridor" – The remaining 18 miles of this proposed corridor were added.
- The total mileage proposed for Tier 2 corridor preservation was 266.5 miles, or 20% of the total mileage under consideration. The proposed Tier 1 and 2 roadways are shown on **Kankakee County Corridor Preservation Tier 2 Roadways**, [Figure 14](#).

Tier 3 Selection

- The next highest rated 341.75 miles (25.7%) were rated as Tier 3 roadway segments. Staff allowed one category of "discretionary" roadway:
- "Fill in the blanks" – 57.75 miles were added to connect the segments rated as Tier 3.
- The total mileage proposed for Tier 3 corridor preservation was 399.5 miles, or 30% of the total mileage under consideration. The proposed Tier 3 roadways are shown on **Kankakee County Corridor Preservation Tier 3 Roadways**, [Figure 15](#).

Tier 4 Selection

- The remaining 40% of the total mileage was classed as Tier 4 corridor preservation. Tier 4 roadways are also shown in **Kankakee County Corridor Preservation Total Tier Concept**, [Figure 16](#).

Figure 13

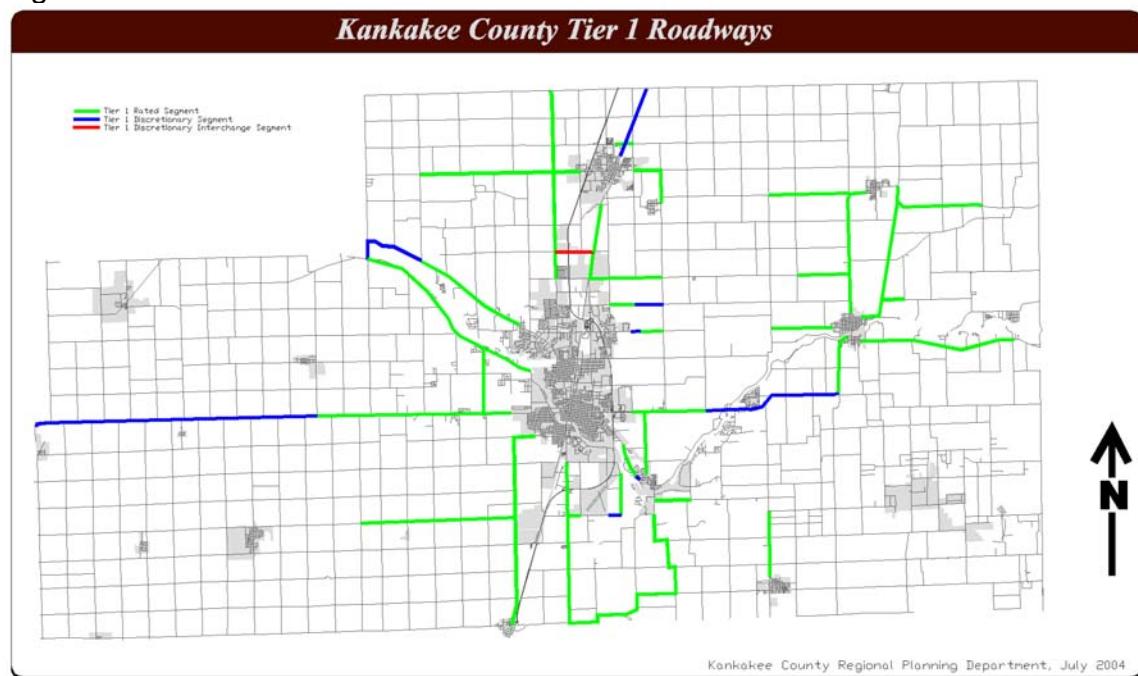


Figure 14

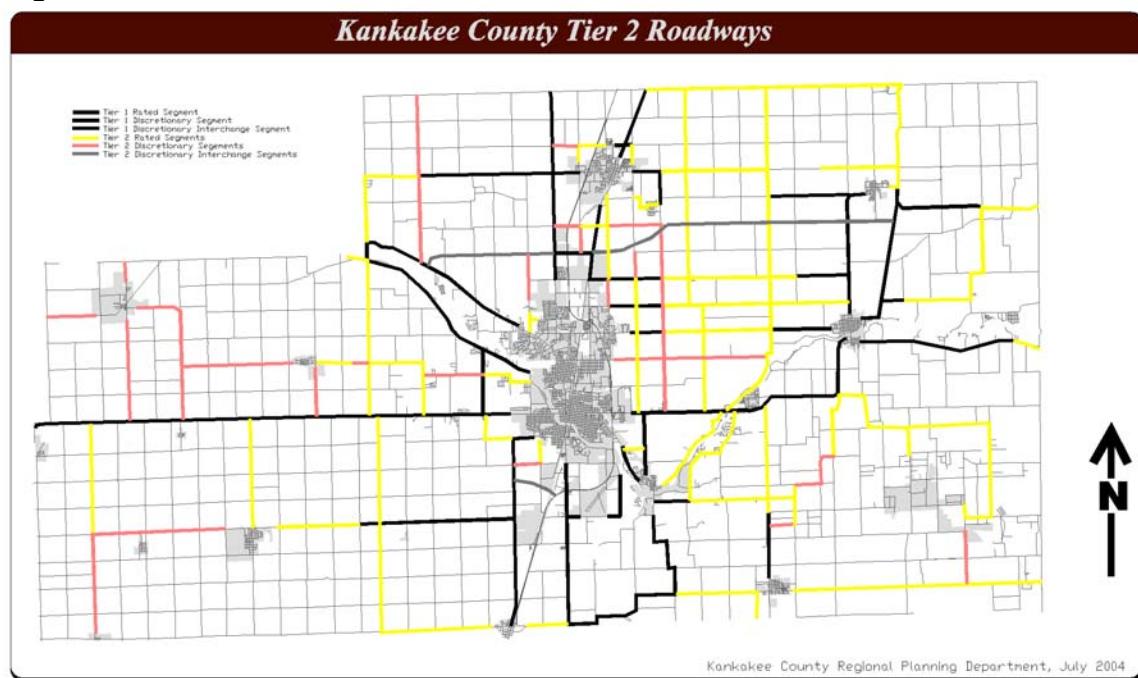


Figure 15

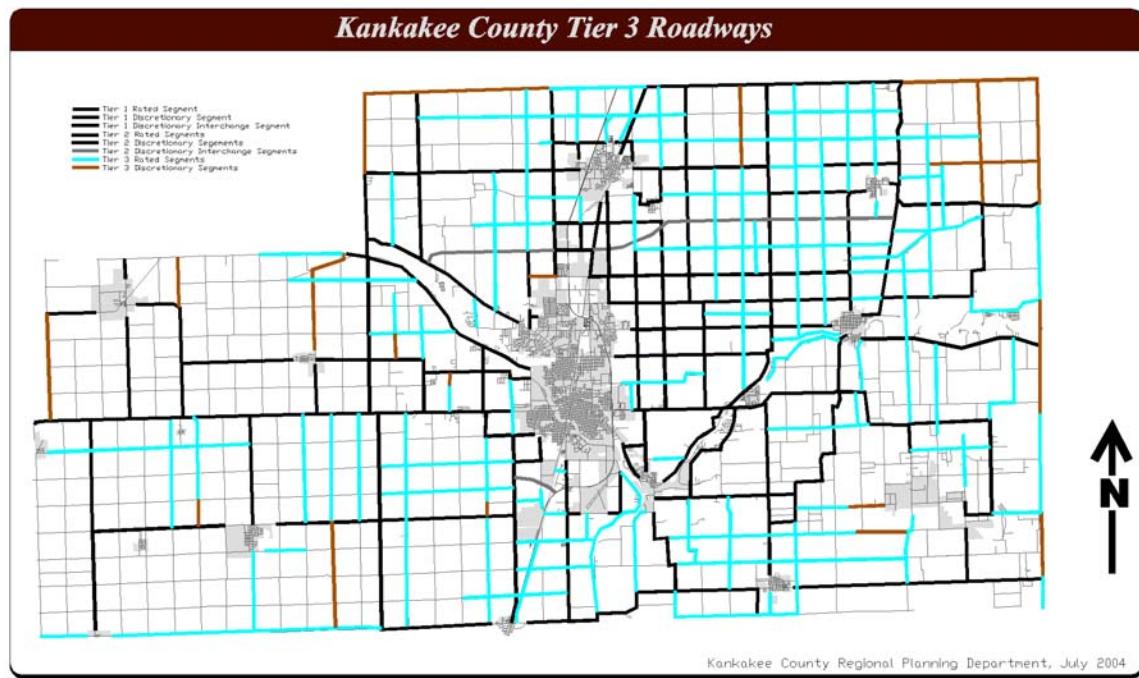
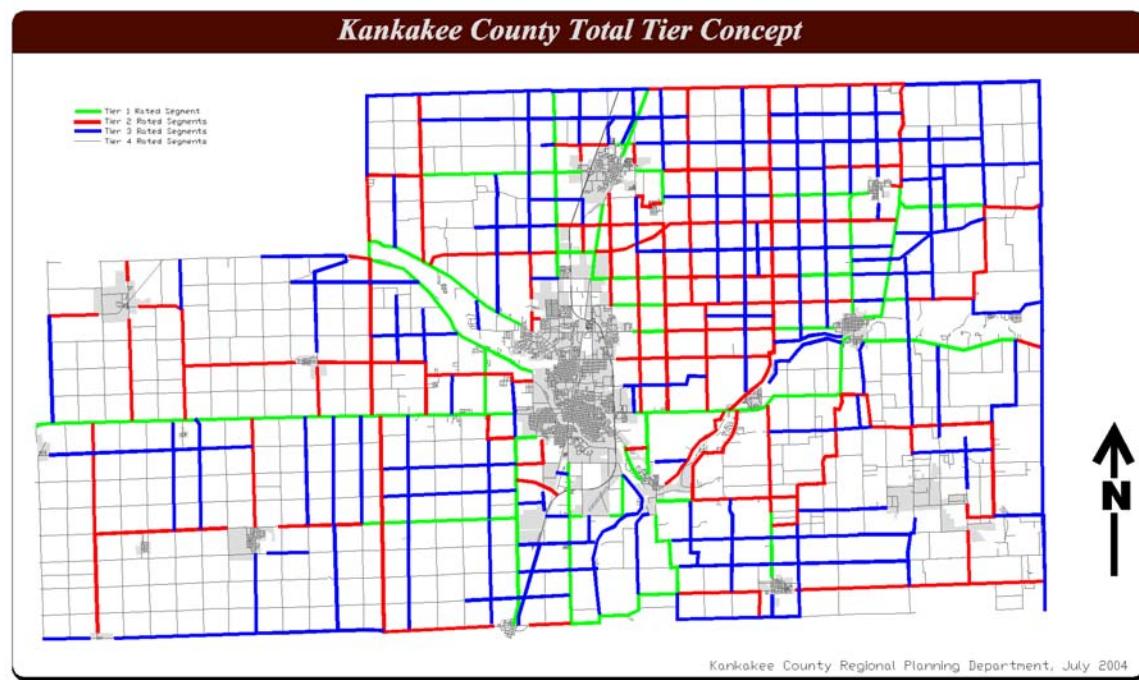


Figure 16



Four categories of corridor preservation were established, using Motor Fuel Tax (MFT) standards for roadway construction under the following breakdown:

Tier 1 – Urban traffic, with traffic volumes at the point where six lanes are being considered.

Tier 2 – Traffic bordering on urban levels, with traffic volumes at the point where four lanes are being considered.

Tier 3 – Typical rural traffic, with mid-level traffic volumes.

Tier 4 – Rural traffic, with the lowest traffic volumes on the construction standard.

These MFT standards were under review at the time of the writing of this report. The cross-sections shown below will be revised based on the new standards.

Typical cross-sections (shown below) were developed for the four Tier levels. It is important to note that the typical cross-sections are shown in rural character – as these roadway sections are taken into the urban cross-section, the rural ditches would be replaced with urban curb and gutter, taking less space and allowing some additional urban features to be added.

Tier 1 – 138 feet – shown in **Tier 1 Cross Section, Figure 17.**

Tier 2 – 110 feet – shown in **Tier 2 Cross Section, Figure 18.**

Tier 3 – 96 feet – shown in **Tier 3 Cross Section, Figure 19.**

Tier 4 – 70 feet – shown in **Tier 4 Cross Section, Figure 20.**

Figure 17

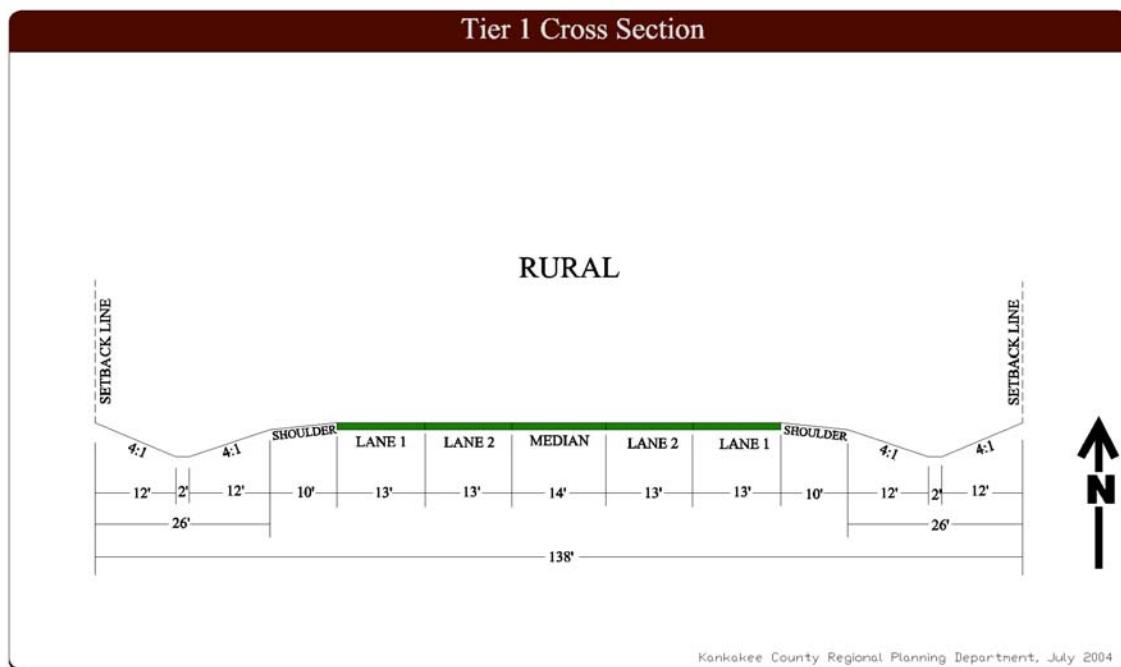


Figure 18

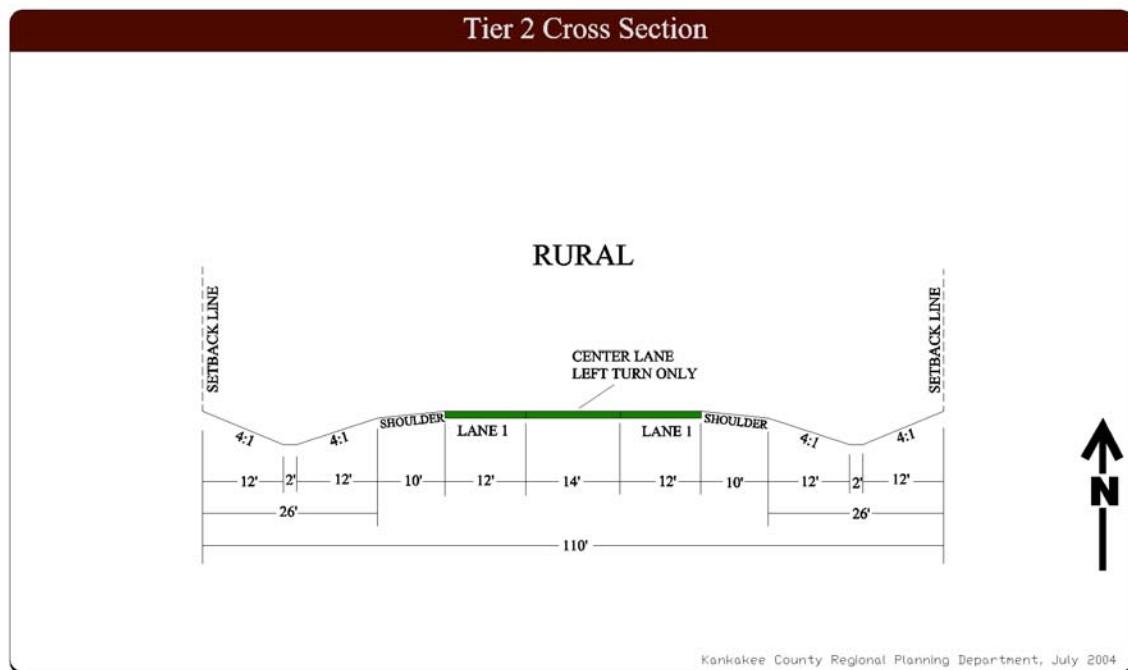


Figure 19

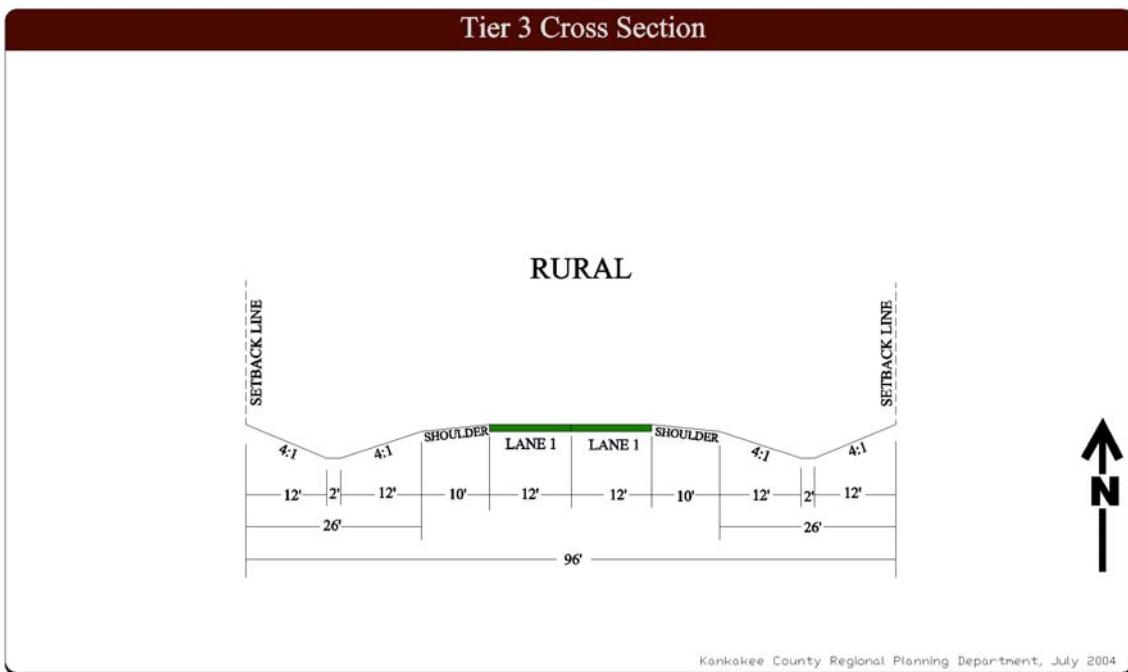
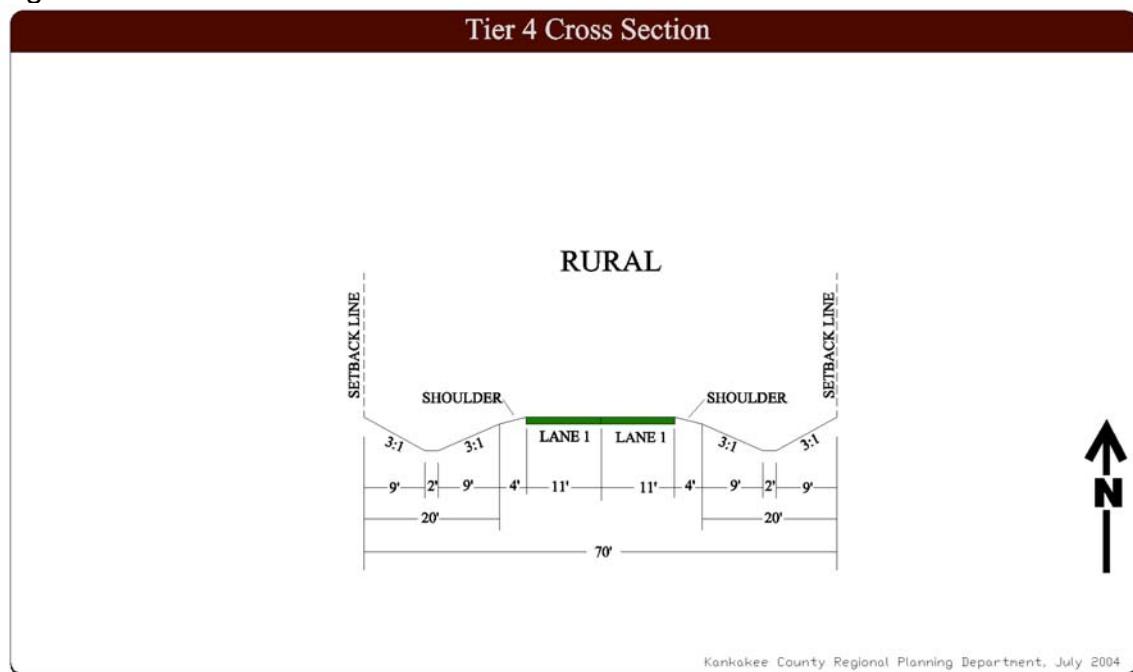


Figure 20



Added to these corridors for preservation would be a standard setback (not yet determined) from the edge of the roadway potential right-of-way to the edge of potential building of structures.

