



Kankakee County Transportation Initiatives

Building a Network for Tomorrow

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Introduction



KANKAKEE COUNTY BOARD

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To the Citizens of Kankakee County,

I am pleased to present you with this brochure detailing the status of all of the transportation efforts underway in Kankakee County. It is our intent to issue an update at least once a year.

The state of transportation in Kankakee County has changed over the past decade. Our major concerns used to be about issues internal to Kankakee County, or about how we could get our citizens to Chicago and back. The concerns that we face now involve issues that start outside Kankakee County because traffic wishes to avoid the Chicago area. These concerns will be a major focus of transportation efforts in Kankakee County in the future.

The state of transportation in Kankakee County impacts the economic development climate in our County. The possibility of a new interchange on Interstate 57 at 6000 N. Road has led to a number of potential economic development opportunities which will face Kankakee County for a number of years to come.

My term of office ends in 2008, however I will continue to watch the state of transportation in Kankakee County to see if the groundwork we started will provide for a better system in the future.

Sincerely,

A handwritten signature in cursive script, appearing to read "Karl Kruse".

Karl Kruse

Chairman, Kankakee County Board

Transportation planning in Kankakee County includes predicting, planning and preparing today to ease and expedite safe travel for tomorrow.

So many important activities are occurring at present that staff of the Kankakee County Planning Department thought a brochure detailing the current state of transportation planning would be an aid to the citizens of Kankakee County.

Transportation has always been a key in the development of Kankakee County, going back to the official beginning of the County at the same time as the Illinois Central Railroad, in 1853. It is no accident that we began with improved access to markets in Chicago. Access to Chicago continues to be one of the advantages of Kankakee County. Interstate 57 provides excellent access to the south suburbs and to downtown Chicago.

A major issue which has been identified by citizens of Kankakee County is that of east-west access across Kankakee County, to connect with the excellent network of north-south access. A number of the topics in this brochure address the east-west access issue, from the 6000 N. Roadway Corridor to the Critical Commerce Corridor.

Kankakee County has been expending a great deal of effort to accommodate transportation demand in areas other than by passenger car. The Commuter Transit Task Force is involved in trying to make public transportation alternatives available to travel to Chicago. Efforts are being made locally to provide a major bikepath through the urban area. Efforts are also underway to make walking and bicycling easier and safer to local schools.

What is the Kankakee Area Metropolitan Planning Organization (MPO)?

The authority of transportation planning in the Kankakee Metropolitan Area lies with the Metropolitan Planning Organization (MPO), which includes local officials from the member communities.

MPO membership includes the City of Kankakee, Villages of Aroma Park, Bourbonnais, Bradley, and Kankakee County. The MPO is governed by a Policy Committee and that committee is advised by a Technical Advisory Committee which is made up of technical personnel from the seven member agencies.

The MPO committees meet on a regular basis to discuss current progress and future needs in transportation planning

Policy Committee Members

- 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)
- Regional Engineer, IDOT (appointed)
- Chairman, River Valley METRO Mass Transit District

Technical Advisory Committee Members

- County Engineer, Kankakee County
- Village Engineer, Village of Aroma Park
- Village Engineer, Village of Bourbonnais
- Village Engineer, Village of Bradley
- City Engineer, City of Kankakee
- Urban Planner, IDOT, District 3
- Managing Director, River Valley METRO



Policy Committee Members: Chairman, Bradley Mayor Gael Kent, County Board Chairman Karl Kruse, Aroma Park Mayor Norm Grimsley, METRO Board Chairman David Hinderliter, Kankakee Mayor Donald Green. Not in photo: Bourbonnais Mayor Paul Schore and IDOT Regional Engineer George F. Ryan. (2008 Photo)

