

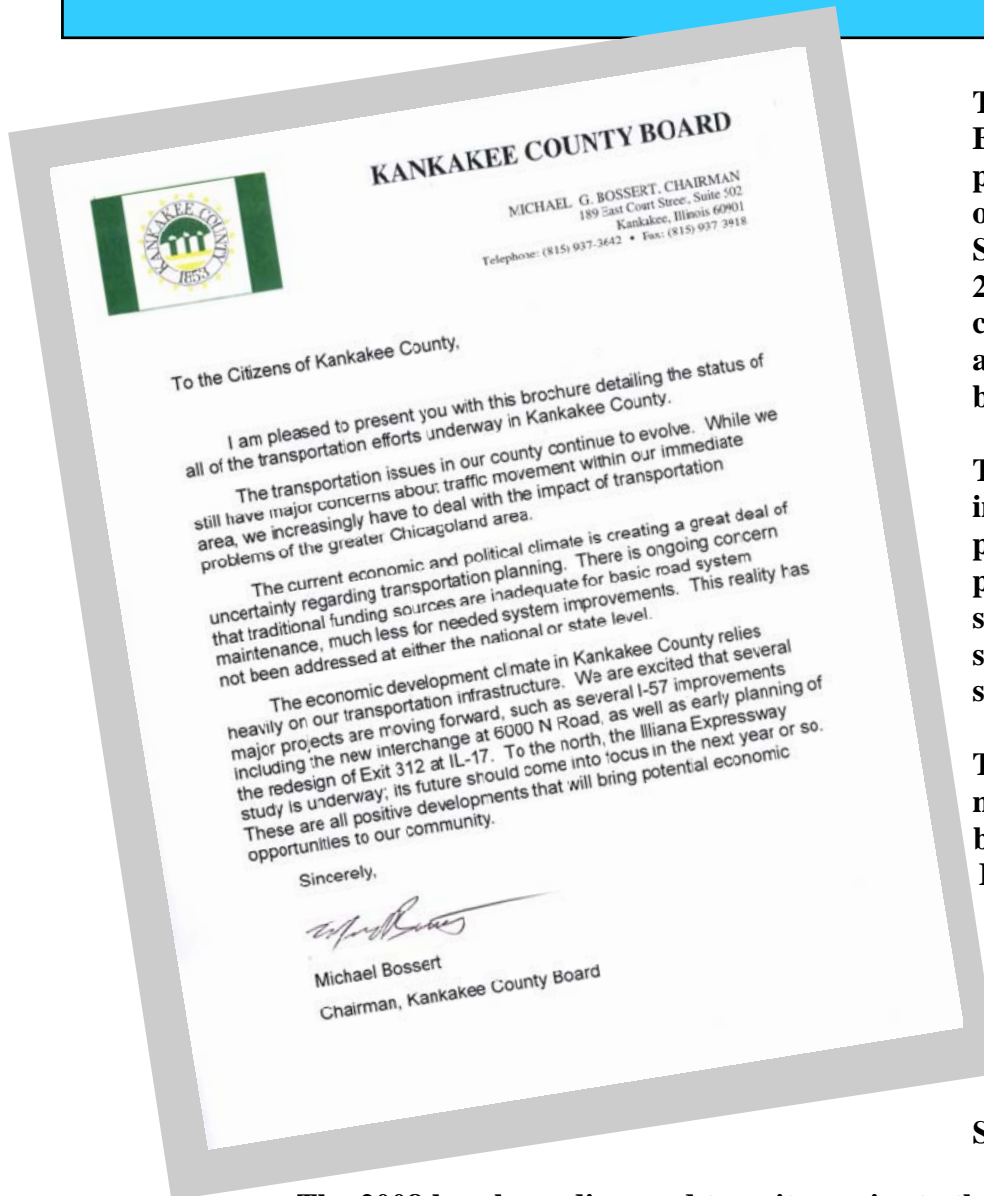


Kankakee County Transportation Initiatives

Volume 2, December, 2011

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Introduction



The first issue of the Transportation Brochure for Kankakee County was published in 2008, and we have settled on a three year cycle for the document. Some things have changed since the 2008 issue (especially in leadership in communities and Kankakee County), and some exciting new things have begun.