The approved final setbacks from roadway centerline would be the following:

Tier 1 – 69 feet plus standard setback

Tier 2 – 55 feet plus standard setback

Tier 3 – 48 feet plus standard setback

Tier 4 – 35 feet plus standard setback

APPROVAL PROCESS

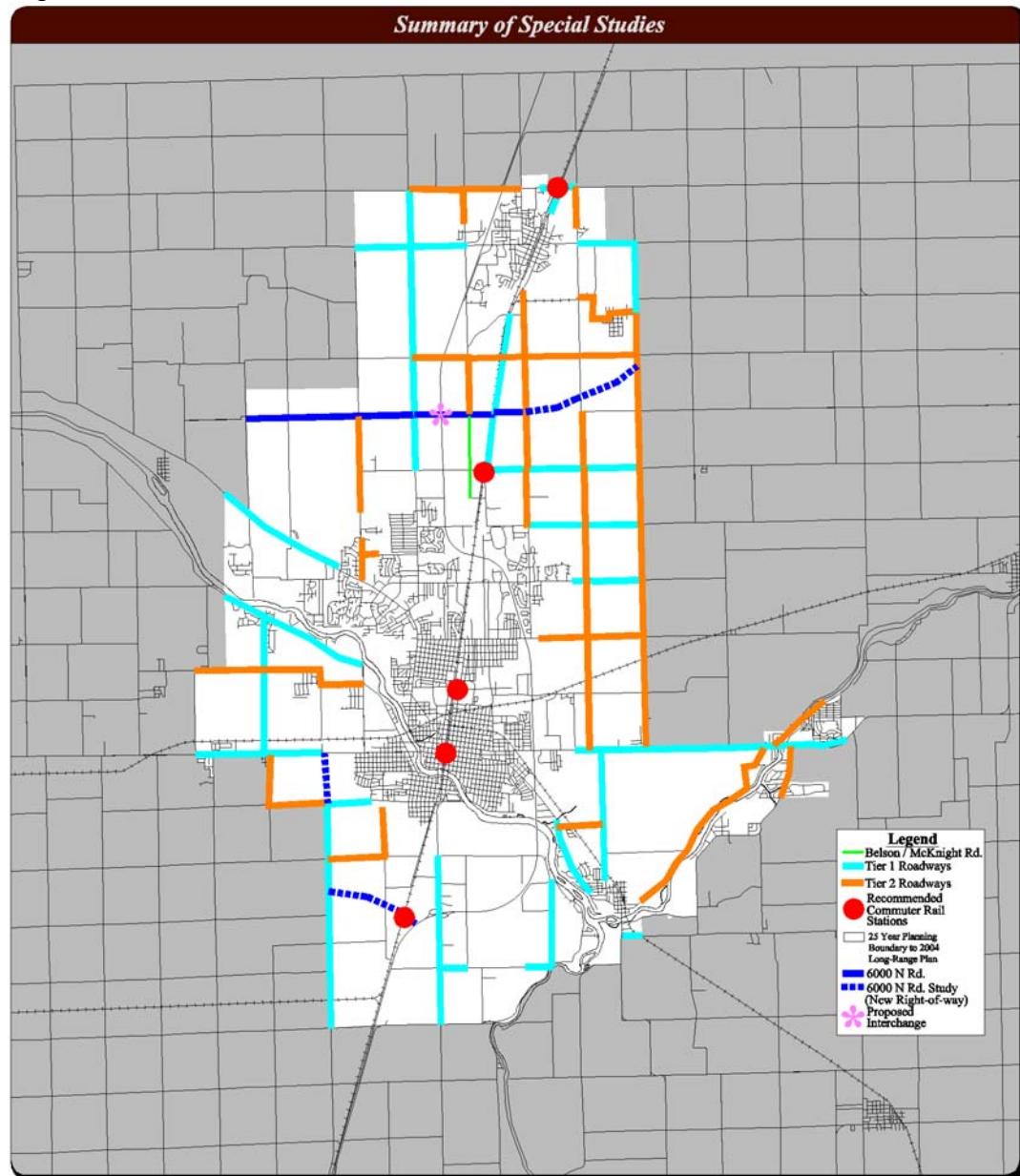
The proposed Tier Corridor map has been approved by the Transportation Subcommittee and by the Regional Planning Commission as a whole. The documentation of the process is being rewritten, and will be presented to both bodies in total in the late fall of 2004. The concept will be presented to the Planning, Zoning and Agriculture Committee and the Kankakee County Board at some point after December 1, 2004.

SUMMARY OF SPECIAL STUDIES

All of the Special Studies referenced earlier in this section are shown together in **Summary of Special Studies**, [Figure 21](#). This graphic shows the following:

1. Recommended station sites for the Commuter Rail Feasibility Study.
2. New north-south roadway in Bourbonnais to allow closure of McKnight Road.
3. 6000 N. Road Interchange.
4. The 6000 N. Road/Warner Bridge Road/Exit 308 Corridor Study.
5. Tier 1 Roadways within the 2030 Planning Horizon Boundary Map.
6. Tier 2 Roadways within the 2030 Planning Horizon Boundary Map.

Figure 21



MODAL SECTION

INTRODUCTION

There are a number of ways to transport both people and goods throughout the Kankakee metropolitan area. The predominant way, or mode, of transporting people in the area is through the use of the private automobile, perhaps to the point that over 95% of those trips are taken by private automobile.

There are two modes of transporting goods, or freight, in the area, those being truck freight and rail freight. Truck freight is the predominant mode for freight traffic through the area, particularly through travel on Interstate 57.

At the time of the writing of the 1999 Long-Range Plan, transit service for both the urban and rural Kankakee County area was in transition. The provider of rural transit service had ceased service, and no comprehensive service had existed in the urban area since the 1950s.

Since 1999, both the rural and urban transit services have both seen changes. The rural service has been provided during that time by SHOWBUS, under contract to Kankakee County. The urban service has been provided by the River Valley METRO Mass Transit District, which completed its first five years of service on June 30, 2004.

All of the modes of transportation will be covered in the following sections, with as much data about the current situation as is possible to present, and some forecast of the future situation, along with needs pointed out by that forecast. Potential solutions to those needs will be highlighted in the Financial Plan

Section of this report, which is the next section.

The Current Situation discussion for each of the modes to follow will use the 2004 Urbanized Area Map (Figure 2) as a background. The Future Situation discussion will use the 2030 Planning Horizon Boundary Map as a background, with the Summary of Special Studies (Figure 21).

HIGHWAY

The roadway network in Kankakee County began with Native American trails, which were basically grouped around the river network in the County. Those trails gave way to a network of primitive roadways for the movement of farm goods to the railroads in the County, via horses and wagons.

As the automobile entered the picture, the roadways became steadily more dependable. One of the first concrete roadways in the State of Illinois was Illinois Route 1, serving the eastern part of Kankakee County, and connecting Chicago with the eastern section of downstate Illinois.

With the advent of the Interstate Highway System in the 1950's, Interstate 57 became the chief connection for roadway traffic between Chicago and the eastern section of downstate Illinois and beyond, to Memphis, Tennessee.

The roadway crossings of the Kankakee River and the Iroquois River have become a very important part of the roadway network in Kankakee County. It is doubtful that any new crossing of these rivers will be possible in future years, particularly as development along these rivers continues. The existing river crossings become critical to the

future of the highway network in the County.

There are jurisdictional issues that need to be addressed for the roadway network. Generally, the most important roadways, and those that carry the most traffic, are under the jurisdiction of the Illinois Department of Transportation. These roadways will carry a federal marker (Interstate 57 and U.S. Route 45/52), or a state route number (Illinois Route 17 for example). Armour Road is an unmarked IDOT jurisdiction roadway between U.S. Route 45/52 and Illinois Route 50. Roadways inside the corporate boundaries of the member jurisdictions of the MPO are under the jurisdiction of those member agencies. The County Highway Department has jurisdiction over the County Highway network (shown in Figure 1). Seventeen (17) townships have the jurisdiction over the remainder of the roadway network in the County.

Of all of the physical assets possessed by the Kankakee Urbanized Area, by far the most important is the existing roadway network. The cost of providing this network is incalculable, and the preservation of this existing network is one of the most important tasks facing the Kankakee Urbanized Area.

EXISTING SITUATION

State System

The IDOT system of roadways in the Kankakee Urbanized Area is shown on **State Road System, Figure 22**. The system consists of a number of important routes in the Urbanized Area, one of which has a continuous alignment in the north-south direction (Interstate 57) and another of which has a continuous alignment in the east-west direction (Illinois Route 17).

U.S. Route 45/52 is a north-south roadway that enters the Kankakee Urbanized Area from the south and the north, but does not do so on a continuous alignment. A number of other roadways have a termini point within the Urbanized Area. These include Illinois Routes 50, 102, 113 and 115.

The **State Road Traffic Counts** are shown in [Figure 23](#), and reveal that the highest traffic volumes on the state system are not on Interstate 57, but on a section of U.S. Route 45/52 that connects Illinois Route 17 with Illinois Route 102. These traffic volumes range between 27,000 and 32,000 vehicles per day. This section of roadway is a fairly congested four-lane urban roadway.

Figure 22

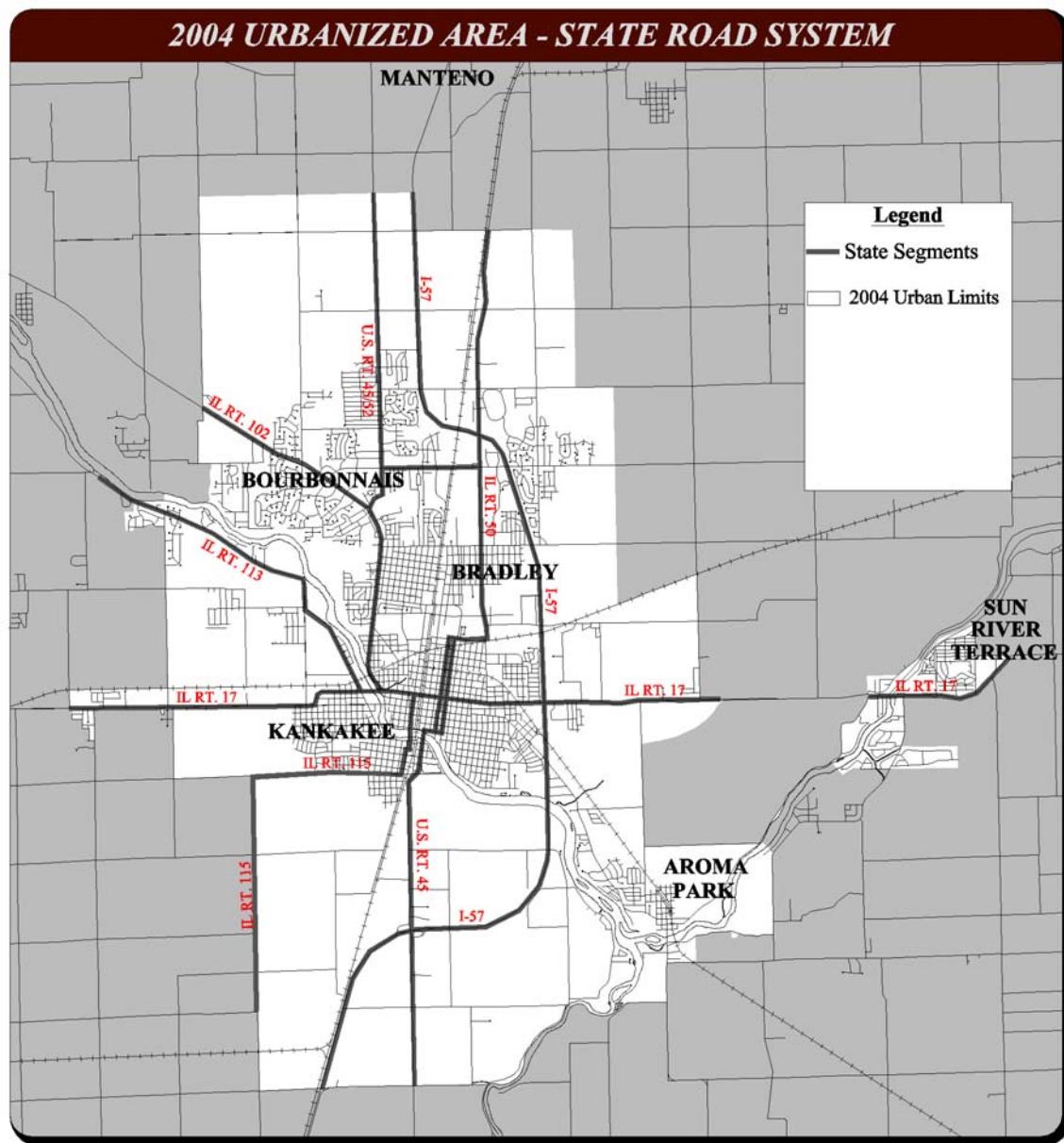
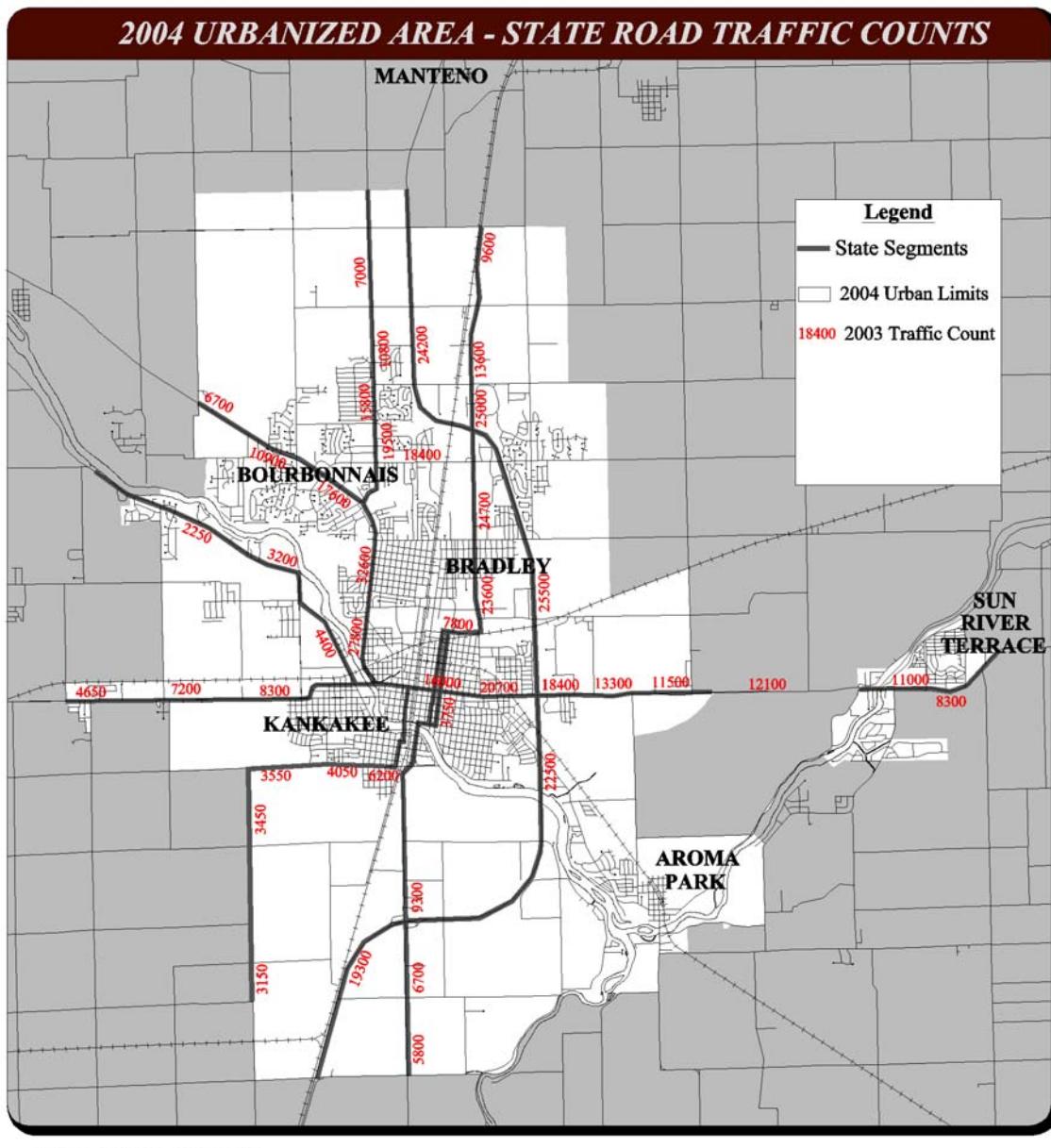


Figure 23



Interstate 57

Daily traffic volumes on Interstate 57 peak between Exits 312 (Kankakee-Court Street) and 315 (Bradley-Illinois Route 50) at slightly above 25,000. The range throughout the Urbanized Area is slightly below 20,000 at the southern edge of the Urbanized Area, to slightly below 25,000 at the northern edge of the Urbanized Area.

Illinois Route 17

Daily traffic volumes on Illinois Route 17 (Court Street) peak just west of Interstate 57 at 20,000. The daily vehicle traffic east of Interstate 57 remains above 10,000 until the east edge of the Urbanized Area. The daily vehicle traffic west of Interstate 57 remains above 10,000 until the intersection with Illinois Route 113, and falls off to slightly below 5,000 at the west edge of the Urbanized Area.

Illinois Route 50

Daily traffic volumes on Illinois Route 50 (variety of names, but the major traffic volumes are on the section named Kinzie Avenue) peak just north of Interstate 57 at 25,000. The daily vehicle traffic south of Armour Road continues above 23,000 until Grinnell Road. Daily traffic at the north edge of the Urbanized Area is slightly under 10,000.

U.S. Route 45/52

Daily traffic volumes on U.S. Route 45/52 (again a variety of names) peak at almost 33,000 just south of the intersection with Illinois Route 102. The section of U.S. Route 45/52 between Illinois Route 17 and Illinois Route 102 is the busiest traffic area in the Urbanized Area, with daily traffic above 27,000 in all areas. South of Illinois Route 17, the daily traffic on U.S. Route 45/52 is less than 10,000, dropping to just below 6,000 at the south edge of the Urbanized Area. North of Illinois Route 102, daily traffic is above 15,000

until St. George Road, where daily traffic drops to 7,000 vehicles.

Illinois Route 102

Daily traffic volumes on Illinois Route 102 peak at the intersection with U.S. Route 45/52 at over 17,000. At the western edge of the Urbanized Area, daily traffic is just less than 7,000.

Illinois Route 113

Daily traffic volumes on Illinois Route 113 peak at the intersection of Illinois Route 17 at less than 5,000. At the western edge of the Urbanized Area, daily traffic is over 2,000.

Illinois Route 115

Daily traffic volumes on Illinois Route 115 peak at the intersection of U.S. Route 45/52 at just over 6,000. At the southern edge of the Urbanized Area, daily traffic is over 3,000.

Armour Road

Armour Road is a unique facility in the Urbanized Area. An unmarked route, it is under State maintenance. It has significant local roadways on its western (Latham Drive) and eastern (Armour Road) termini. It is one of the important roadways that connect U.S. Route 45/52 with Illinois Route 50 on a continuous alignment. Daily traffic on the State maintained segment between these two important north-south roadways is over 18,000 vehicles.