Project Updates

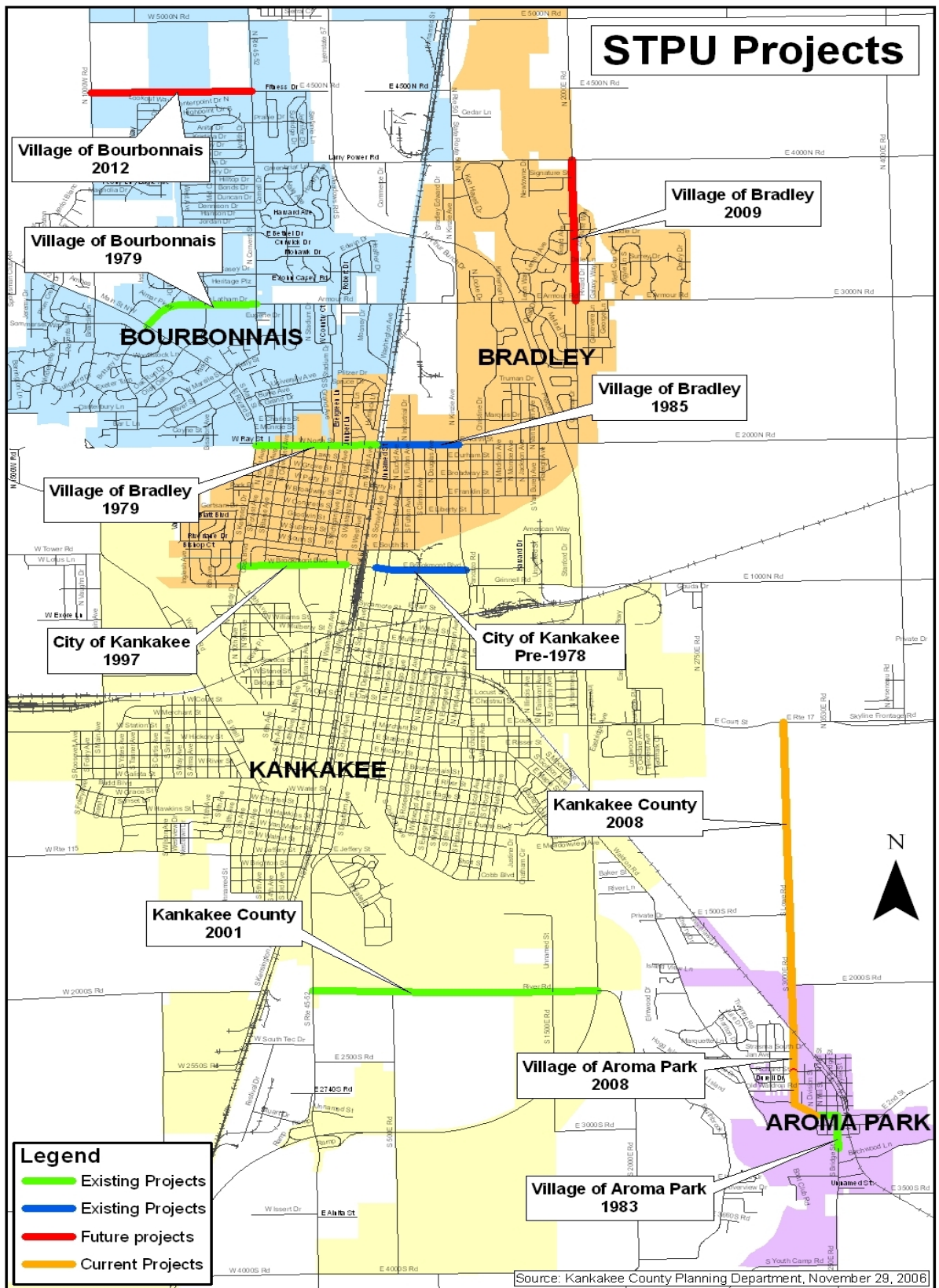
Federal funding for roadway projects has been made available to the urbanized area for roadway projects since the early 1970's, and continues to be made available through the Kankakee Area Transportation Study Policy Committee (consisting of the chief executive officers of each of the member jurisdictions). The charts below show Federal funding, not total project costs.

The map on page 4 shows the previous projects, and the programmed projects through the end of 2008. Each of the jurisdictions in the urbanized area has participated in the program, through the following projects: (* Denote Projects In Progress.)

Sponsor	Project Location	Cost
City of Kankakee	Brookmont Boulevard-Phase I	\$860,252
Village of Bradley	North Street-Phase I	\$735,734
Village of Bourbonnais	Latham Drive	\$1,070,775
Village of Aroma Park	3rd Street and Bridge Street	\$301,333
Village of Bradley	North Street-Phase II	\$1,339,948
City of Kankakee	Brookmont Boulevard-Phase II	\$2,505,017
Kankakee County	River Road	\$814,000
Village of Aroma Park	Lowe Road	\$1,669,798*
Kankakee County	Lowe Road	\$2,125,014*

Sponsor	Programmed Project Location	Cost
Village of Bradley Construction FY 2009	Cardinal Drive	\$1,545,334
Village of Bourbonnais Construction FY 2012	Burns Road	\$2,589,370