Summary of the State System

North of Illinois Route 17, the State system consists of three important roadways, each of which carries over 25,000 vehicles per day in some portion. They are:

- Interstate 57
- U.S. Route 45/52
- Illinois Route 50

In combination with Illinois Route 17 serving the major east-west traffic function, these roadways carry the bulk of the traffic moving on the State system in the Kankakee Urbanized Area.

LOCAL SYSTEM

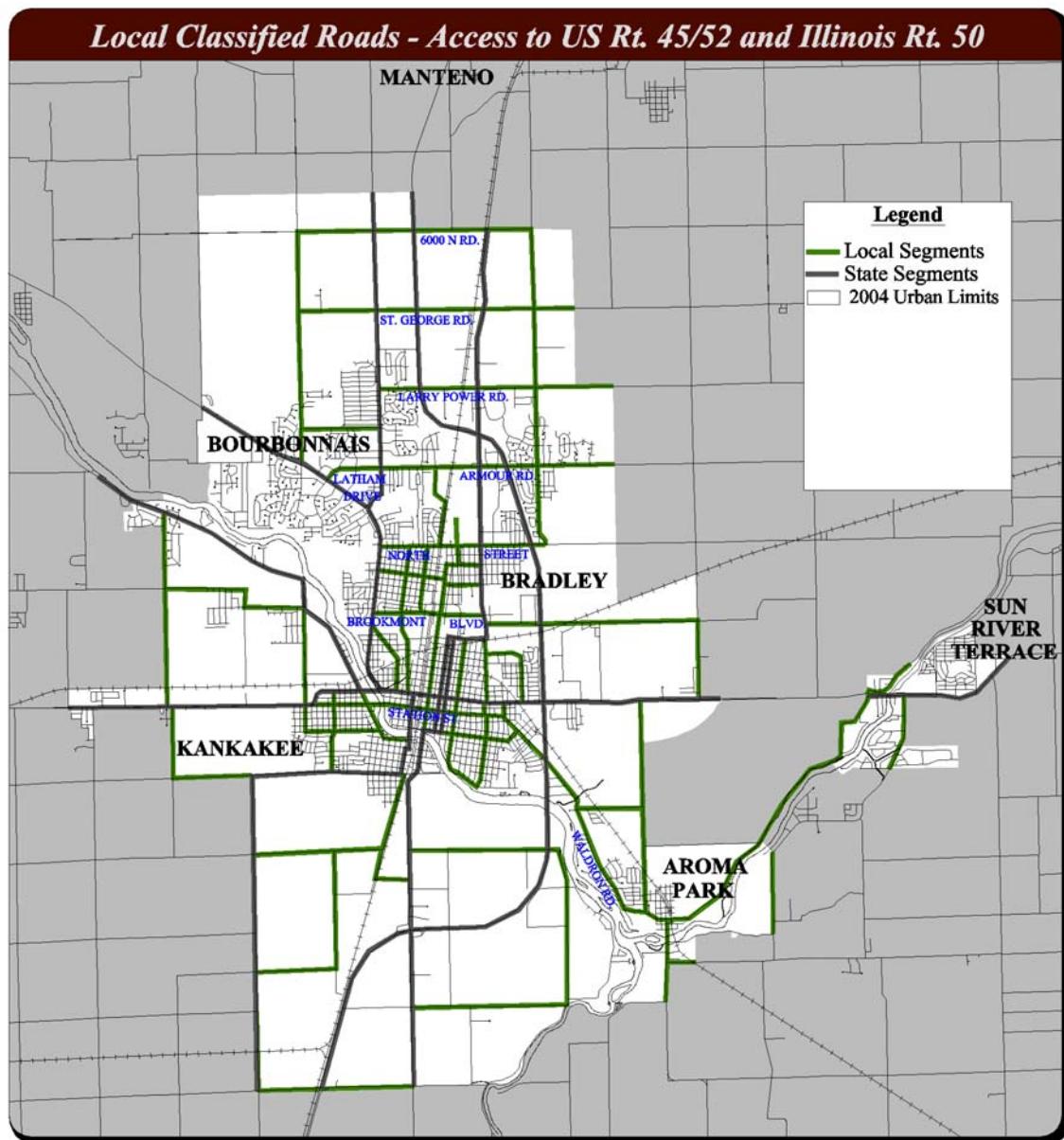
The local system discussion will be divided into three portions of priority. The first priority will be those local roadways that provide access between two major State north-south roadways

(U.S. Route 45/52 and Illinois Route 50). The second priority will be those roadways that either carry significant traffic volumes, or that have major new development areas served in their traffic shed. The third priority of local roadways will be those that serve a purely local traffic function.

- Local Classified Roadways
Providing Access to the Two Major State North-South Roadways

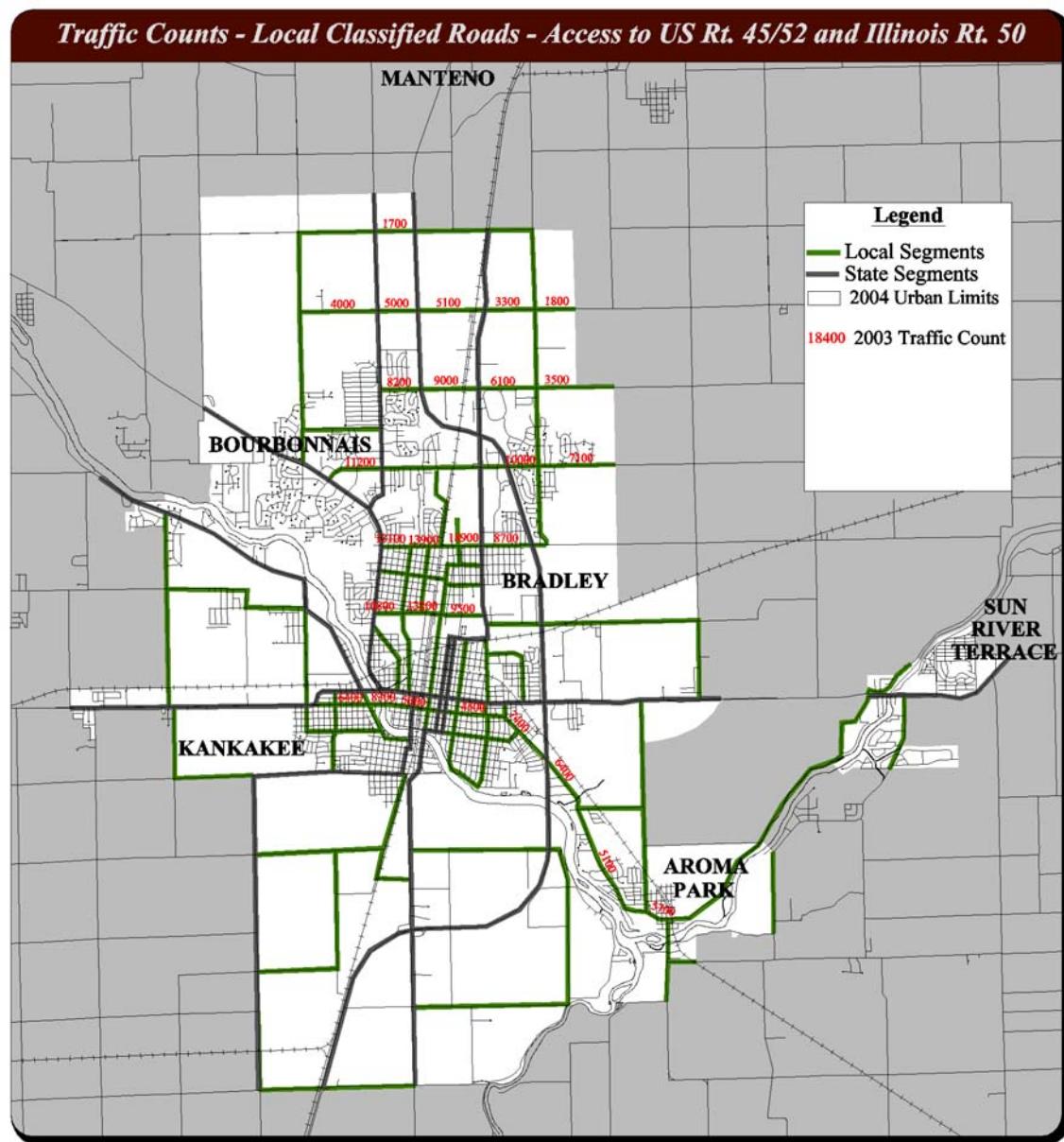
The local roadways to be discussed in this section are shown on **Local Classified Roadways – Access to U.S. Route 45/52 and Illinois Route 50, Figure 24**. These local roadways serve the important function of providing access to these two major north-south State roadways. The associated traffic on these local roadways is shown on **Traffic Counts – Local Classified Roadways – Access to U.S. Route 45/52 and Illinois Route 50, Figure 25**.

Figure 24



Source: Kankakee County Planning Department

Figure 25



Source: Kankakee County Planning Department

Brookmont Boulevard

This roadway has seen the expenditure of federal transportation funding twice (see Table 1) in the history of the MPO. Traffic volumes vary between 9,500 and 13,200 vehicles per day. This roadway has been improved except between Michigan and Schuyler Avenues, where a two-lane railroad bridge requires reconstruction. The jurisdiction of the entire classified roadway lies with the City of Kankakee. Funding to improve the railroad bridge may be on its way through federal funds. This Plan strongly endorses the upgrade and improvement of this segment of Brookmont Boulevard for the overall improvement of traffic circulation in the urban area.

North Street

This roadway has also seen the expenditure of federal transportation funding twice (see Table 1) in the history of the MPO. The Village of Bradley improved the portion between Illinois Route 50 (Kinzie Avenue) and Van Buren Avenue within the last two years, and also improved the intersection of North Street and Cardinal Drive to resolve a safety problem. Traffic volumes vary between 8,700 and 18,900 vehicles per day. This roadway has been improved to four lanes along its entire classified roadway length. The jurisdiction of the entire classified roadway lies with the Village of Bradley.

Armour Road/Latham Drive

This roadway has seen the expenditure of federal transportation funding once (see Table 1) in the history of the MPO. The Village of Bradley, State of Illinois, and Kankakee County jointly financed the improvement of the portion between Illinois Route 50 (Kinzie Avenue) and Cardinal Drive within the past four years. Traffic volumes vary between 7,800 and 11,200 vehicles per day. This roadway has been improved to four lanes to Cardinal Drive. Kankakee County is in the process of connecting the Village of Momence (see Figure 1) to the Village of Bradley through the completion of Armour Road between the two communities. The roadway jurisdiction lies with the Village of Bourbonnais, the Village of Bradley, and Kankakee County. The portion between U.S. Route 45/52 and Illinois Route 50 is under the jurisdiction of the State of Illinois.

Larry Power Road

A portion of this roadway (just west of the intersection with Illinois Route 50) is scheduled for the expenditure of federal transportation funding by the Village of Bourbonnais within the next five years. Traffic volumes vary between 3,500 and 9,000 vehicles per day. The jurisdiction of portions of the roadway lie with the Village of Bourbonnais, Bourbonnais Township, and the Village of Bradley.

St. George Road

Portions of this roadway have been improved in projects funded by the State of Illinois, the Village of Bourbonnais, and Kankakee County over the past five years. Traffic volumes vary between 1,800 and 5,100 vehicles per day. The jurisdiction of portions of the roadway currently lie with the Village of Bourbonnais and Kankakee County.

6000 N. Road

This roadway is located at the northern edge of the Urbanized Area, and is the location of a potential interchange with Interstate 57. It represents a very important roadway in the future development of the area between the Villages of Bourbonnais, Bradley and Manteno, and has been discussed at length in the Special Studies portion of this report.

Current traffic volumes are 1,700 in the segment just east of U.S. Route 45/52. The jurisdiction of portions of the roadway lie with Bourbonnais and Manteno Townships, as well as with the Villages of Bourbonnais and Bradley.

Station Street – Maple Street – Waldron Road

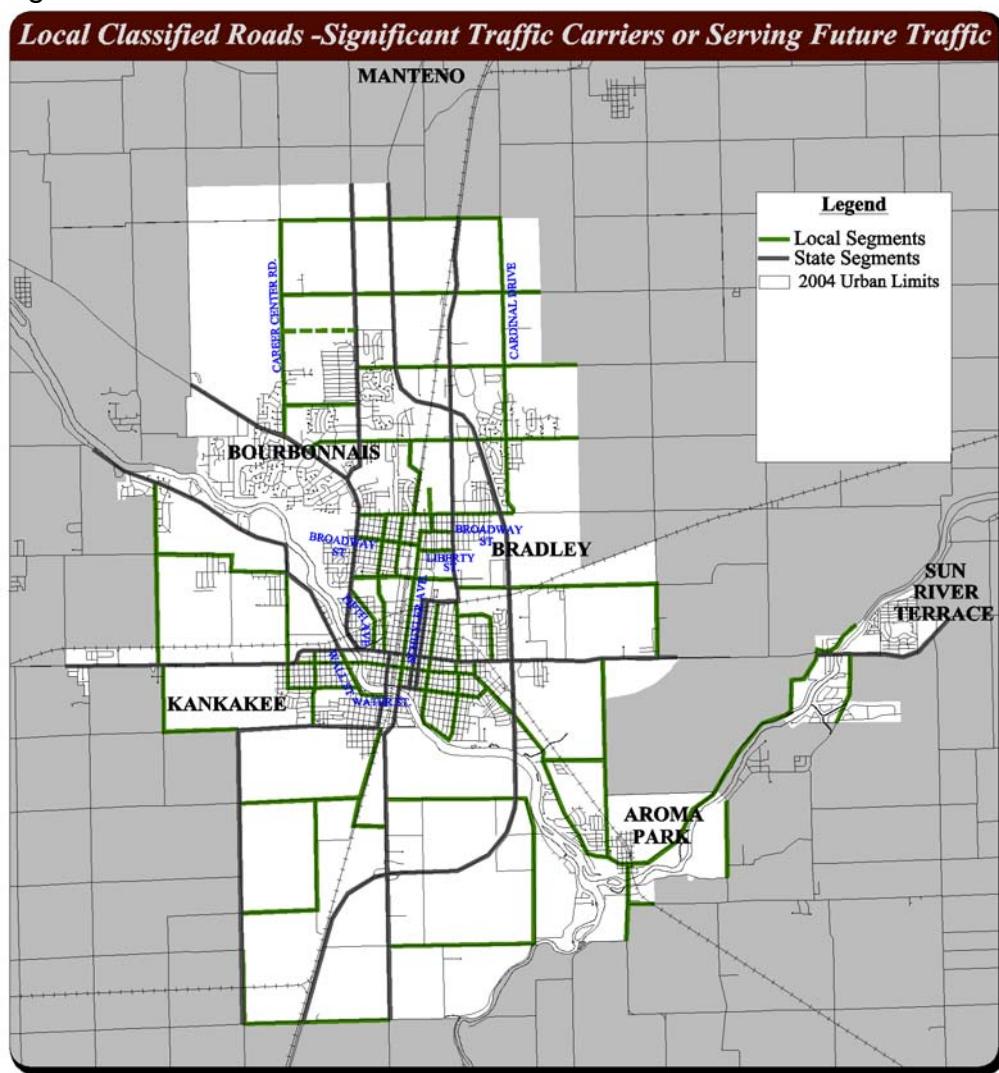
This roadway has a roughly contiguous alignment from west Kankakee through Aroma Park. Federal transportation funding is planned to be expended by the Village of Aroma Park on a small segment of the roadway at some point in the next five years. Traffic volumes vary from 5,000 to

8,300 vehicles per day. The jurisdiction of portions of the roadway lie with the City of Kankakee, Kankakee County, and the Village of Aroma Park.

Local Classified Roadways Carrying Significant Traffic, or Those That Will Serve Future Development

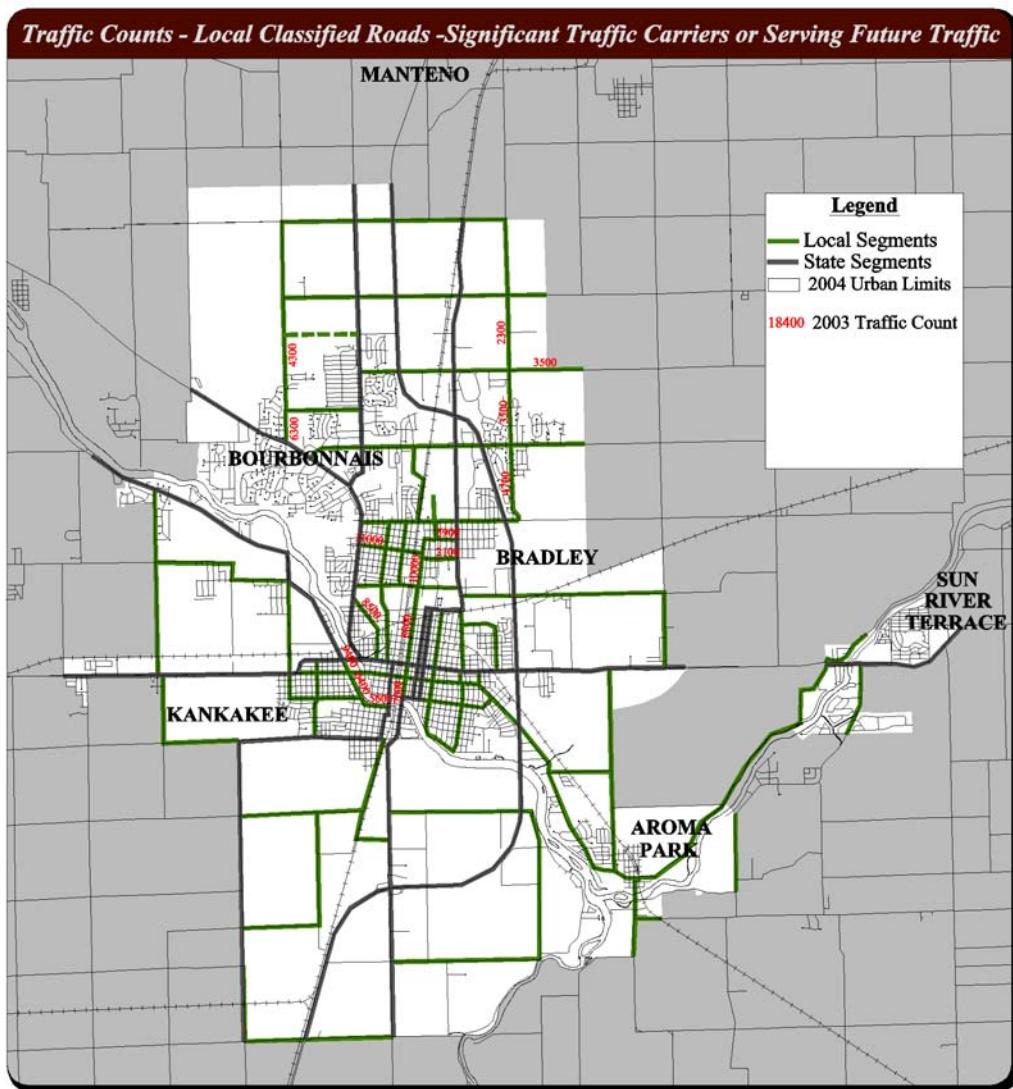
The local roadways to be discussed in this section are shown on **Local Classified Roadways – Significant Traffic or Serving Future Areas of Development, Figure 26**. These local roadways serve significant current traffic functions, or are anticipated to do so in the future. The associated current traffic on these local roadways is shown on **Traffic Counts – Local Classified Roadways – Significant Current Traffic or Serving Future Development, Figure 27**.

Figure 26



Source: Kankakee County Planning Department

Figure 27



Source: Kankakee County Planning Department

Broadway Street

This roadway connects U.S. Route 45/52 with Schuyler Avenue in the Village of Bradley, with traffic volumes around 11,000 vehicles per day. The roadway is a four lane cross section between U.S Route 45/52 and Washington Avenue. Traffic connecting with Illinois Route 50 takes either Liberty or Broadway Streets, but not on a continuous alignment. East of Schuyler Avenue, Broadway Street carries 5,900 vehicles per day, and Liberty Street carries 2,100 vehicles per day. East of Washington Avenue, each of the streets mentioned are two-lane roadways.

Schuyler Avenue

This roadway connects the downtown areas of the City of Kankakee and the Village of Bradley. Traffic volumes range from 7,700 to 10,000 vehicles per day. The roadway is a two-lane roadway for its total length.

Fifth Avenue

This roadway connects Illinois Route 17 with U.S. Route 45/52 on a diagonal route. Traffic volumes are in the 8,500 range. The roadway is a two-lane roadway for its total length.

Wall Street/Water Street

This roadway parallels the Kankakee River, travelling on the south side of the River between Illinois Route 17 and Schuyler Avenue. Traffic volumes range from 5,600 to 9,400 vehicles per day. The roadway is a two-lane roadway for its total length.

Career Center Road

This roadway parallels U.S. Route 45/52 from Illinois Route 102 to 6000 N. Road, one mile west of U.S. Route 45/52. Traffic volumes range from 4,300 to 6,300 vehicles per day. Development has occurred on portions of this roadway, and will occur in significant quantities in the future to make this roadway an important artery for north-south traffic in the future. The roadway is a two-lane roadway for its total length.

Cardinal Drive

This roadway parallels Illinois Route 50 from North Street to 6000 N. Road, roughly one mile east of Illinois Route 50. Traffic volumes range from 2,300 to 4,700 vehicles per day. Development has occurred on portions of this roadway, and will occur in significant quantities in the future to make this roadway an important artery for north-south traffic in the future. The roadway is a two-lane roadway for its total length.

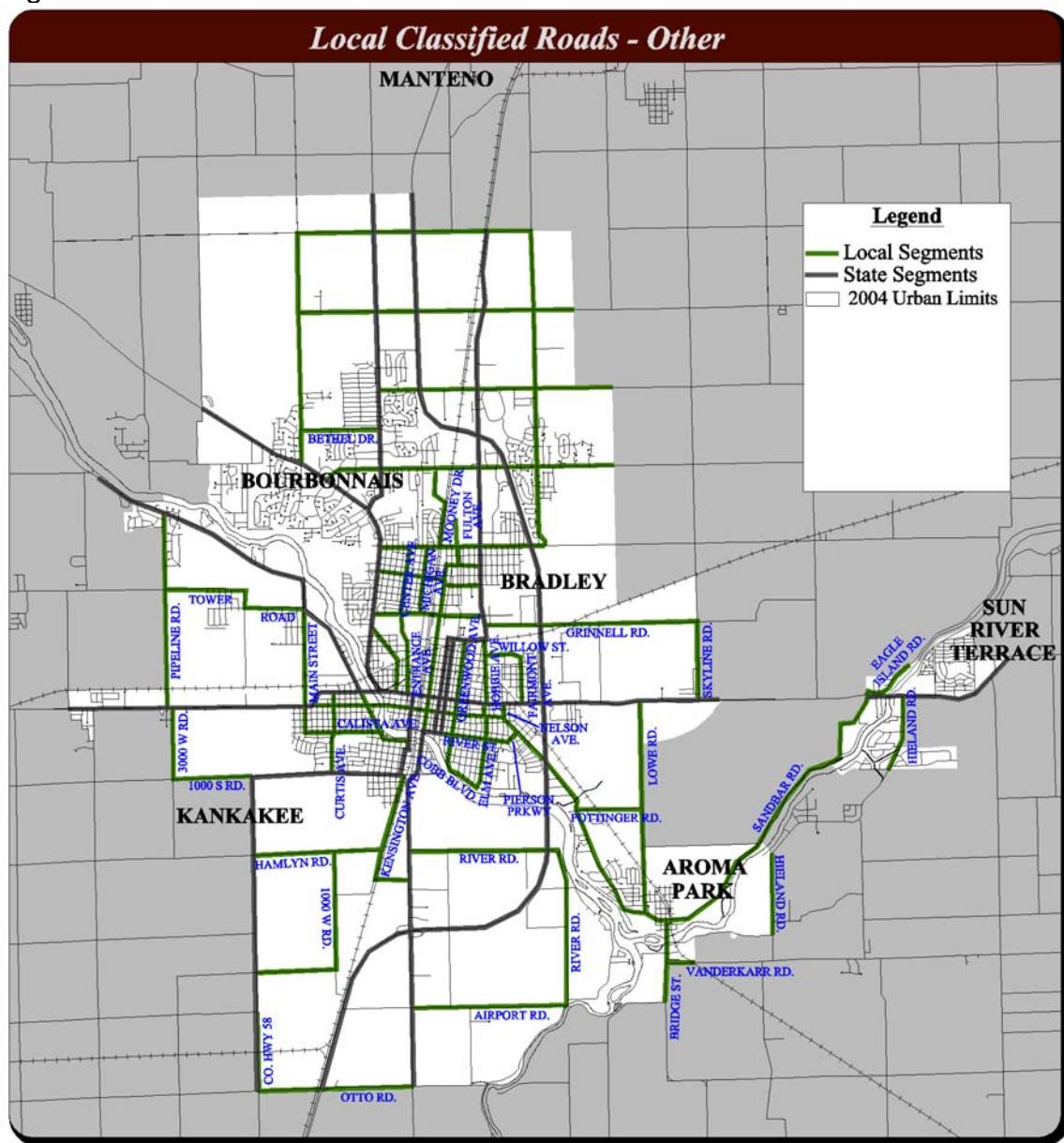
Burns Road

This roadway will be constructed by the Village of Bourbonnais, utilizing federal transportation funding at some point in the next five years. It will connect Career Center Road with U.S. Route 45/52, through development areas that will occur concurrently with its construction.

- Other Local Classified Roadways

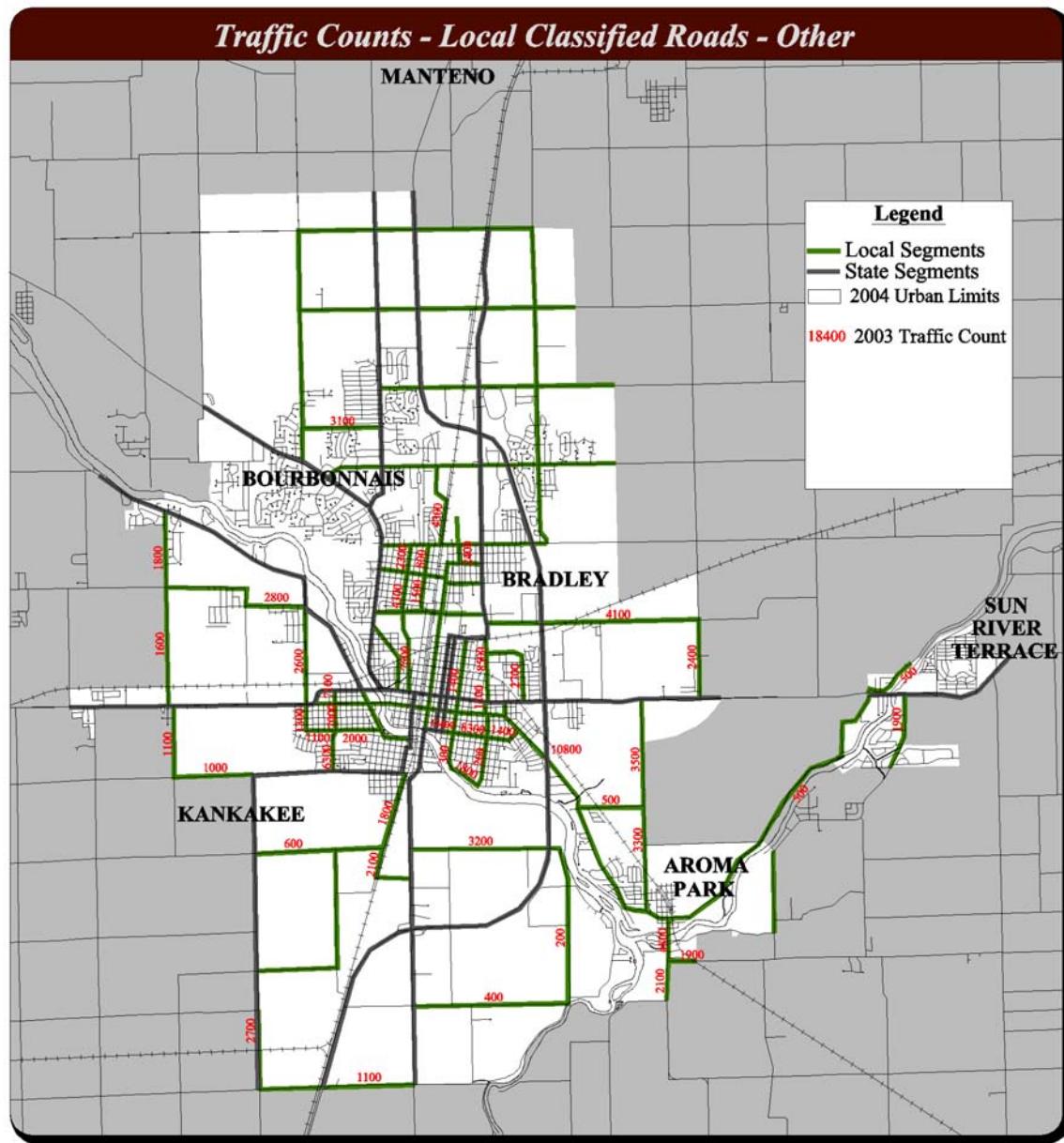
A number of other local classified roadways exist, and are important across portions of the Urbanized Area. These roadways are shown in **Local Classified Roadways – Other, Figure 28**, and the traffic volumes are shown in **Traffic Counts - Local Classified Roadways – Other, Figure 29**.

Figure 28



Source: Kankakee County Planning Department

Figure 29



- **Summary of Local System**

There are only seven roadways on the local classified system that have traffic volumes on any segment in excess of 10,000 vehicles per day, and all but one of those roadways do so at an intersection with a State maintained roadway. The only exception is Schuyler Avenue, which has a traffic volume of 10,000 between Brookmont Boulevard and Broadway Street.

FUTURE SITUATION

State System

The **Future State System**, [Figure 30](#), reveals a few proposed changes in the State of Illinois system in the 2030 Planning Horizon Boundary. The first broad category of changes recommended are related to extending existing State roadways within the 2030 Planning Horizon Boundary. Those changes are shown on Figure 30, and summarized below (numbers corresponding to map numbers):

Reference Numbers to Figure 30

- #1 – The extension of U.S. Route 45/52 from current terminus to the northern edge of the 2030 Planning Horizon Boundary.
- #2 – The connection of Interstate 57 between the existing 2004 Urbanized Area Map limit and the Manteno Urbanized Map.
- #3 – The connection of Illinois Route 50 between the existing 2004 Urbanized Area Map limit and the Manteno Urbanized Map.
- #4 – The connection of Illinois Route 17 in the area between Skyline Road and Sun River Terrace.
- #5 – The extension of Illinois Route 102 from current terminus to the western edge of the 2030 Planning Horizon Boundary.

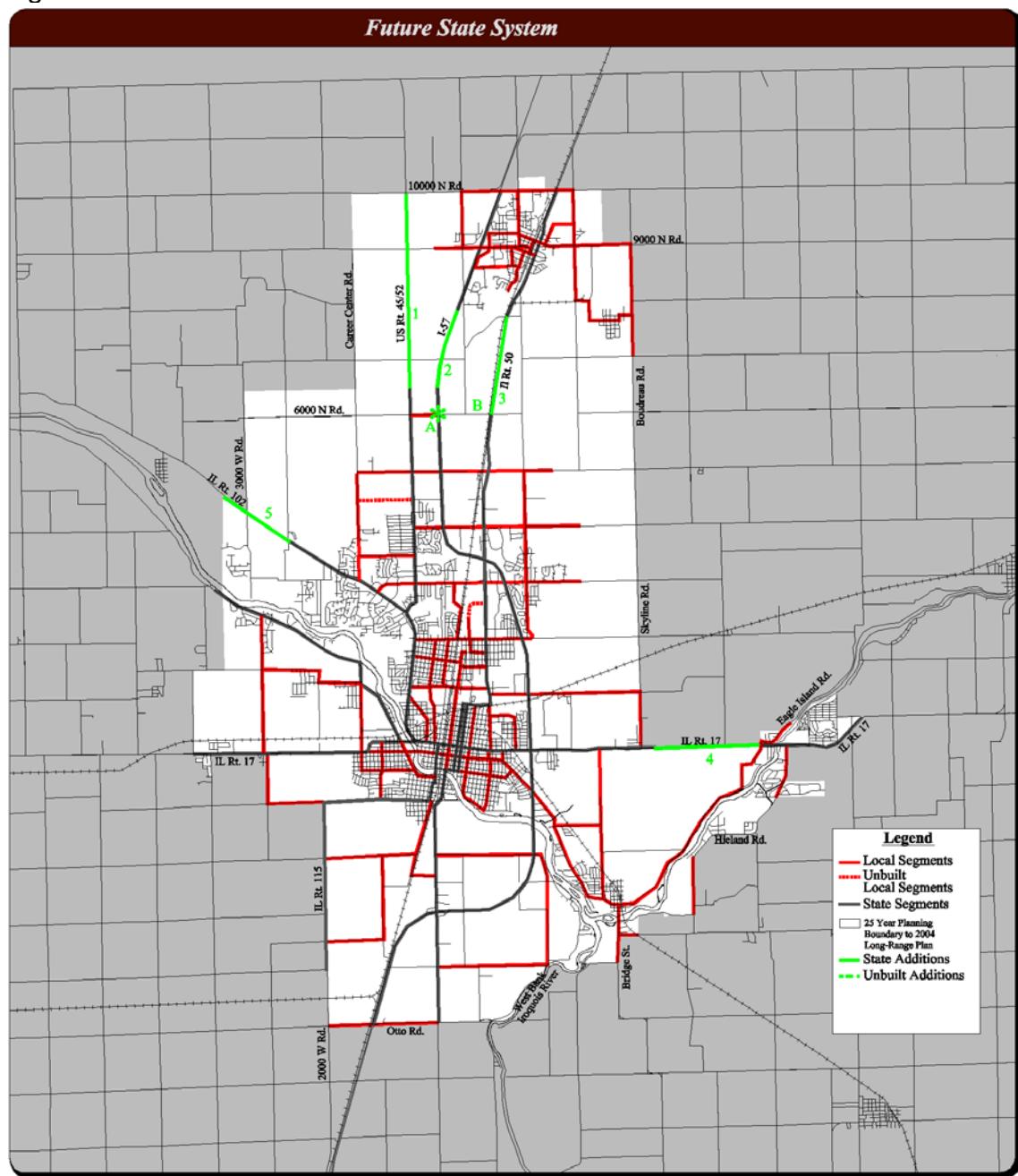
Three of the proposed changes in Figure 30 are related to the potential 6000 N. Interchange Project. Those changes are (letters corresponding to map letters):

Reference Letter to Figure 30

- A – The proposed Interchange at 6000 N. Road.
- B – The proposed overpass of 6000 N. Road over the Canadian National Railroad and Illinois Route 50.

All State of Illinois roadways are proposed under the Corridor Preservation Concept to be Tier 1 roadways.

Figure 30



Local System

The **Future Local Classified Roadway System**, [Figure 31](#) shows three broad categories of changes. They are: (1) Existing rural classified roadways within the 2030 Planning Horizon Boundary; (2) Roadways associated with the 6000 N Road/Warner Bridge Road/Exit 308 Corridor Study; and (3) Other Special Study projects.

Existing Rural Classified Roadways

Figure 31 shows seven additions of rural classified roadways into the classified system in the 2030 Planning Horizon Boundary. These additions are listed below.

Reference Numbers to Figure 31

- 1 – The extension of 9000 N. Road from its current terminus to the west edge of the 2030 Planning Horizon Boundary.
- 2 – The extension of St. George Road from its current terminus to the east edge of the 2030 Planning Horizon Boundary.
- 3 – The extension of Larry Power Road from its current terminus to the east edge of the 2030 Planning Horizon Boundary.
- 4 – The extension of Armour Road from its current terminus to the east edge of the 2030 Planning Horizon Boundary.
- 5 – The connection of two segments of Hieland Road.
- 6 – The extension of 2000 W. Road from its current terminus to the south edge of the 2030 Planning Horizon Boundary.
- 7 – The extension of 1500 N Road from its current terminus to the west edge of the 2030 Planning Horizon Boundary.

Roadways Associated with the 6000 N. Road/Warner Bridge Road/Exit 308 Corridor Study

Figure 31 shows five areas of additions to the local classified roadway system to include the recommendations of the 6000 N. Road Corridor Study. These additions are listed below.

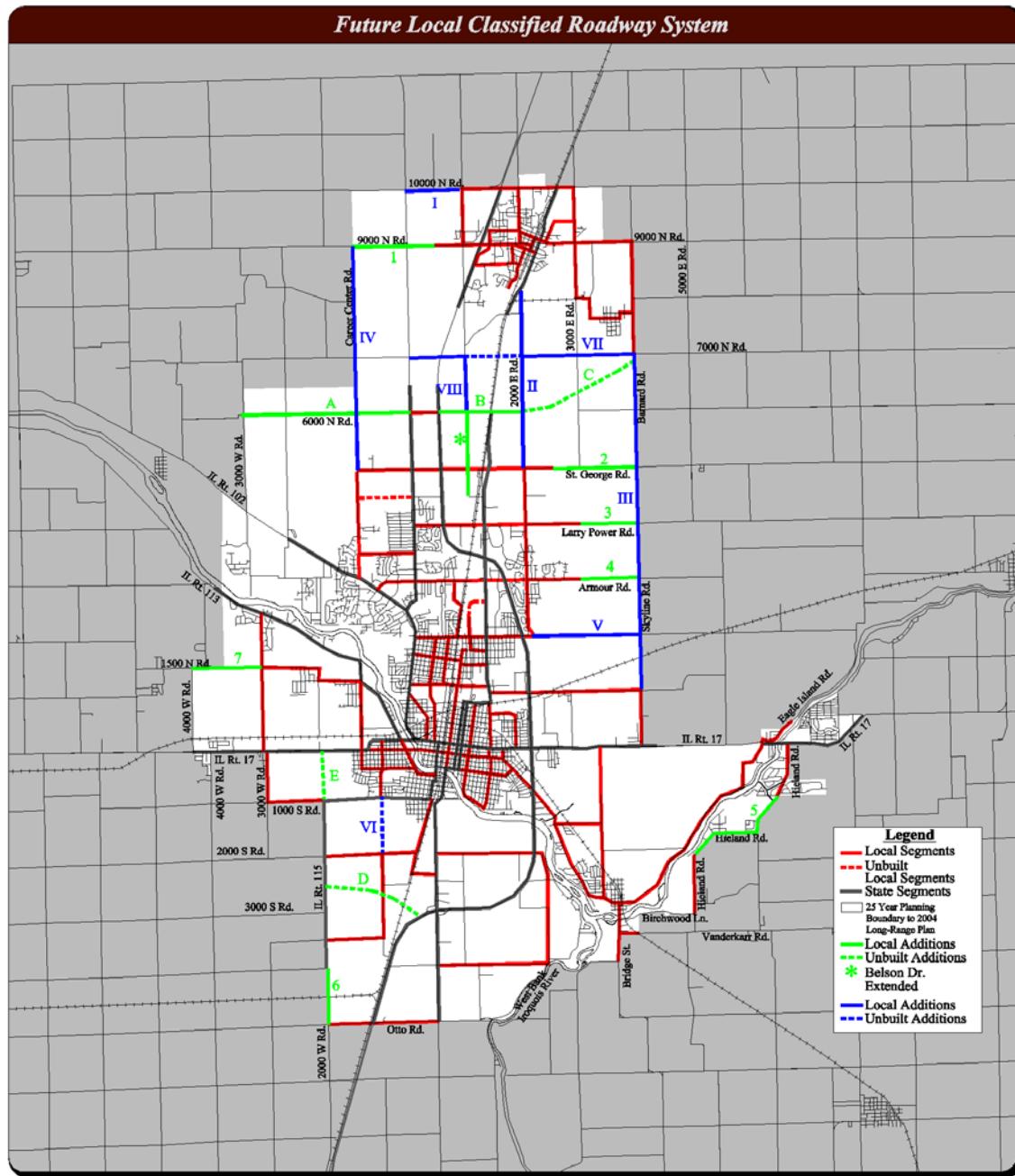
Reference Letters to Figure 31

- A – The extension of 6000 N. Road from its current terminus to the west edge of the 2030 Planning Horizon Boundary.
- B – The extension of 6000 N. Road from its current terminus to 2000 E Road.
- C – The “greengrass” connection of 6000 N. Road northward to connect with 7000 N. Road at some point prior to 5000 E. Road.
- D – The “greengrass” connection of Exit 308 with Illinois Route 115 at a point midway between 2000 S. Road and 3000 S. Road.
- E – The “greengrass” connection of Illinois Route 115 and Illinois Route 17 at 2000 W. Road.

Special Study Projects

The only remaining Special Study Project on Figure 31 that has not been discussed is the extension of Belson Drive from 6000 N. Road to McKnight Road. This roadway extension is marked on Figure 31 with an *.