MPO Funded Projects



Kankakee Area Commuter Transit

The extension of commuter rail or transit service from the Metra Electric District terminal at University Park southward has been an identified need of the Metropolitan Planning Organization (MPO) Policy Committee since 2003. This extension of service has been identified as a priority by the Kankakee County Board. A cooperative effort between a number of local units of government began in 2004 to attempt to bring about that extension. Those units of local government formed the Kankakee Area Commuter Transit (KACOT) Task Force, were assisted by the Illinois Department of Transportation, and include the following:

Aroma Park	Kankakee	Monee
Bourbonnais	Kankakee County	Peotone
Bradley	Manteno	Will County

In order to request federal funding for such an extension of services, a series of three planning studies had to be undertaken. A Phase I and II Feasibility Study had to be completed before requesting funding for an Alternatives Analysis Study. Both the Phase I and Phase II studies have been completed, and the final reports are available on the project website, kacotstudy.com.

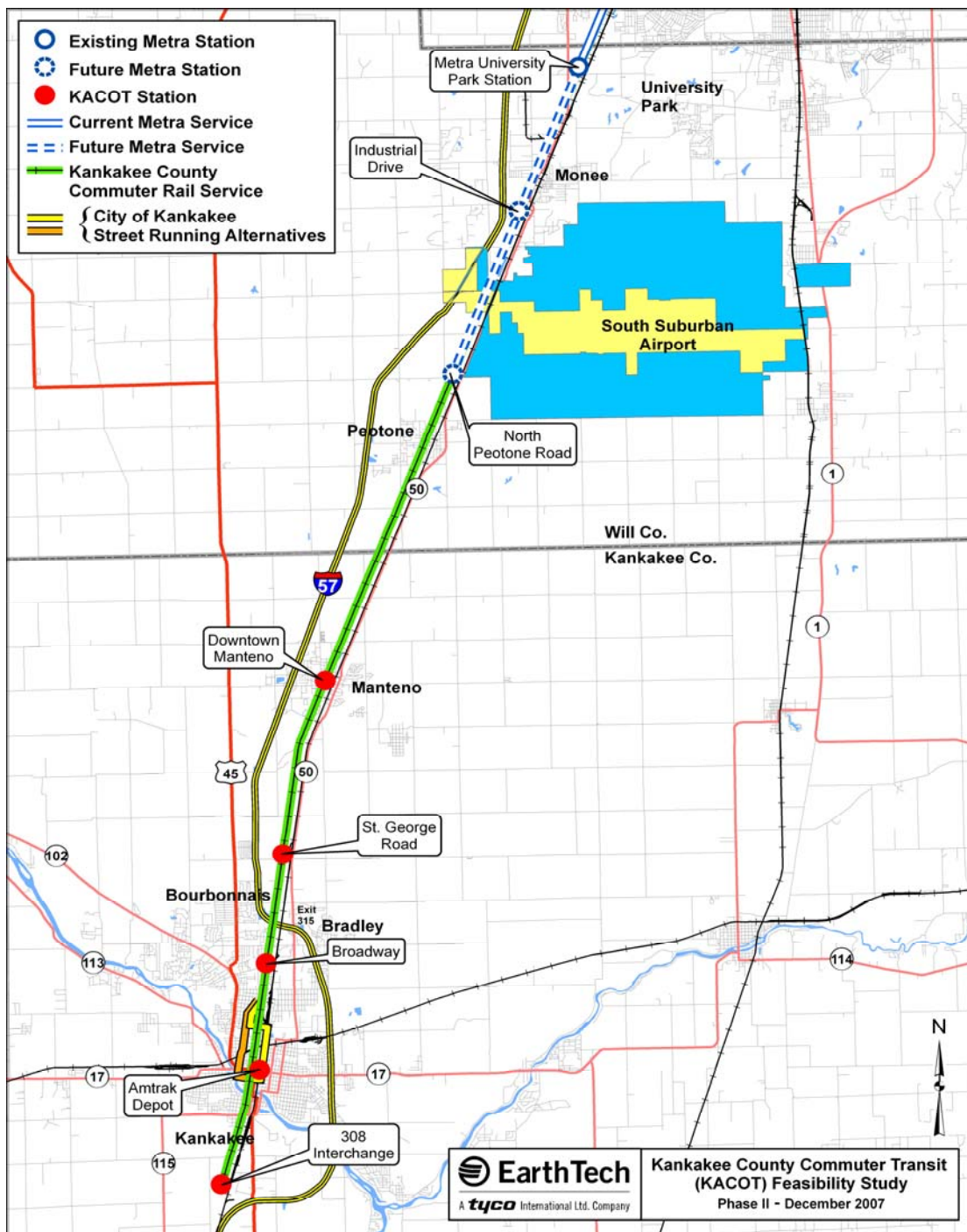
The application for an Alternatives Analysis Study has not yet been authorized by the Kankakee Area Commuter Transit Task Force.