Figure 31



Corridor Preservation Impacts

All Tier 1 Roadways from the Corridor Preservation Concept that are inside the 2030 Planning Horizon Boundary are shown on Figure 31.

Tier 2 extensions of existing classified roadways include the following. These Tier 2 additions including the following.

Reference Numerals to Figure 31

- I – The extension of 10000 N. Road from 1000 E. Road to U.S. Route 45/52.
- II – The extension of Cardinal Drive from St. George Road to Illinois Route 50.
- III – The extension of Skyline Road from Grinnell Road to 7000 N. Road.
- IV – The extension of Career Center Road from St. George Road to 9000 N. Road.
- V – The extension of North Street from Cardinal Drive to Skyline Road.
- VI – The connection of Curtis Avenue to 1000 W. Road.

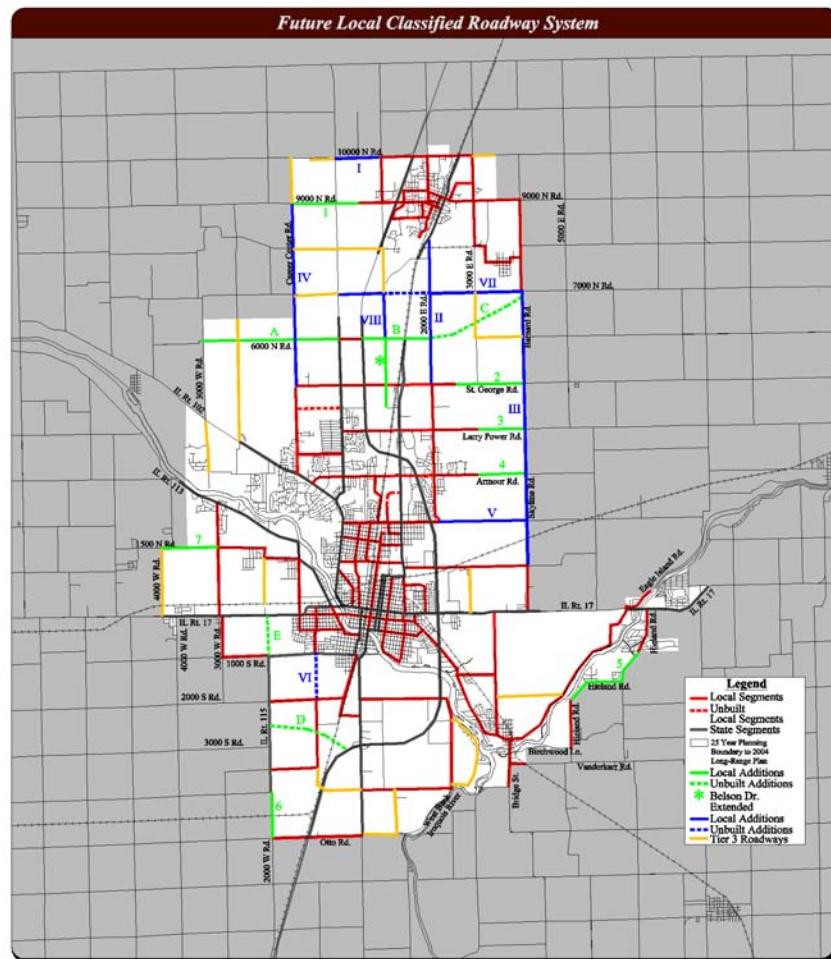
Two other Tier 2 roadways are in the 2030 Planning Horizon Boundary area. These additions are listed below.

Reference Numerals to Figure 31

- VII – 7000 N. Road from U.S. Route 45/52 to Barnard Road (extension of Skyline Road).
- VIII – 1000 E. Road (the extension of Belson Drive) from 6000 N. Road to 7000 N. Road.

Figure 31A shows the Tier 3 roadways proposed within the 2030 Planning Horizon Boundary. These roadways will be mentioned as a group, and not singled out for discussion in this text.

Figure 31A



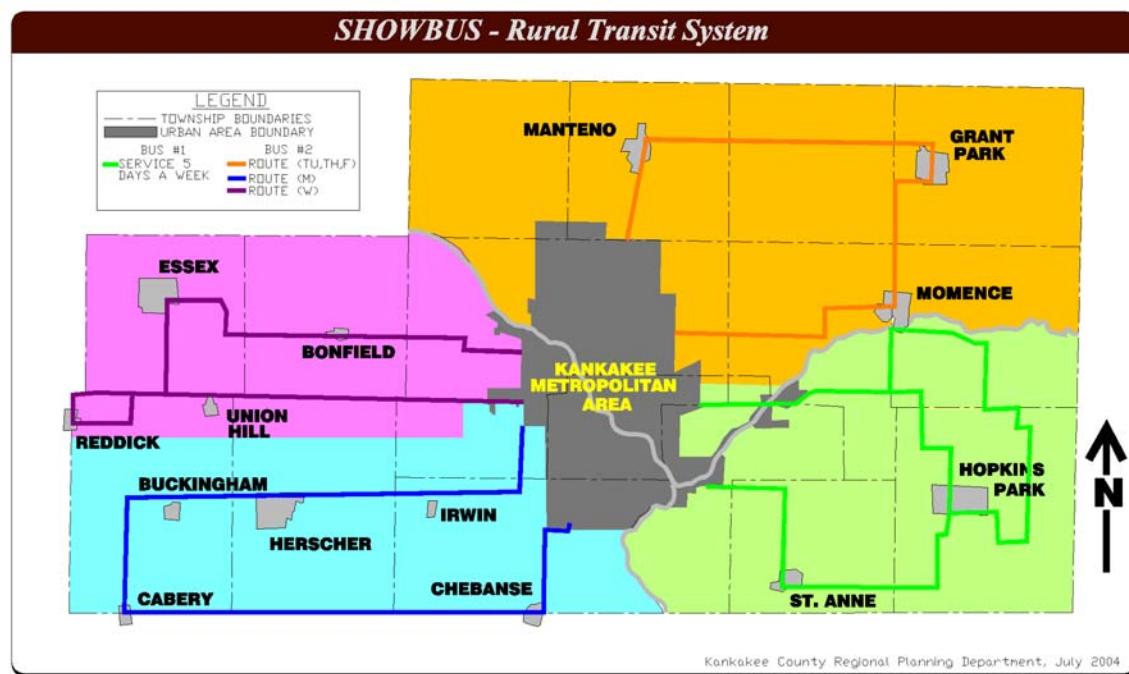
TRANSIT

EXISTING SITUATION

- Rural Service

The Rural Transit System in Kankakee County is operated by SHOWBUS, under contract to Kankakee County. The current route structure is shown in **SHOWBUS – Rural Transit System, Figure 32**. The route structure provides service to all rural areas and smaller urban areas outside the 2004 Urbanized Area, shown in dark gray in Figure 32.

Figure 32



Service is provided to the northern and northeast areas of the County on Tuesday, Thursday and Friday. Service is provided to the southern and southwest areas of the County on Mondays. Service is provided to the northwestern areas of the County on Wednesdays. Service is provided to the southeastern areas of the County on a five-day per week basis.

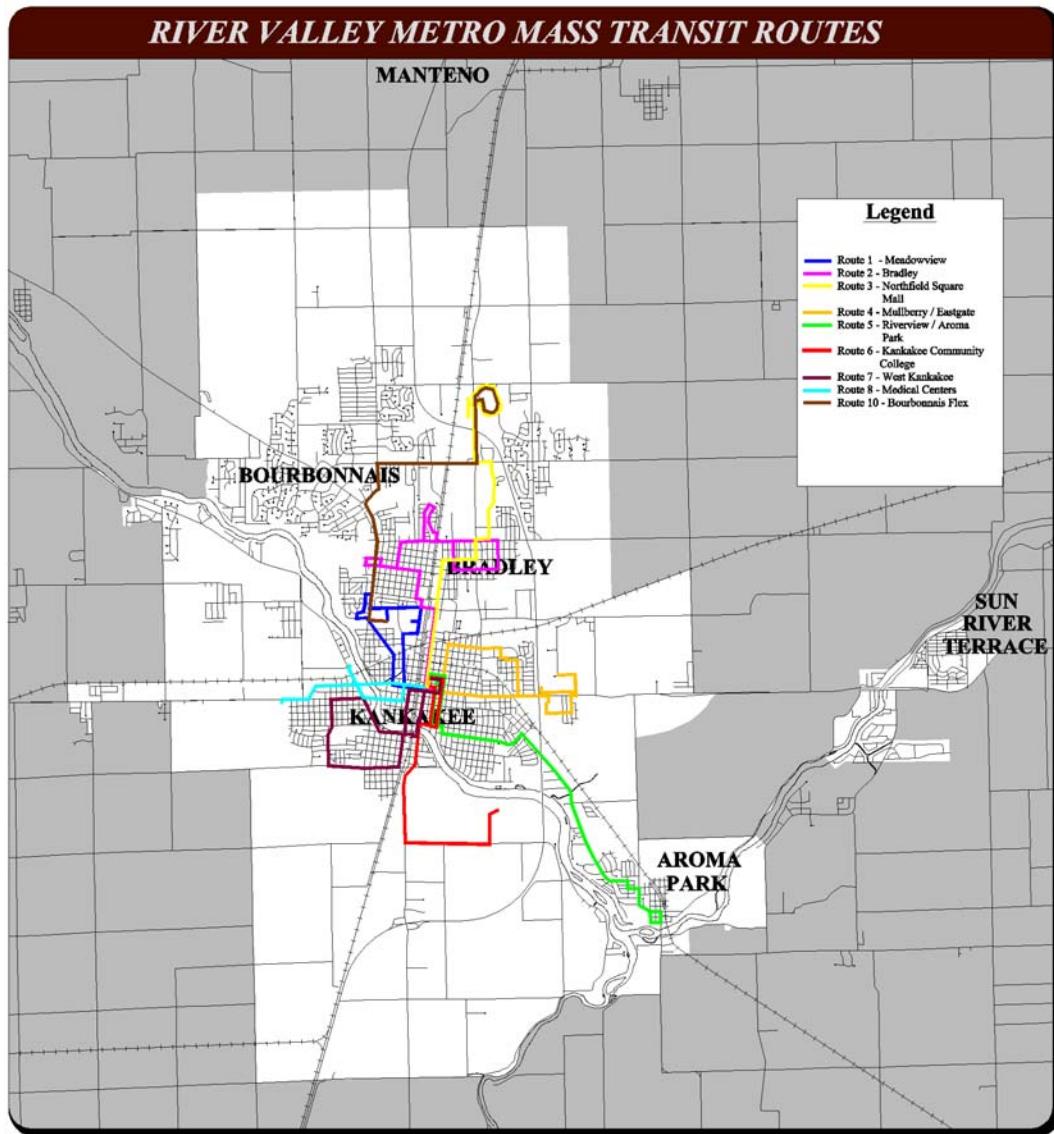
- Urban Service

Urban service to the area was reintroduced in July 1998 with two winding routes through the City of Kankakee, as the result of a demonstration project. This trial resulted in a transportation study that recommended the establishment of service throughout the Kankakee Urbanized Area.

The River Valley METRO Mass Transit District began service to the communities of Aroma Park, Bourbonnais, and Kankakee in July 1999, the beginning of fiscal year 2000. Service began with seven routes on one-hour headways, with ADA service provided with one bus.

In April of 2000, service on the busiest route was doubled, and service was instituted on a new route that served the numerous medical centers in Kankakee. In March of 2001, the Village of Bradley became a member agency of METRO, and the route structure that currently exists was begun, shown in **River Valley METRO Mass Transit Routes, Figure 33.**

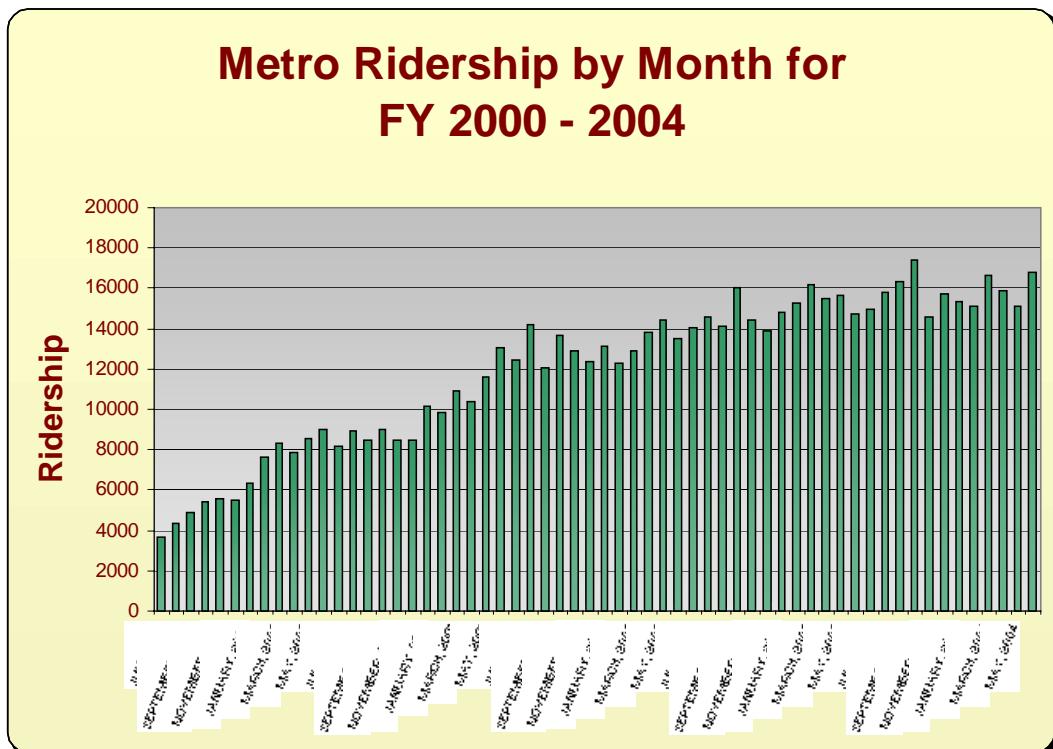
Figure 33



The ridership for the initial five years of METRO operation are shown in Chart 6, below. Ridership began at 77,000 annual rides taken in fiscal year 2000 (July 1999 through June 2000), and has grown to over 189,000 rides taken in fiscal year 2004. The pattern of ridership growth has been an explosive growth for the first three years, and a leveling of growth in the last two years.



The monthly ridership for the first five years of service is shown in Chart 7, and reveals a continuing pattern of growth through those first five years. The ridership per working day for each month has always been greater than the same data for the year previous, which is a pattern of growth hard to match.



FUTURE SITUATION

Urban Service

- Operating Issues

The Feasibility Study that recommended the establishment of METRO, and the provision of transit service to the Urbanized Area recommended a system of routes on half hour headways, with service from 6 A.M. to 10:30 P.M. from Monday through Friday, and from 6 A.M. to 6:30 P.M. on Saturdays. This level of service was labeled "full implementation".

When METRO began service in July 1999, neither the operating funding nor the vehicle fleet necessary for "full implementation" was available, so METRO began at roughly half the recommended service (Monday through Saturday from 6 A.M. to 6:30 P.M. on one-hour headways). The belief was that success during the first few years of operation would support the operating funds and vehicle fleet to eventually go to "full implementation".

The success of the system, reflected in the growing ridership and public acceptance, has prompted METRO to request that the State of Illinois allocation to fund the project be raised from the existing level of roughly \$1.06 million to \$3.20 million to fund the "full implementation". This funding level has been listed in bills before the State legislature, but has not been passed as of the writing of this report.

While the operating funding and available fleet hinder the pursuit of "full implementation", the institution of evening service would not require additional vehicle fleet, and is being considered at the present time. The chief issue is the availability of enough operating funding to add the additional service hours to provide the evening service.

In the Special Studies Section of this report a discussion was presented on the Commuter Rail Feasibility Study underway at present. It has been made clear during the course of that study that transit service between the Urbanized Area and the end of the existing commuter rail service would be a factor in any decision on the ultimate feasibility of the service. The River Valley METRO Mass Transit District Board has held discussions on the possibility of providing service to the current end of the line for commuter rail service at University Park.

Service to the full 2030 Planning Horizon Boundary area would include new service to Sun River Terrace and to Manteno. Initial planning for these service increases is now in process.

- Capital Issues

Existing capital grant requests are in place for bus stop signs for the entire current route structure. A grant request is also in place for the addition of bike racks for existing buses. Three new buses delivered in September 2004 have the bike racks already installed on "kneeling" buses.

A Transfer Center in downtown Kankakee has been in the discussion and grant phase for some time, and appears likely to be completed at some time during FY 2006 (July 2005 through June 2006). The amount of the grant for this facility is roughly \$1,000,000. The facility is planned to house a waiting area for passengers and an outlet to purchase the various fare media. It will be located next to the historic Amtrak depot, and will serve both local bus and train passengers, with the possible inclusion of intercity bus service at a later date.

METRO has requested funding for a combined administration/maintenance/storage facility. METRO is currently operating out of a rented facility with limited expansion capabilities. The new facility will reduce deadhead expense making the overall system more efficient. The approximate cost of such a facility is \$5,000,000.

The current vehicle service fleet for METRO consists of two broad categories of vehicles. Eight Bluebird buses (35 feet) were added to the vehicle fleet in 1999, and are eligible for replacement in 2006. The mileage on these buses ranges from 26,000 to 60,000 miles. Three Gillig buses (29 feet) have just been added to the fleet, and were put into revenue service in October 2004. These vehicles are eligible for replacement in 2016.

- Financial Issues

The current levels of funding for the support of METRO operating service are approximately:

- \$1,062,000 from the State of Illinois funding
- \$ 654,000 from Federal Transit Administration funding
- \$ 116,000 from local sources
- \$ 120,000 from farebox revenues

The Financial Plan Section of this report will assume approximately these same levels of support, except where stated. The level of continued support from federal sources is subject to a new federal transportation bill, which has not been passed at the time of the writing of this report. The level of continued support from state sources is subject to the request from METRO for funding at "full implementation" levels. The level of local share support is fixed until FY 06, when the five-year commitments are open for discussion.

AIR PASSENGER

EXISTING SITUATION

There is no regularly scheduled airline passenger service in Kankakee County. The Greater Kankakee Airport serves general aviation from its location in the southeast portion of the Urbanized Area. Due to aggressive marketing efforts and the closure of a number of small airports in Will County, a great deal of general aviation traffic now uses the Greater Kankakee Airport, and the hanger space at the Airport is now at capacity.

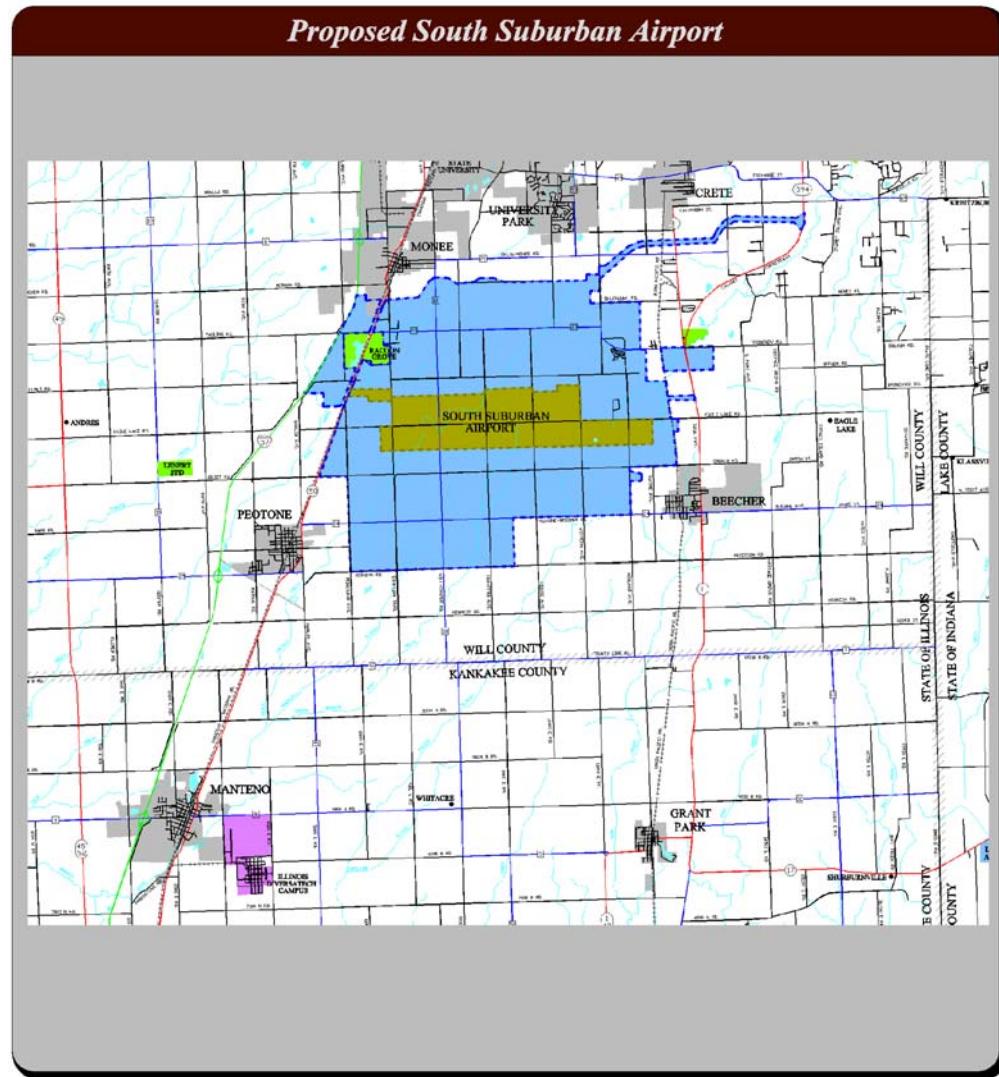
Current air travelers from the Kankakee Urbanized Area travel in large degree to the two Chicago airports for their airline travel. Some are traveling to the Bloomington-Normal Airport for their airline travel.

FUTURE SITUATION

The planned South Suburban Airport would mark a huge change in the pattern of air travel for residents of Kankakee County. The proposed main terminal facility is within 25 miles of a large percentage of the population of Kankakee County, and would mark a great change from the current trips of at least an hour to any scheduled air service.

The original outline of the South Suburban Airport is shown in the **Proposed South Suburban Airport, Figure 34**. Changes have been made to this airport outline, but the official new configuration has not yet been made public. It is believed that this new configuration will be made public at about the same time as the publication date for this document.

Figure 34



The Kankakee County/Will County border is roughly two miles from the southern edge of the airport outline. The development of the South Suburban Airport will have an incredibly large impact on the air travel patterns of the Kankakee County area.

RAIL PASSENGER

EXISTING SITUATION

Amtrak currently serves downtown Kankakee on two trips northbound and southbound daily. Commuter rail service is available through the end of the line Metra station at University Park. Past surveys of the long-term parking at the University Park station have found that around 33% of the cars parked at University Park come from Kankakee County, or from areas farther south.

FUTURE SITUATION

The Commuter Rail Feasibility Study was discussed in the Special Studies Section of this report. The Draft Report of the Task Force on this study will be presented at about the time of the publication of this report. The preliminary recommendations show two alternatives for the extension of service. The first alternative, or Minimum Operable Service (MOS) shows the extension of service to Manteno as a first step in service extension. The second alternative, or Full Build Out (FBO) shows service to the City of Kankakee at Exit 308.

The process of achieving commuter rail service extensions is through a number of feasibility and engineering studies. The current study is only the first of those studies. It is safe to assume that the reality of the South Suburban Airport would hasten the need for commuter service extensions south of that airport, and that the new airport would likely be a hub for rail passenger service in the area.

Aside from the "with Airport" scenario, officials believe the extension of commuter rail is a vital element to the overall long-term make up of this community. This Plan endorses the continued study of the feasibility of commuter rail to Kankakee.

An additional item for discussion in this area is the proposal for High-Speed Rail service from St. Louis to Chicago. The service is already planned as far north as Dwight (in Livingston County), and three alternatives exist for the completion of that service to Chicago. One of those alternatives would run through the City of Kankakee, and along the Canadian National Railroad through to Chicago.

It is the local belief that the reality of the South Suburban Airport would prompt the continuation of the High-Speed Rail service from St. Louis to Chicago through this Airport, and that the only way to provide that service would be through Kankakee and along the CN RR. This would add to the rail passenger alternatives available to Kankakee County residents.

RAIL FREIGHT

EXISTING SITUATION

Rail freight service is provided within Kankakee County by three major railroads. The Canadian National Railroad line runs north south through the middle of Kankakee County, providing service to Chebanse, Kankakee, Bradley, Bourbonnais, and Manteno.

The Union Pacific Railroad line runs north south through the eastern portion of Kankakee County, providing service to St. Anne, Momence, and Grant Park. The Norfolk Southern Railroad line runs east west through the middle of Kankakee County, providing service to Kankakee, Bradley and Momence.

Attempts have been made to determine the volume of freight traffic each of those lines handles, but no reliable comprehensive data source has been determined to ascertain those relative freight volumes.

FUTURE SITUATION

The Commuter Rail Feasibility Study has made some preliminary recommendations on dealing with joint freight/passenger train operations on the Canadian National Railroad between Kankakee and University Park. These recommendations deal with the need for additional trackage to support both freight and passenger service. This additional trackage would allow for higher volumes of rail freight service through Kankakee County, even with the addition of rail passenger service.

It is assumed that the implications of High-Speed Rail service would have the same effect on the Norfolk Southern rail freight service through the Kankakee area. It should be pointed out that the intersections of the three major lines occur in two places (the junction of the Norfolk Southern and Canadian National in Kankakee, and the junction of the Union Pacific and Norfolk Southern in Momence). These junctions to a large part limit how much rail freight traffic can be accommodated in Kankakee County.

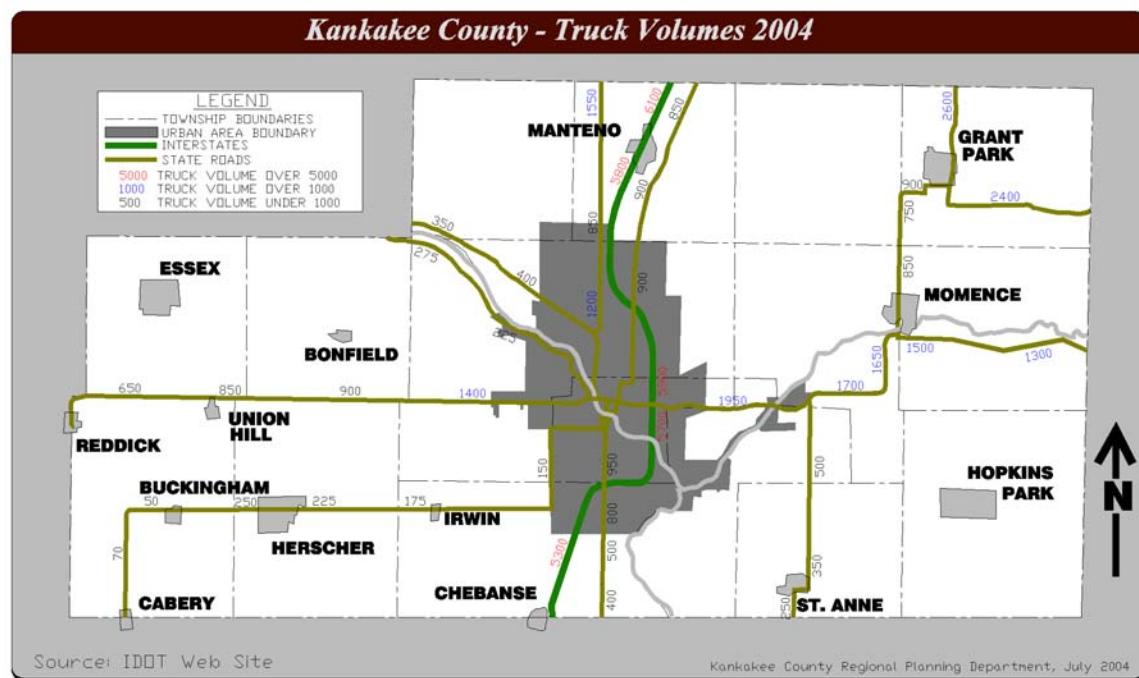
TRUCK FREIGHT

EXISTING SITUATION

As was discussed in the Special Studies Section, truck freight traffic has been an area of extensive work in the past five years, to include a number of actions along the Interstate 57-Illinois Route 50 corridor between Bradley/Bourbonnais and Manteno. These issues will not be discussed here.

There are a number of places in Kankakee County where truck freight movement occurs that has neither origin nor destination inside Kankakee County. The most obvious of these roadways is Interstate 57, which is designed to handle through truck freight traffic, and which is the location of the highest concentration of that traffic in Kankakee County, as shown in **Kankakee County – Truck Volumes 2004, Figure 35**. Truck volumes along Interstate 57 in Kankakee County are between 5,000 and 6,000 trucks per day, or around 25% of the total traffic on Interstate 57.

Figure 35



There are a number of other locations in Kankakee County where a great deal of through truck traffic exists, mostly in the eastern section of the County, particularly north and east of Grant Park and east of Momence, where truck volumes represent between 33% and 46% of total traffic.

Roadway Segment	Current Traffic	Truck Traffic	%
Illinois Route 1 North of Grant Park	6,900	2,600	38%
Illinois Route 17 East of Grant Park	5,200	2,400	46%
Illinois 114 East of Momence	3,950	1,300	33%

Interviews with truck freight operators have indicated that some of these high percentages are due to trucks avoiding Interstate 80 for their east west travel, and gaining access to and from Indiana through Kankakee County. These issues will continue to be studied in the near future.

Another truck freight issue that has been raised in a number of public involvement arenas is that of trucks traveling through the middle of urban areas. This is particularly true of the Village of Manteno, where the urban area lies between a major concentration of truck generators and the nearest interchange with Interstate 57. This is also true through downtown Kankakee, although the issue is more through east west truck movement, rather than a local access issue.

A developing issue is the generation of container trucks from a facility to the northwest of Kankakee, near Elwood. Some public involvement activity indicates an increase in truck traffic across Kankakee County into Indiana. The truck volumes indicated in Figure 35 do not indicate a problem, but this situation will continue to be monitored.

FUTURE SITUATION

The problem of through trucks using Kankakee County as their connection between Illinois and Indiana can only be resolved through the construction of the proposed Illiana Expressway, a connection between Interstates 57 and 65 through Will County. Discussions between Will County and State of Indiana officials have been held on this subject, and Kankakee County will continue to monitor the situation.

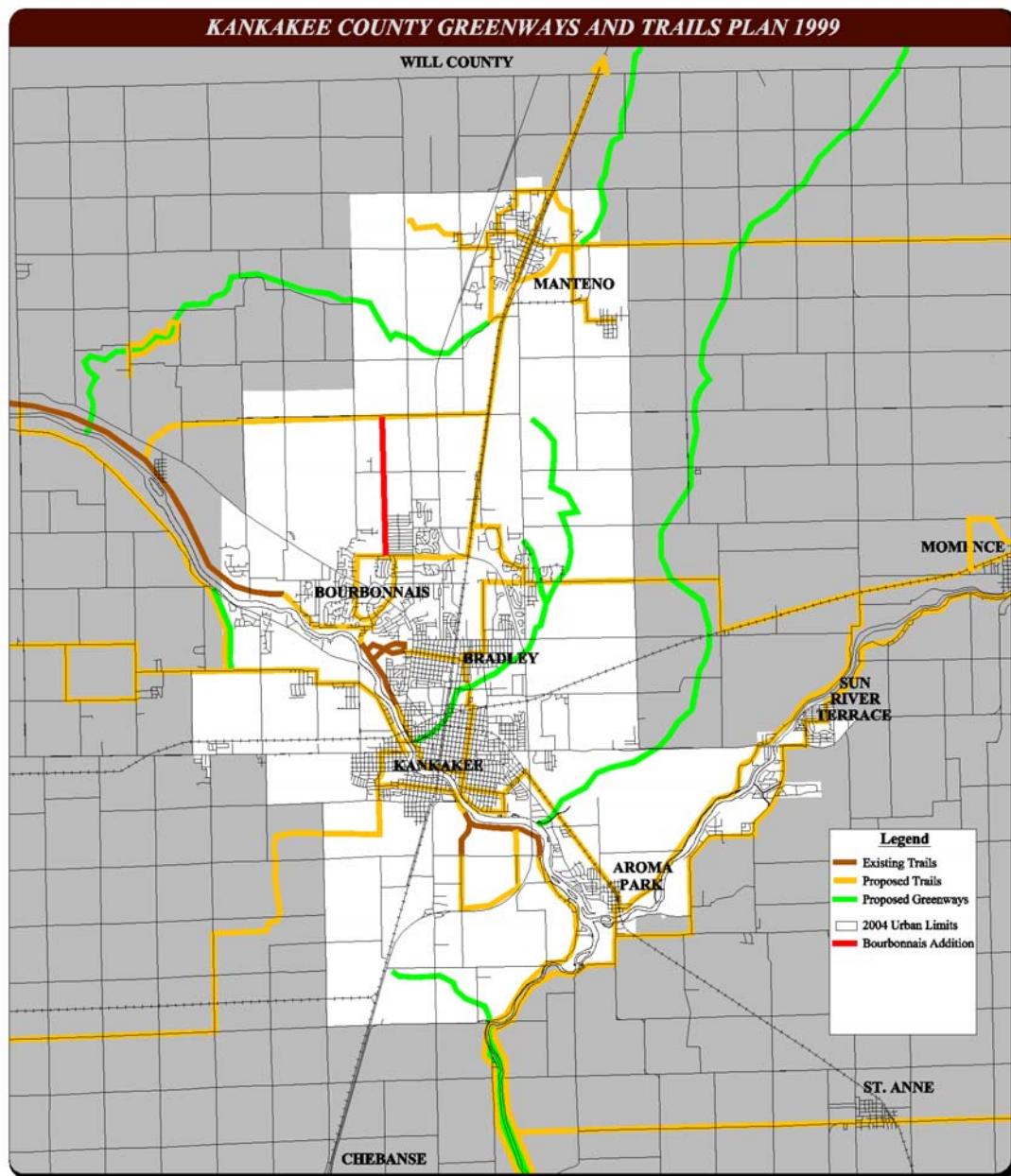
The issue of truck traffic through urban areas has been addressed in the Special Studies Section of this report, through the 6000 N. Road Interchange and the associated 6000 N. Road/Warner Bridge Road/Exit 308 Corridor Study.

GREENWAYS AND TRAILS

EXISTING SITUATION

A Greenways and Trails Plan was adopted by the Kankakee County Board in 1999, and is shown in [Figure 36](#). The Village of Bourbonnais has since added a path in their jurisdiction to connect two previous pathways.

Figure 36



FUTURE SITUATION

Perhaps the most significant activity in this regard is the potential path to connect the existing paths along the Kankakee River into one longer path that would connect the State Park area at the Will County border to the new water park south of the City of Kankakee. This path is under current study, and is planned for funding applications at some point, hopefully within the next two years.

FINANCIAL PLAN

The funding mechanism for transportation at the federal level has not been passed at the time of this writing. The status of the funding picture at the state level is similarly uncertain, as no long-term financial package is in place, either. Without long-term funding support, planning on a long-term basis is difficult, and writing a plan about that effort is a daunting task.

HIGHWAY PORTION

STATE SYSTEM

The 1999 Long-Range Transportation Plan developed needs on the State system, and projected funding for those needs. That analysis will be utilized again in this report, absent any more recent analysis, and in the face of an uncertain funding future. This analysis will attempt to separate the funded from unfunded projects, in an effort at fiscal constraint.

Projects in Past Five Years

It should be noted that a great deal of state and federal spending in the area of transportation has occurred in the Kankakee Urbanized Area in the intervening years since the 1999 Long-Range Plan, and this section will highlight that spending. A large number of the bridges in the Urbanized Area have been rebuilt during this time period, an infrastructure investment that is appreciated by the local area.

The projects that have been completed in the intervening five years, or are in the process of construction, are the following:

- US 45/52 (Kennedy Drive) at Soldiers Creek
- Illinois Route 17 (Court Street): Fraser Avenue to Fifth Avenue (including Kankakee River Bridge)
- Illinois Route 17 (Court Street): Fifth Avenue to Eastgate Road
- Illinois Route 50 (Kinzie Avenue and Fair Street): Brookmont Boulevard to Norfolk Southern Railroad
- Illinois Route 50 (Schuyler Avenue): River Road North to Kankakee River
- Illinois Route 50 (Kinzie Avenue): Liberty Street to Brookmont Boulevard
- Illinois Route 50 (Kinzie Avenue): at Soldiers Creek
- Illinois Route 50 (Schuyler Avenue): at Kankakee River
- Illinois Route 115 (Jeffrey and Washington Streets): Koerner Airport to Kankakee River
- Illinois Route 115 at Ditch 1.5 miles west of U.S. Routes 45/52
- Interstate 57 at Armour Road
- Illinois Route 17 (Court Street): at Canadian National Railroad
- Illinois Route 50 (Indiana Boulevard): at Ditch just south of Norfolk Southern Railroad
- Illinois Route 113 (Wall Street): Illinois Route 17 (Court Street) to Riverside Hospital
- Illinois Route 50 at St. George Road

In addition, engineering studies have been undertaken for three projects:

- Interstate 57 between Manteno and Bradley Interchanges
- Interstate 57 at Illinois Route 50 Interchanges and Canadian National Railroad Bridges
- Potential Interstate 57 Interchange at 6000 N. Road
- Interstate 57 at Exit 312

Probable Deficiencies Discussed in 1999 Long-Range Plan

The traffic modeling effort from the 1999 Long-Range Plan pointed out seven areas on the IDOT system where future traffic growth would indicate probable capacity deficiencies in the future (target year was 2025 for that report). Those seven areas are listed below:

- Interstate 57, Illinois Route 17 exit north to the 2025 Planning Horizon Boundary
- Illinois Route 17, from end of current four lane section west to the 2025 Planning Horizon Boundary
- Illinois Route 50, from Bradley Village Limits to Central Bradley
- Illinois Route 50, from Armour Road north to the 2025 Planning Horizon Boundary
- U.S. Route 45/52, from Bourbonnais Village Limits north to 2025 Planning Horizon Boundary
- Illinois Route 102, from U.S. Route 45/52 west to the 2025 Planning Horizon Boundary
- Armour Road, from U.S. Route 45/52 to Illinois Route 50

Two of the probable deficiency areas deal with segments within the existing developed area of the Kankakee Urbanized Area (Illinois Route 50 from the Bradley Village Limits to Central Bradley, and Armour Road, from U.S. Route 45/52 to Illinois Route 50). These two areas have either had a project within the past five years, or have a planned project.

The other five areas deal with developing areas at the edge of the Kankakee Urbanized Area, and would require capital investment in developing added capacity in the form of additional lanes of traffic. As such, each of these areas represents an area of large capital expenditures, none of which are committed at the present time.

It is safe to assume that the engineering studies of Interstate 57 between Manteno and Bradley deals with the potential for added traffic lanes to Interstate 57 from four lanes to six lanes at some point in the future.

The other probable deficiencies discussed would be addressed by IDOT at the point where the traffic meets the established warrants for additional capacity. As these warrants are met, IDOT will no doubt conduct engineering studies to deal with the issues.

Potential Funding

The 1999 Long-Range Plan attempted to project funding for the next 25 year period, based on historical patterns of funding in the past, and projected needs in that following 25 year period. Funding estimates were made by funding categories, and are listed below:

- Reconstruction – an estimated cost of \$123,735,000 for the reconstruction of Interstate 57 from a four to six lane facility.
- Repair/Resurfacing – an estimated cost of \$23,197,000 for periodic maintenance to Interstate 57.
- Reconstruction – an estimated \$63,478,000 for Interstate 57 overhead facility replacements at the Manteno and Illinois Route 50 Interchanges.
- Reconstruction – an estimated \$31,953,000 to upgrade efficiency and capacity of area roadways.
- Repair/Resurfacing – an estimated \$68,482,000 for routine rehabilitation of state routes on a seven to eight year rotation period.
- Bridge Replacement - \$35,680,000 was estimated for the replacement of Illinois Route 17 and Illinois Route 50 over the Kankakee River, Illinois Route 17 over the Canadian National Railroad, and for Interstate 57 at Armour Road. All of these projects have been completed.
- Intersection Improvements – an estimated \$4,051,000 for the relief of high accident rate locations.
- Crossing Improvements – an estimated \$1,406,000 for the routine rehabilitation of state railroad crossings within the urban area.
- Reconstruction – an estimated \$5,389,000 for eligible projects not presently identified but probable.

The total estimate of potential expenditures was \$357,371,000. The costs of roadway reconstruction and bridge replacements were based primarily on specifically identified and/or anticipated projects. Repair/resurfacing projects were based upon inventory of state highway, bridge, and rail crossings within the 2025 Planning Horizon Boundary times the frequency of past maintenance activities. Expenditures for similar past projects were used in determining future cost estimates. Given cost estimates include state matching funds and a 3 percent annual inflation rate through the 25-year planning period.