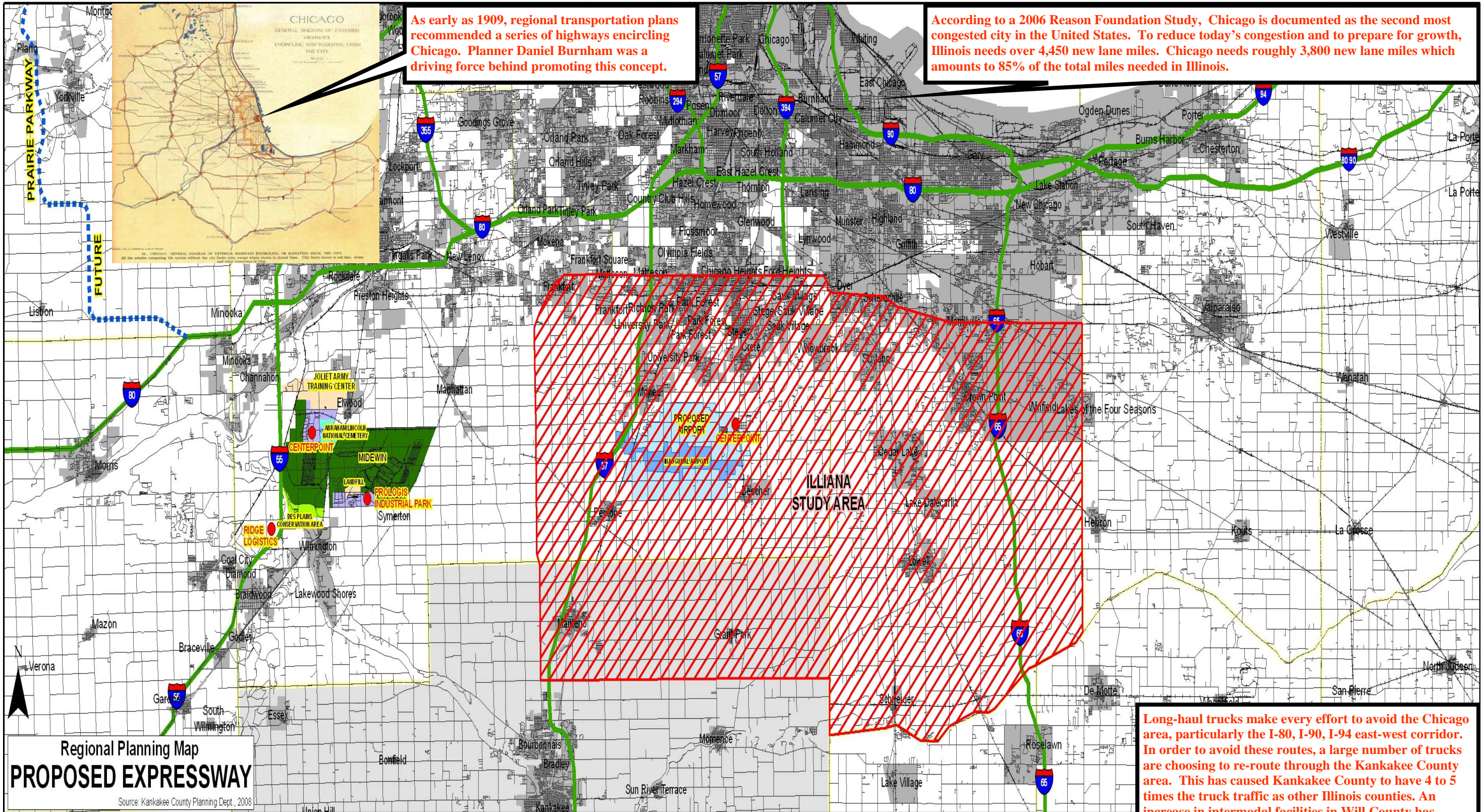
River Valley METRO began commuter service to the University Park Metra station in October 2005. This service has quickly become an important link for commuters to downtown Chicago. Ridership has steadily grown, and rising gas prices have led to even greater growth.



Proposed Service Description

The proposed service map from the Phase II Feasibility Study is shown in the KACOT Study Area Map. Shown on this map is an expected extension of Metra service from University Park to north of Peotone. Shown are all of the potential station areas, along with a number of service options south of Broadway Street in the Village of Bradley.





As early as 1909, regional transportation plans recommended a series of highways encircling Chicago. Planner Daniel Burnham was a driving force behind promoting this concept.

According to a 2006 Reason Foundation Study, Chicago is documented as the second most congested city in the United States. To reduce today's congestion and to prepare for growth, Illinois needs over 4,450 new lane miles. Chicago needs roughly 3,800 new lane miles which amounts to 85% of the total miles needed in Illinois.

Regional Planning Map
PROPOSED EXPRESSWAY
Source: Kankakee County Planning Dept., 2008

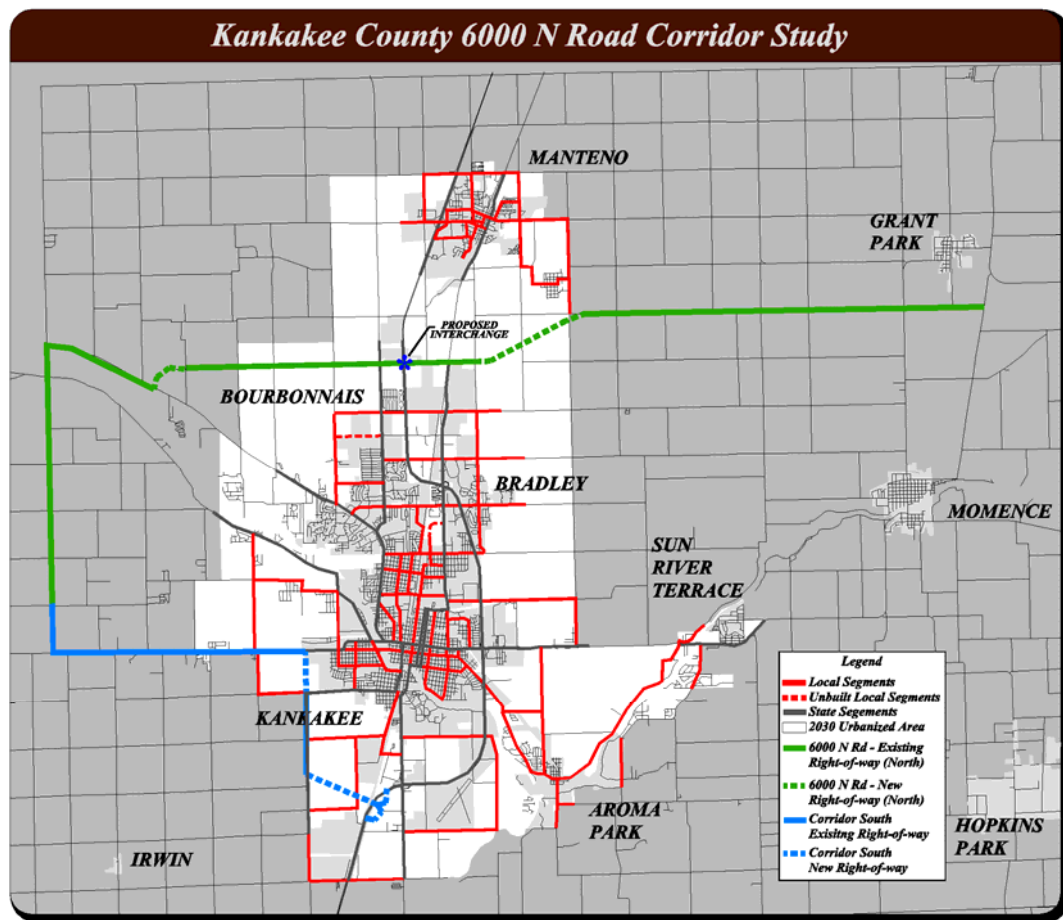
An additional east-west route connecting the three major north-south Interstates, I-55, I-57, and I-65, and I-80 would alleviate many of the traffic issues facing the Chicagoland area including Kankakee County. It is the position of Kankakee County that two such routes should be explored, one north of the proposed South Suburban airport, and one south. Kankakee County has proposed that the southern route follow 12000 N Road, the Kankakee-Will County line, from I-57 to connect with I-65 either north or south of Lowell, Indiana. This can be extended to I-55, and further west to I-80 near Morris, IL. Kankakee County officials believe strongly that such a corridor would be a “critical commerce corridor”, and would attract many transportation related business ventures along it's length in Kankakee, Will and Grundy Counties in Illinois and in Lake County, Indiana.