The majority of the listed projects were not currently programmed nor funded. The implementation of such projects is contingent upon the availability of federal and state funds, the appropriation by the Illinois General Assembly and approval by the Governor.

Funded Versus Unfunded

The funding estimates shown above pertain to the existing state maintained roadway system. This report does not identify funded projects, as this is dependent upon the availability of federal and state funding, and upon the future actions of the Illinois General Assembly and the Governor.

Projects which are not on the current state maintained system would be classified as unfunded at present. A chief example of these types of projects would be the proposed Interstate 57 interchange at 6000 N. Road.

LOCAL SYSTEM

The established policy by the Policy Committee of the Kankakee Urbanized Area is that a local project may take no more than two years' allocations of STPU funding. The cost

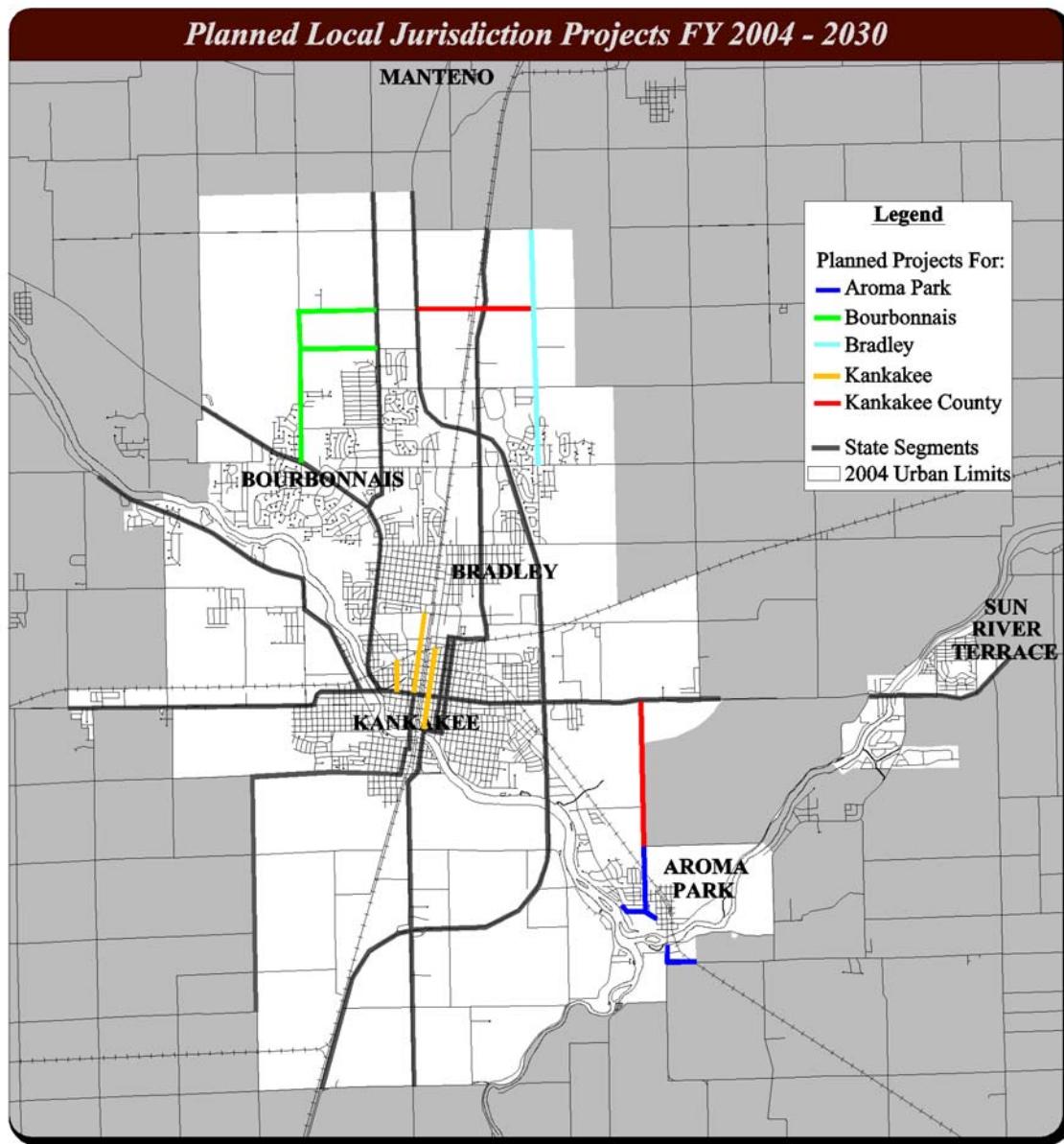
of the project above that limit is borne by the local jurisdiction that proposes the project. In this manner, the limited federal transportation dollars allocated to the area benefit each of the member agencies of the MPO.

Two projects are currently in the planning process. They are:

- Lowe Road from Illinois Route 17 to Waldron Road. This is a joint project between the Village of Aroma Park and Kankakee County. The portion of the project within the Village limits of Aroma Park will be funded by the Village of Aroma Park, and the portion outside those Village limits will be funded by Kankakee County. The Policy Committee has granted an exception to the two years' funding rule for this project, so that the total amount of STPU funding proposed for the project will be \$1,002,000.
- Burns Road from U.S. Route 45/52 to Career Center Road. This is a project funded by the Village of Bourbonnais. The last estimate for the two years' funding allocation was \$800,000, and this amount is carried in the current edition of the Transportation Improvement Program. The actual amount of federal funding allocated to the project will be subject to the annual allocations of STPU funding available at the time of the project.

The member agencies of the MPO have been asked to identify their planned projects for the 25 year planning period of this Long-Range Plan, and these projects are identified, by responsible jurisdiction, in [Figure 37](#).

Figure 37



The projects, and their responsible jurisdiction, are listed below:

- Aroma Park – Waldron Road from Village Limits to Division Street.
- Aroma Park – Bridge Street from 1st Street to Vanderkarr Road.
- Aroma Park – Vanderkarr Road from Bridge Street to Village Limits.
- Bourbonnais – Career Center Road from Illinois Route 102 to Bethel Road.
- Bourbonnais – Career Center Road from Bethel Road to St. George Road.
- Bourbonnais – St. George Road from Career Center Road to U.S. Route 45/52.
- Bradley – Cardinal Drive from Armour Road to Larry Power Road.
- Bradley – Cardinal Drive from Larry Power Road to St. George Road.
- Bradley – Cardinal Drive from St. George Road to 6000 N. Road.
- Kankakee – Schuyler Avenue from the Kankakee River to the Norfolk Southern Railroad.

- Kankakee – Fifth Avenue from Illinois Route 17 to the Norfolk Southern Railroad.
- Kankakee – Washington Avenue from Illinois Route 17 to Brookmont Boulevard.
- Kankakee County – St. George Road from Interstate 57 to Illinois Route 50.
- Kankakee County – St. George Road from Illinois Route 50 to Cardinal Drive.

There is no order of priority to the projects listed above. The order of projects to be implemented will be determined by the Policy Committee (based upon the advice of the Technical Advisory Committee).

Funded Versus Unfunded

Assuming that a project could be funded every two years during the twenty-five year period, at most twelve projects might be funded from the above listing of sixteen projects. Added to the uncertainty is that the potential addition of the Village of Manteno to the MPO at some point during the twenty-five year period would add other potential projects to the above listing of projects. It is not possible at this point to separate the funded projects from unfunded, as the needs of the member agencies of the MPO will change during the time period covered by this plan. The only fact that can be stated with certainty is that only twelve projects will be funded.

TRANSIT PORTION

The financial issues surrounding transit are intertwined with the timing of the availability of operating and capital funding to reach "full implementation", that is, the system of routes and headways that was designed for the system in the initial plan. This "full implementation" cannot happen until sufficient operating funding is available, and cannot be fully implemented until the complement of operating fleet is available to run the system.

CAPITAL ISSUES

The routine replacement of the existing vehicle fleet will be accomplished through the purchase of vehicles on a twelve-year cycle. The initial fleet of eight buses will come due for replacement in 2006, and their replacement vehicles are assumed to come due for replacement in 2018. The three buses just put into revenue service will come due for replacement in 2016, and their replacement vehicles are assumed to come due for replacement in 2028.

The issue of replacement for the paratransit vehicles is proving to be a more difficult issue. There are two methods of funding used by the State of Illinois to procure vehicles. The first method, using bond issues, requires a bus vehicle life to be greater than ten years to qualify. Most paratransit vehicles do not have bus vehicle lives in excess of ten years, and would not ordinarily qualify for bond issue purchases.

The second method of funding used by the State of Illinois is General Revenue Funds, which would not require vehicle life in excess of ten years to qualify. Unfortunately, there is no current plan to utilize this funding source for transit purchases in the near future.

There are three paratransit vehicles currently in service. These vehicles are eligible for replacement under the Federal Transit Administration guidelines in 2004. These

vehicles are 21 foot Eldorados, with current mileage of between 39,000 and 62,000. If General Revenue Funds will not be used for the purchase of replacement vehicles, a new funding source will have to be found.

None of the above discussion deals with the vehicle fleet needed to provide service for "full implementation". It is estimated that the provision of "full implementation" will require six additional buses, and that it would require an advance notice of two years to acquire these buses through the regular procurement process of the State of Illinois. It is possible to shorten this time process somewhat through the cooperation of the State of Illinois to "piggyback" onto an existing contract for vehicle purchases.

OPERATING FUND ISSUES

There are four sources of funding for the River Valley METRO Mass Transit District. They include federal operating subsidies, state operating funding, funding from local sources, and funds raised through revenues for service. These current funding sources total just below \$2 million at the current time.

The federal operating subsidies have not been determined for the future, due to the lack of a new long-term federal transportation bill. The state operating funding has generally increased by 10% each year. The local share funding amounts are fixed until FY 2006, when the current five-year commitments can be renewed.

The available operating funding is not sufficient to consider "full implementation". The METRO Board has requested a new funding level from the State of Illinois to \$3.2 million, which would support "full implementation". This level of commitment from the State of Illinois would bring total funding for operations to just over \$4 million.

This new level of funding support would not only fund "full implementation", but would allow METRO to consider transit service to:

- Sun River Terrace, a new member agency of the Kankakee Urbanized Area
- University Park, to serve the current end of the Metra service to Chicago
- Manteno, if and when the Village becomes part of the Kankakee Urbanized Area.

PUBLIC INVOLVEMENT

Public involvement in the development of this Long-Range Plan was extensive. Involvement was encouraged or public comment accepted from three main areas. First, direct public involvement was encouraged with the Kankakee Area Transportation Study Technical Advisory and Policy Committees through expanded mailing lists, publishing notices in the only local daily newspaper, and through monitoring of local media.

Second, input was solicited at specific public meetings for various projects listed in this document. Those comments were formally submitted with the project reports on each of those various reports, and are considered in this Long-Range Plan.

Third, input was solicited at the following public meetings attended by the staff of the Kankakee Area Transportation Study.

MEETING INVOLVEMENT

The following meetings have been advertised by Public Notice in the local newspaper, or have been posted as required. Public comment is encouraged as an Agenda Item for those meetings noted (*). Public comment is taken in all of the other meetings by request of the Chairman.

- METRO MEETINGS (*)

The Board of the River Valley METRO Mass Transit District meets monthly to discuss the provision of transit service to the Urbanized Area. Other special meetings are held, primarily to discuss the longer-range issues related to transit service.

- KANKAKEE COUNTY MEETINGS

KANKAKEE COUNTY REGIONAL PLANNING COMMISSION

The Kankakee County Regional Planning Commission meets six times per year to discuss the business of the organization. It is comprised of four subcommittees, three of which deal in some fashion with transportation issues.

Transportation Subcommittee

The Transportation Subcommittee of the KCRPC meets six times per year to deal with transportation issues for the Kankakee County area. This Subcommittee has been the oversight committee for the 6000 N. Road/Warner Bridge Road/Exit 308 Corridor Study, and for the Corridor Preservation effort.

Land Use Subcommittee

The Land Use Subcommittee of the KCRPC meets six times per year to deal with land use issues for the Kankakee County area. This Subcommittee is the current oversight committee for the Land Use/Transportation Study, an update to the Comprehensive Plan for Kankakee County.

Community Development Subcommittee

The Community Development Subcommittee of the KCRPC meets six times per year to with issues of community and economic development for the Kankakee County area. This Subcommittee will likely be an oversight for future special studies.

PZA (*)

The Planning, Zoning, and Agriculture Committee of the Kankakee County Board meets twelve times per year, and is the oversight committee for the Kankakee County Planning Department. All of the special studies come through this committee for action and referral to the Kankakee County Board.

COUNTY BOARD (*)

The Kankakee County Board meets monthly. The ultimate authority for all action of the Kankakee County Planning Department rests with the Kankakee County Board.

▪ MPO MEETINGS

As explained in an earlier section of this report, the Metropolitan Planning Organization (MPO) was established in the Kankakee metropolitan area as the Kankakee Area Transportation Study (KATS). The two committees established to be the authority of KATS are the Technical Advisory and Policy Committees.

Technical Advisory Committee

The Technical Advisory Committee meets about seven times per year, and has the responsibility to provide technical advice to the Policy Committee. The Technical Advisory Committee is the oversight committee for the Washington Avenue Corridor Study.

Policy Committee

The Policy Committee meets about five times per year, and is the ultimate authority for local action by the MPO.

▪ SPECIAL STUDY MEETINGS

All but one of the oversight committees for special studies has been covered in the above section. The study that was not covered (commuter rail) covers a geographic area beyond the border of Kankakee County, and the oversight committee represents that larger geographic area.

Commuter Rail Feasibility Study

The Commuter Rail Feasibility Study Task Force was formed to have members from the governmental jurisdictions that would be potentially served by the service extension. These members include: Aroma Park; Bourbonnais, Bradley, the Illinois Department of Transportation, Kankakee, Kankakee County, Manteno, Monee, Peotone, and Will County. The Task Force meets every other month, and is the oversight committee for the Commuter Rail Feasibility Study.

- **PLANNING COMMISSION MEETINGS**

There are seven local Planning Commissions in Kankakee County. They are: Bourbonnais, Bradley, Herscher, Kankakee, Manteno, Manteno Township, and Rockville Township. Issues that have been presented to these local Planning Commission for public input have been the Corridor Preservation concept, and the 6000 N. Road/Warner Bridge Road/Exit 308 Corridor Study.

Public input from these meetings has changed the content of both of the studies that were presented to the local Planning Commissions. Future issues of both urban and rural significance will be taken to these seven governmental bodies for their input.

- **AIRPORT MEETINGS**

Throughout the years since the 1999 Long-Range Plan, numerous hearings and public meetings regarding the future South Suburban Airport have been held. Kankakee County has been represented at all of these meetings, and has participated in numerous forums. These meetings will continue past the publication date of this document, and representatives of Kankakee County will be present at those meetings.

- **PUBLIC SERVICE GROUP PRESENTATIONS**

Staff members make presentations, as requested, at public service groups to discuss transportation projects. The comments made at these meetings are, as with all public comment, considered valuable, and become part of future planning efforts.