Long-haul trucks make every effort to avoid the Chicago area, particularly the I-80, I-90, I-94 east-west corridor. In order to avoid these routes, a large number of trucks are choosing to re-route through the Kankakee County area. This has caused Kankakee County to have 4 to 5 times the truck traffic as other Illinois counties. An increase in intermodal facilities in Will County has contributed to the problem. The State Routes that carry this traffic are Illinois Routes 1, 17, 102, 113 and 114 and US Routes 45-52. A great deal of the truck traffic taking these highways have neither origin nor destination in Kankakee County. This is causing considerable congestion, particularly in Grant Park and Momence.

6000 N. Road Corridor

In recognition of the lack of east-west access across the northern portion of Kankakee County, and in an effort to direct truck traffic away from population centers, the Kankakee County Regional Planning Commission, through its Transportation Subcommittee, engaged the consulting firm of Bernardin-Lochmueller to perform a Corridor Planning Study broadly centered on 6000 N. Road from Warner Bridge Road to Vincennes Trail. A major assumption of the study was that an Interstate access would be granted to Interstate 57 at 6000 N. Road.

The study gathered public input from all affected sectors and geographic regions of Kankakee County, and in conjunction with staff input from the Kankakee County Planning Department recommended the road alignment shown in the following map.



The proposed Interchange of Interstate 57 and 6000 N. Road is currently in Phase I Preliminary Engineering, having received conditional approval from the Federal Highway Administration (FHWA) in their Access Justification Report in April of 2005. Local jurisdictions responsible for segments of the above roadway plan are using the alignments proposed in their community planning.

6000 N. Interchange

Kankakee County is proposing the addition of a new interchange on I-57 at 6000 North Road, between the I-57/IL 50 interchange in Bradley and the I-57/9000 North Road interchange in Manteno. The project would include the proposed interchange and the connection of IL 50 with 6000 North Road over the Canadian National Railroad tracks. The County has taken an official position that a grade separation (overpass) on 6000 North Road over the Canadian National Railroad tracks be part of the project.

The Preliminary Engineering Phase I (PE1) Study for this proposed project began in November 2006 and will take a minimum of 24 months to complete. The Illinois Department of Transportation (IDOT), the agency responsible for PE1 for the entire 6000 North Road Interchange project, has chosen a consultant to study different alternates for the interchange. Following the completion of PE1, and based on a positive recommendation, a Phase 2 design could be funded by IDOT or local sources. The Phase 2 design would take a minimum of 18 to 24 months. Following the conclusion of the design, and based on positive recommendations, the project, if funded by IDOT or local sources, could move into a construction phase.

What is the purpose and need for the new interchange?

- The need to reduce future congestion at the I-57 interchanges at 9000 North Road and IL 50.
- The need to improve the safety at the existing 6000 North Road/Canadian National Railroad at grade rail crossing.
- The need to increase safety of the arterial roads by reducing the amount of truck traffic.
- The need to accommodate future planned transportation network improvements.
- The need to enhance the economic vitality of existing and planned development in the area by improving accessibility.
- The need to increase the connectivity of the regional and local road networks by providing additional east-west access to and from the interstate.

Preliminary estimates for the project's cost range from \$68 million to \$124 million which will require local cost participation. The Village of Bourbonnais has volunteered to lead that local fundraising effort.