Figure A-1

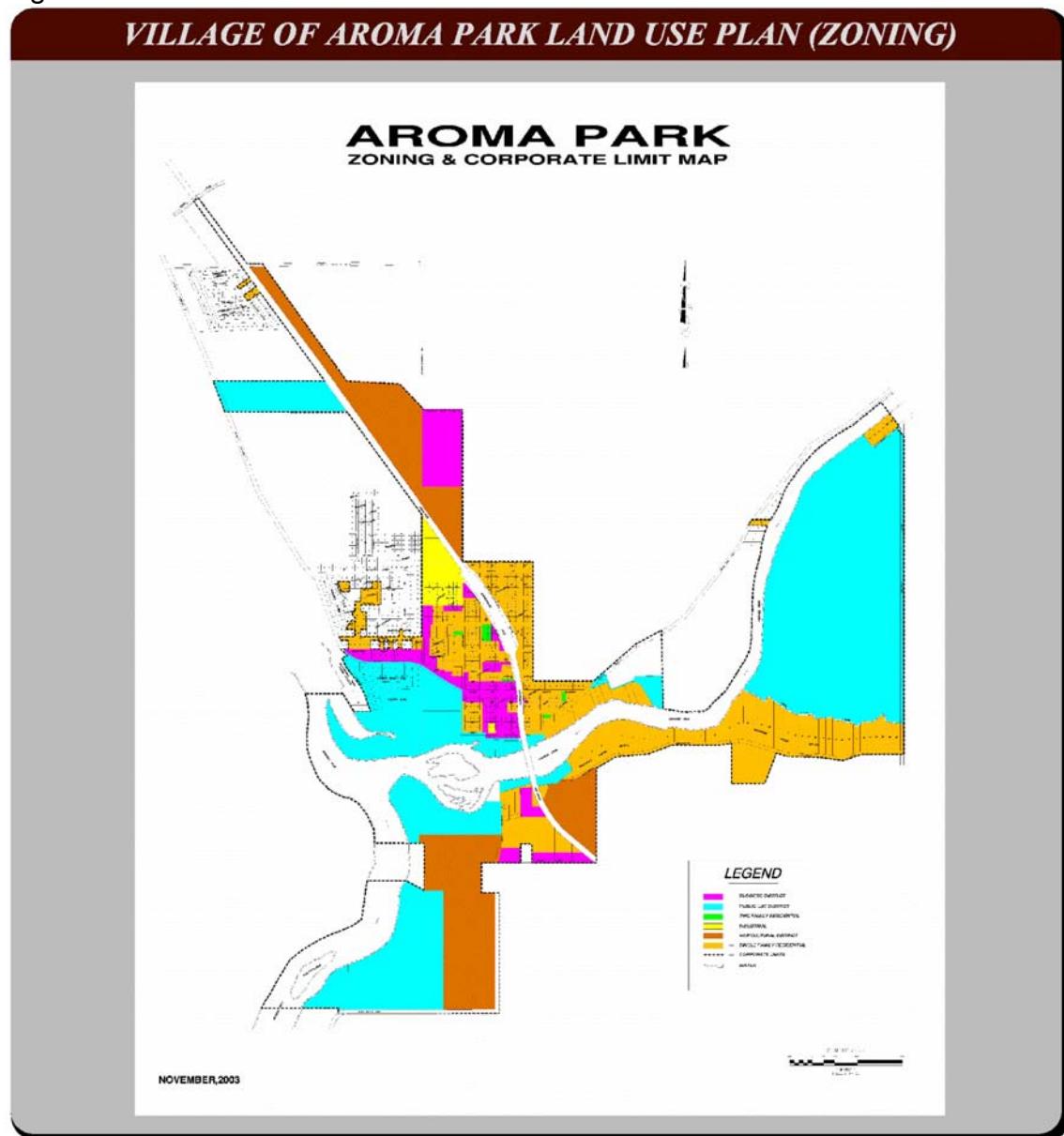


Figure A-2

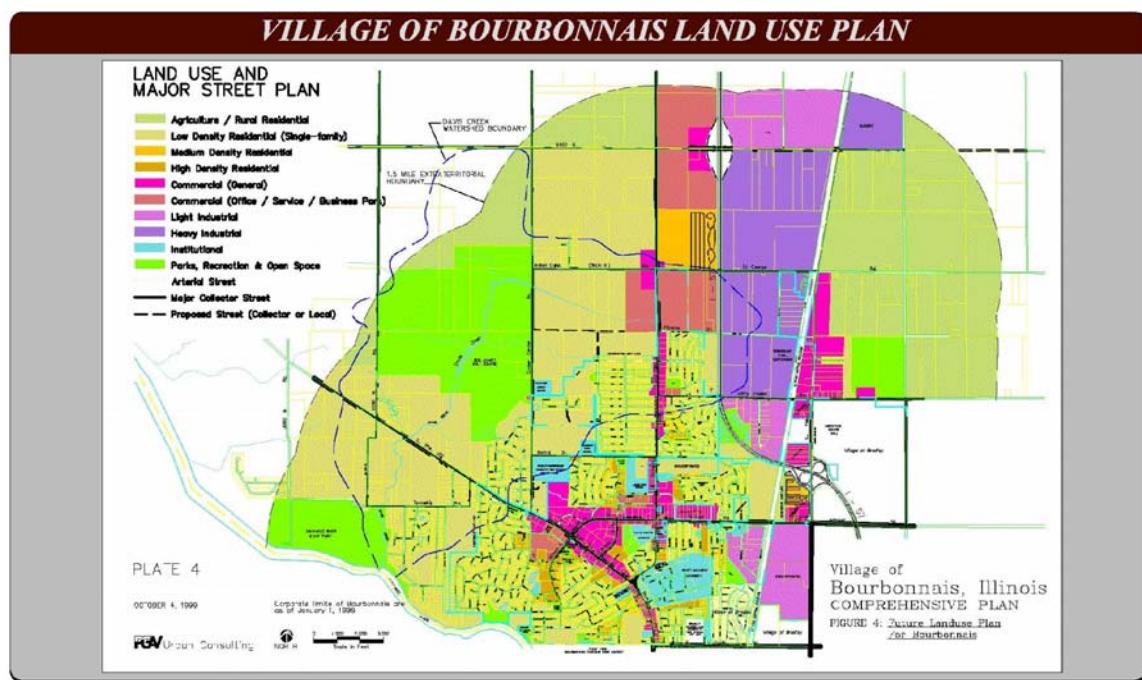


Figure A-3

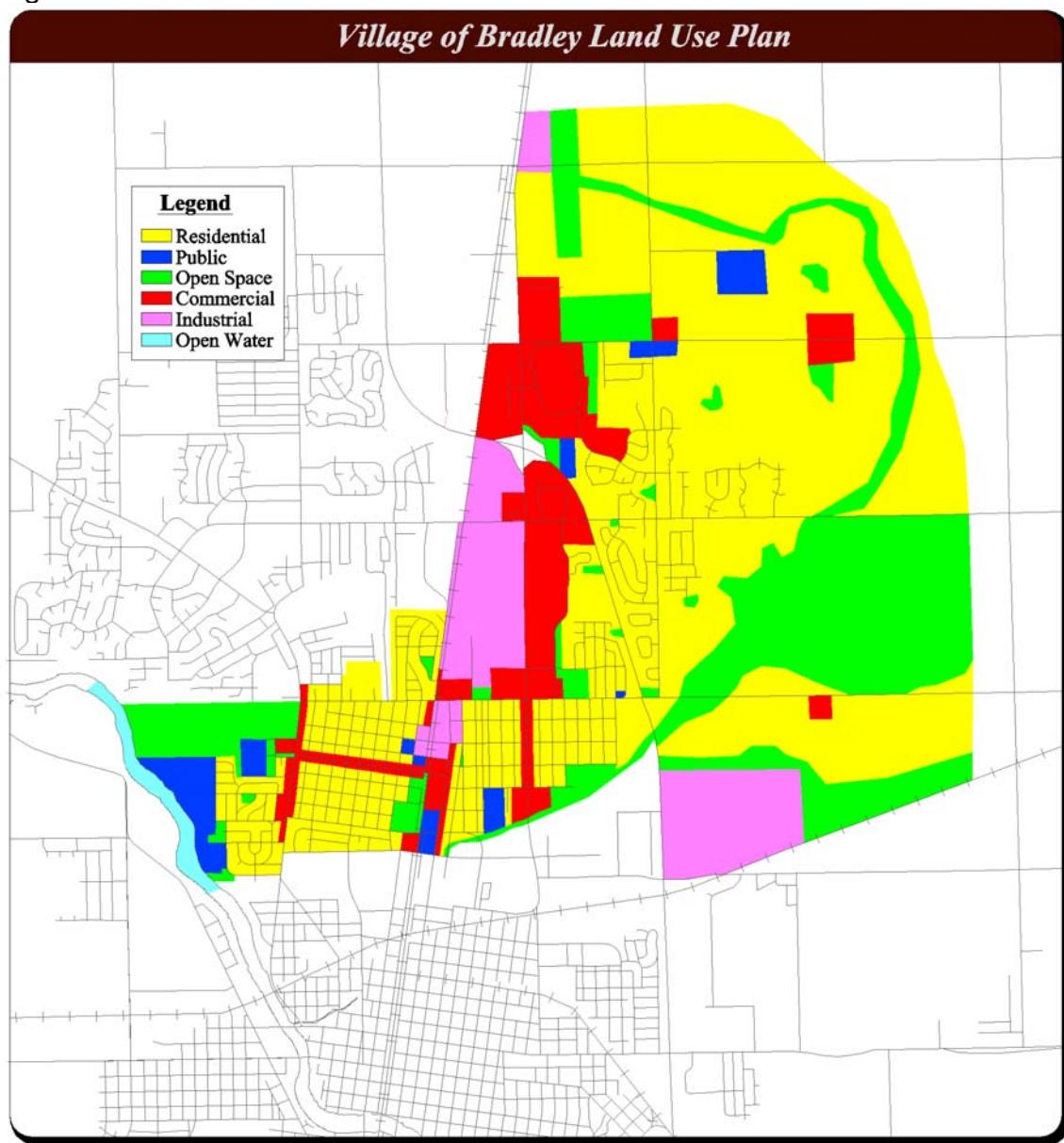


Figure A-4

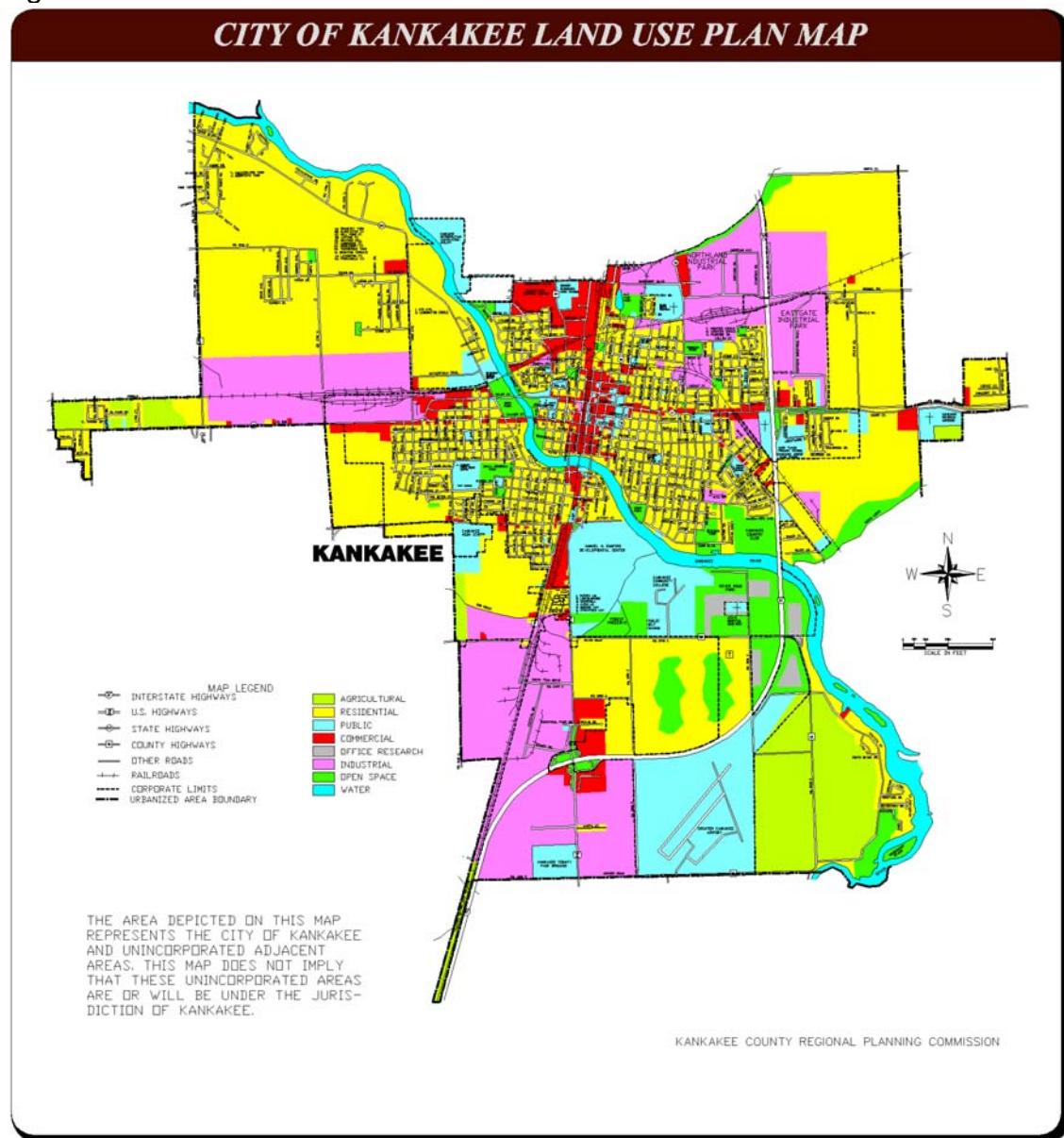


Figure A-5

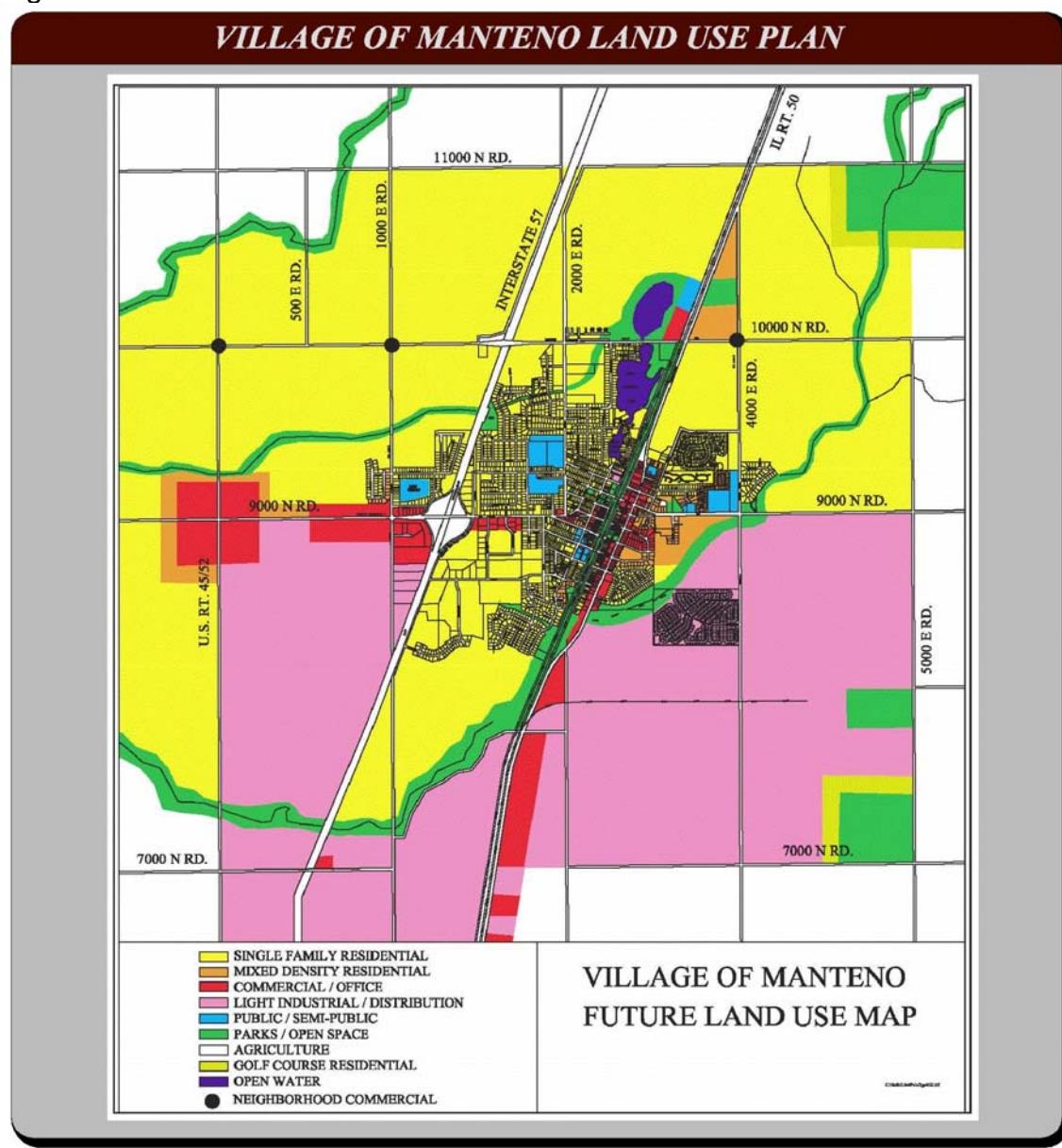
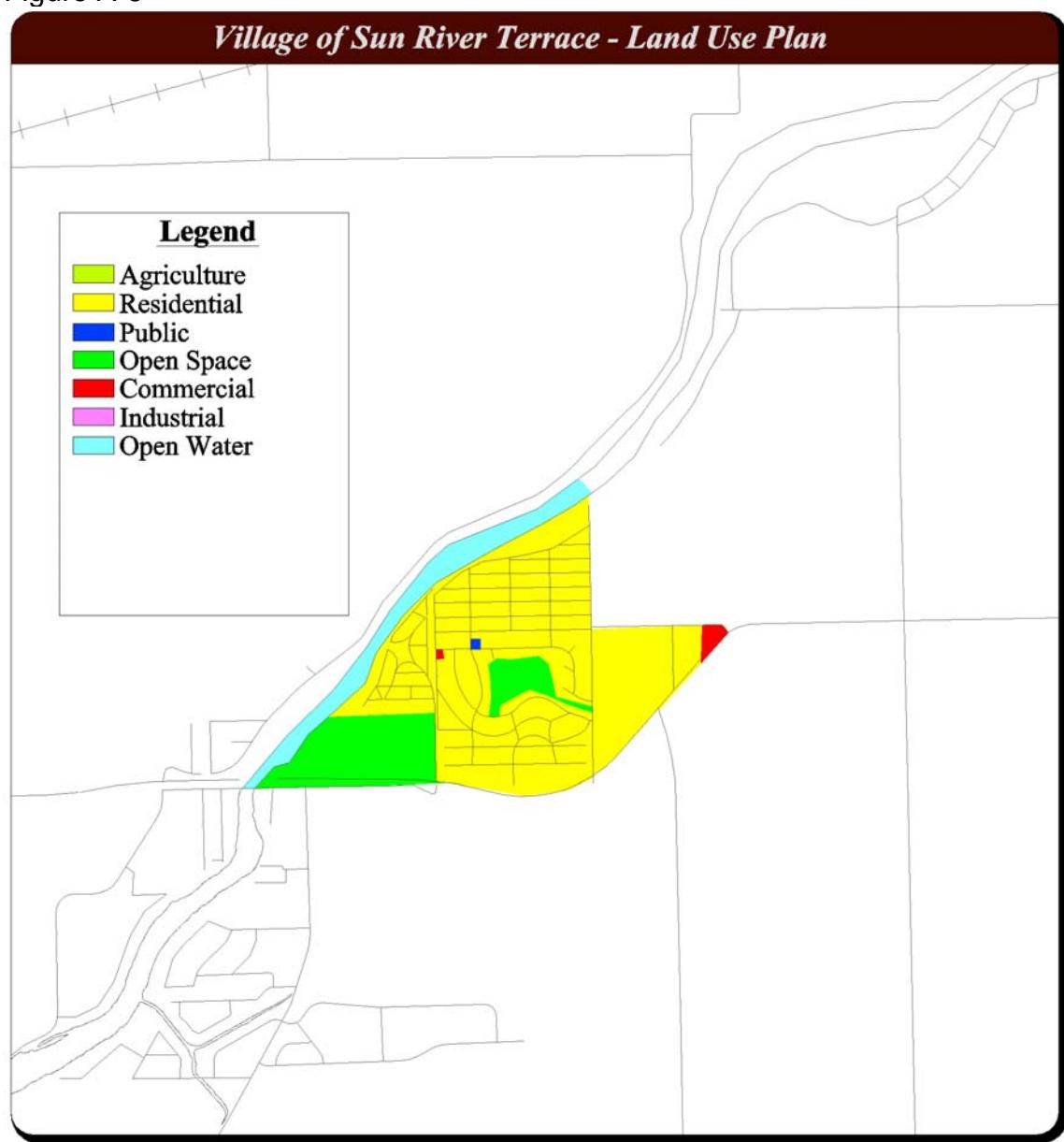


Figure A-6



INTERGOVERNMENTAL COOPERATION AGREEMENT

This Intergovernmental Cooperation Agreement is entered between the City of Kankakee, Illinois a municipal corporation; the Village of Bradley, Illinois, a municipal corporation; the Village of Bourbonnais, Illinois, a municipal corporation; the Village of Aroma Park, Illinois, a municipal corporation; Kankakee County, Illinois; and the State of Illinois, acting by and through the Illinois Department of Transportation (IDOT).

WHEREAS, the Kankakee, Illinois area has been designated as an "Urbanized Area" as a result of the 1980 Federal census, and

WHEREAS, the Kankakee, Illinois urbanized area comprises all or parts of the following local governmental units as indicated on the attached map:

City of Kankakee, Illinois
Village of Bradley, Illinois
Village of Bourbonnais, Illinois
Village of Aroma Park, Illinois
County of Kankakee, Illinois; and

WHEREAS, Title 23 U.S.C. Section 134, and Title 49 U.S.C., 1601 et. seq., require that a continuing comprehensive transportation planning process be carried on cooperatively between state and local governments in urbanized areas of over 50,000 population as a prerequisite for receiving federal aid for highways and public transportation, and

WHEREAS, the State of Illinois and the Illinois units of local government are authorized to execute this intergovernmental cooperation agreement under the 1970 Constitution of the State of Illinois and the Illinois Intergovernmental Cooperation Act and to cooperate with each other, and

WHEREAS, the signatories to this agreement recommend to the Governor of Illinois that the Policy Committee of the "Kankakee Area Transportation Study" be the Metropolitan Planning Organization for the area, and

NOW, THEREFORE, the aforementioned local Illinois governments and IDOT hereby create the Kankakee Area Transportation Study (KATS) as an intergovernmental joint agency in accord with the Illinois Intergovernmental Cooperation Act, and in compliance with Federal Transportation planning requirements to fulfill requirements of Title 23 U.S.C., Section 134 and Title 49 U.S.C., Section 1601, et. seq. The joint agency shall be governed and fulfill its responsibilities as follows:

I. Policy Committee

KATS shall be governed by a Policy Committee which shall consist of local elected officials and a representative of IDOT. Each member will be expected to reflect the official position of his constituent agency. The members of the Policy Committee will be the following officials or their designees:

City of Kankakee, Illinois - Mayor

Village of Bradley, Illinois - President, Village Board

Village of Bourbonnais, Illinois - President, Village Board

Village of Aroma Park, Illinois - President, Village Board

County of Kankakee - Chairman, County Board

Illinois DOT - District Engineer - District 3

The Policy Committee shall elect its chairman, appoint a Technical Committee, and invite all interested agencies in the planning area to participate in the transportation planning process. It shall be the responsibility of the Policy Committee to direct and administer the continuing transportation planning process with assistance and advice from the Technical Committee. The Policy Committee shall adopt by-laws to govern their activities and shall carry out such activities appropriate to implement Title 23 U.S.C. Section 134 and Title 49 U.S.C. 1601 et seq.

II. Technical Committee

This committee shall be composed of technical representatives of each of the agencies represented on the Policy Committee, and such other agencies as may provide technical assistance or technical data required for the continuing transportation planning process as determined by the Policy Committee.

Additional members may be added by the Policy Committee to the Technical Committee from such other agencies in the planning area as may become able to provide technical assistance or data.

The Technical Committee shall act as a working committee under the direction of the Policy Committee. The Technical Committee shall elect its chairman annually, who shall call meetings as necessary to perform the duties, as heretofore stated.

Approved by the City Council of the City of Kankakee, Illinois,
on 1-3, 1982 and executed on 1-31, 1982.

Signed: Tom J. Ryan Attest: Gene Glengowski
Mayor City Clerk

Approved by the Village Board of the Village of Bradley, Illinois,
on January 24, 1982 and executed on January 28, 1982.

Signed: Kenneth P. Hayes Attest: Lily R. Zaya
President, Village Board Village Clerk

Approved by the Village Board of the Village of Bourbonnais,
Illinois, on January 17, 1982 and executed on January 27, 1982.

Signed: E. J. Muñoz Attest: Betty Skokowski
President, Village Board Village Clerk

Approved by the Village Board of the Village of Aroma Park, Illinois
on 1-21, 1982 and executed on January 31, 1982.

Signed: James L. Foley Attest: Jay Reaga
President, Village Board Village Clerk

Approved by the Kankakee County Board, Kankakee County, Illinois,
on 1/11/83, 1982 and executed on 1/11/83, 1982.

Signed: Raymond Attest: Edmund J. Kucin
Chairman, Kankakee County Board County Clerk

Approved by the Illinois Department of Transportation
on 2-10, 1983 and executed on 2-10, 1983.

Signed: John D. Kramer
Secretary