Transit

Rural Service

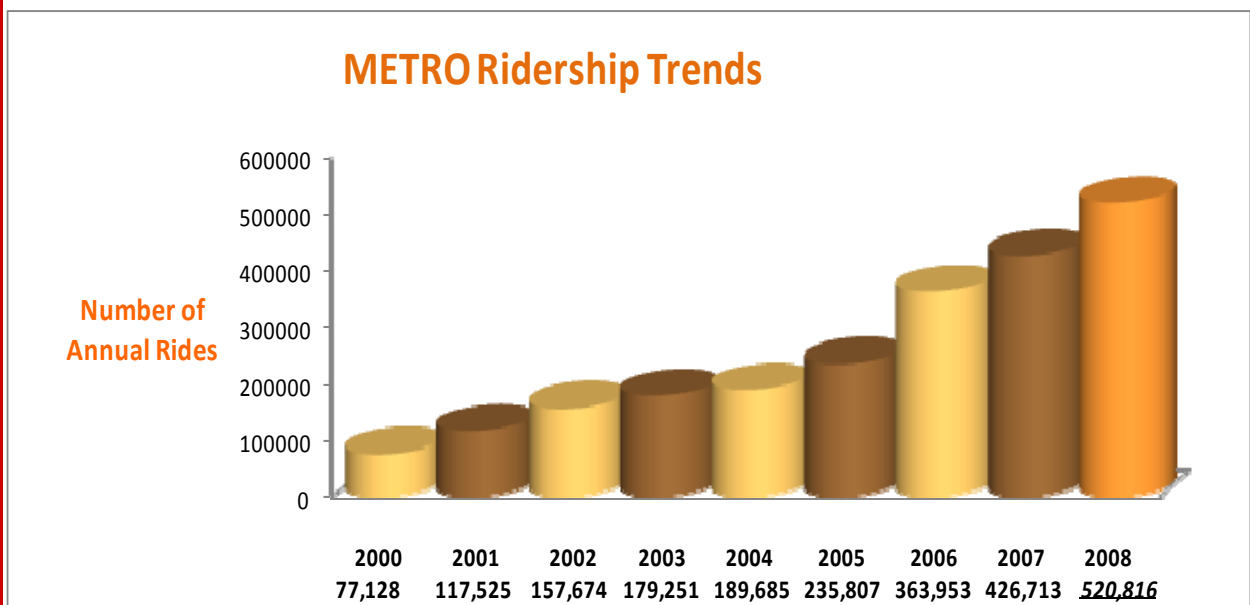
The Rural Transit System in Kankakee County is operated by SHOWBUS, under contract to Kankakee County.

Showbus Service Structure	
Door to Door Service	5 Days Per Week
Northern and northeastern areas of the County	3 Days Per Week
Southern and Southwestern areas of the County	1 Day Per Week
Northwestern area of the County	1 Day Per Week
Southeastern area of the County	5 Days Per Week

Urban Service

The River Valley METRO Mass Transit service began urban mass transit service in the area in July 1999. Service is provided to the Villages of Aroma Park, Bourbonnais, and Bradley, to the City of Kankakee, and to areas in unincorporated Kankakee County. The Village of Manteno joined the system in July 2006.

Service is provided 365 days per year on eleven fixed routes serving the entire urbanized area and Manteno. Service is provided on the METRO Plus service which is a curb to curb service for riders who cannot ride the fixed route system.



Greenways and Trails Plan

Since 1999, Kankakee County has been working on the development of the Greenways and Trails Plan. Greenways are corridors of open space that are managed for recreation or preservation. They connect people with places such as parks, schools, neighborhoods, public facilities and commercial developments. Greenways offer more than recreational amenities; they also protect the health of ecosystems and provide corridors for plant and animal species, as well as creating natural filtering and buffering systems.

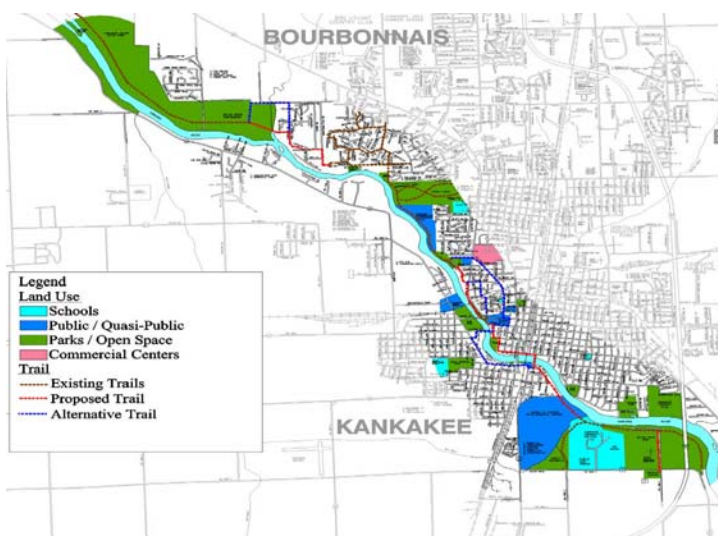
Goals of the Plan	Results of the Plan
Coordinate open space objectives among local units of government	* Land and wildlife preservation * Public access to open space
Locate potential funding sources	* Increased State and Federal grant opportunities
Identify greenway and trail priorities	* Increased opportunities in Tourism and commerce
Build a cooperative coalition among developers, transportation officials, planners, environmentalist, park officials, municipalities, and civic leaders	* Alternative methods of Transportation * Erosion and storm water control
Provide quality recreation opportunities for Kankakee County. Create an organization to oversee the implementation of the plan	* Improved quality of life for the citizens of Kankakee County

"Greenways and trail systems add character to communities. They are spaces for recreating and reconnecting, and some become destination points that teach visitors the advantages of living in Kankakee County."

**Jerry Weber, President
Kankakee
Community College**

Riverfront Trail Initiative

George H. and Lura Lynn Ryan Family Aquatic Center was built south of River Road Park near the Kankakee River and the Oak Orthopedic Sports Arena, which houses an ice arena and a fitness center, was built near the boundaries of Kankakee Community College's Property. These two improvement projects prompted an effort by College Officials to reopen discussion about the need for a trail along the river in that area to transport children from the City's residential neighborhoods to the Park District's new attractions some 2 miles away. Without adequate trails, children wishing to use these facilities would have to travel down dangerous and narrow highways which are heavily traveled by automobiles and trucks that reach speed limits up to 45 miles per hour. The Riverfront Trail Initiative focuses on alleviating these problems. The map of the trail concept is shown to the right:



The Greater Kankakee Airport

According to State Statute, The Greater Kankakee Airport's daily operations must be overseen by The Kankakee Valley Airport Authority (KVAA). The KVAA is made up of six appointed members. Three members are appointed by the mayors of Bourbonnais, Bradley and Kankakee, and three members are appointed by the Kankakee County Board.

The Greater Kankakee Airport is the largest airport serving the South Chicago area. The airport is only an hour drive from Chicago, and is situated along Interstate 57 at exit 308. The airport is far enough away from the busiest skies in the country, yet close enough to be easily accessible from the Chicagoland area. Below is a list of some of the airport amenities.

- Two runways, each longer than those at Chicago's Midway Airport.
Runway I: 4-22, is 6000' long by 100' wide
Runway II: 16-34, is 4400' long by 75' wide.
- Automated Weather Observation System
- FAA automated flight service station
- High intensity pilot controlled lighting
- Over 120 aircraft storage hangars each ranging from 1040 – 4200 square feet, with accommodations for business and corporate jets up to airliner size, such as Boeing 727 and 737
- Flight School with training for a private pilot's license up to an airline or commercial pilot's license, as well as helicopter flight training.
- Aircraft Rentals and Fuel Service



Safety Programs

Safe Routes to School (SRTS)

- Safe Routes to School is an international movement that focuses on making walking and bicycling to school a safe and valued activity. Building on this movement, Congress established the Safe Routes to School Program in SAFETEA-LU which will provide Illinois with approximately \$23 million through 2009.
- Projects aimed at K to 8th grade are eligible. Local governments, schools, school districts, not-for-profits, and private organizations may sponsor projects. These projects may be for infrastructure (minimum 70 percent of federal funding) or non-infrastructure improvements (minimum 10 percent of federal funding). No local match is required.
- The intent of the Safe Routes to School program is to return kids to the active and healthy tradition of walking and biking to school and striving to improve safety.
- Kankakee County municipalities and school districts have applied for \$2,585,091 in Safe Routes to Schools grants in 2007. With approximately \$8 million in funding for the year, the state received more than \$77 million in applications. Kankakee County entities had five grants fully or partially approved for a total of \$376,650.

SafeRoutes

National Center for Safe Routes to School



Safe Routes to School Program



Citizen Input



We want to thank you for taking the time to look at this brochure, our first attempt at informing the public about the transportation issues that face Kankakee County in a format meant to be more consumer friendly. Each of you is a consumer of transportation services in Kankakee County every day, and we value your opinion of the state of that transportation system.

We are constantly looking for ways in which to obtain input from the citizens of Kankakee County about the transportation system and how it affects the lives of our citizens. If you have a question, or a comment, or an opinion, we would welcome you to express that opinion. Please contact me at mlammey@k3county.net and let me know of your concerns.

We intend to publish this brochure every year with changes that occur, and to make it available in an on-line format, so that it can be printed for distribution without going through our office. If you want to find the on-line copy, please find our Planning Department website at <http://www.k3county.net> and search for "Transportation Brochure – 2008". Thank you.

Mike Lammey
Senior Transportation Planner

Kankakee County Planning Department

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