The 2008 brochure stated that a new interchange at 6000 N. Road was being proposed, and this issue will show the plans for that interchange and the schedule for its construction. This is a success story for the local area and should be applauded.

The 2008 brochure documented the need for a corridor for freight travel between Interstate 65 in Indiana and Interstate 55 in Illinois, and the Illiana Study has begun to attempt to document the need for such a facility and the location for its placement. The Illiana Study will continue for the next two years, and we look forward to the end result of the Study.

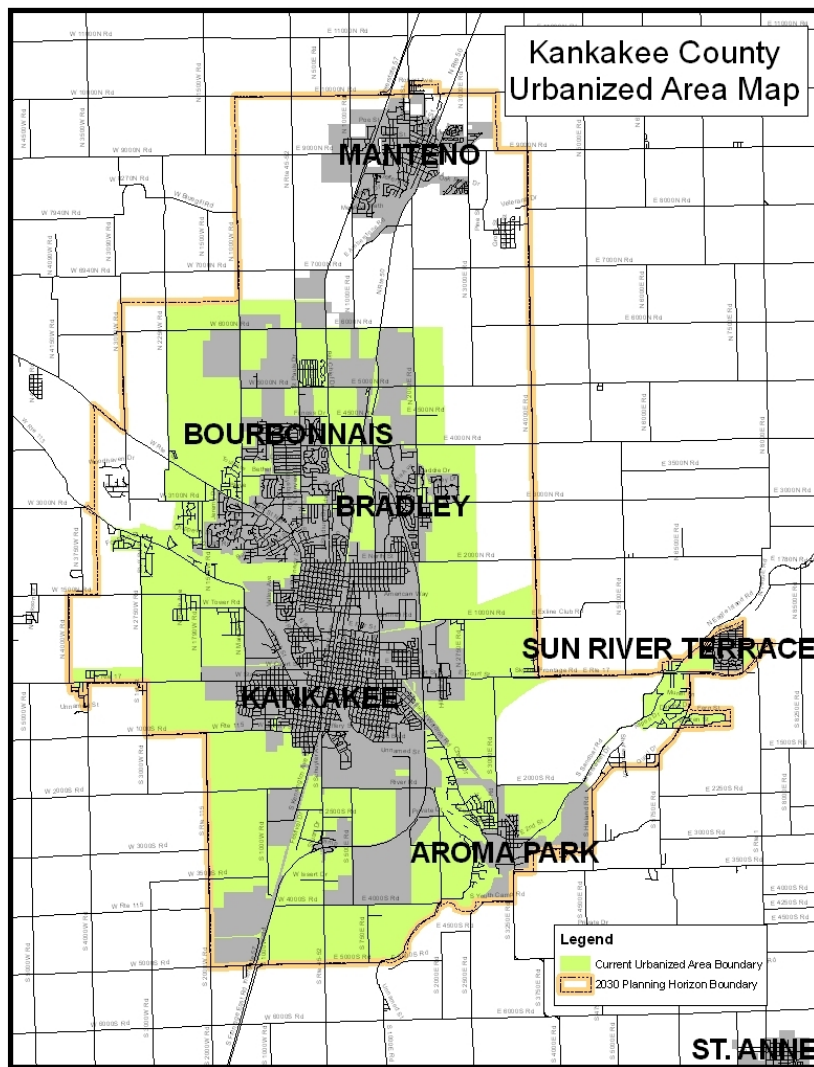
The 2008 brochure discussed transit service to the area, both urban and rural, and this issue will show that the River Valley METRO Mass Transit District has a continually rising ridership and will provide their 5,000,000th ride during the FY 2012 program year. This issue will also show new options for transit in the rural area.

This issue will also document some efforts in the public participation area. The website for the transportation planning function in Kankakee County has been updated, and public comment is solicited on transportation issues in Kankakee County.

What is the Kankakee Area Metropolitan Planning Organization?

By Federal law, when an urban area reaches the 50,000 population level, a Metropolitan Planning Organization (MPO) is required to exist for that area. This level of population was reached in the 1980 census for the Kankakee Urbanized Area, and the Kankakee Area Transportation Study was created in 1983 to meet the requirements of that law.

The physical boundaries of the Kankakee Area Transportation Study have fluctuated over the course of the last three censuses and will change again when the results of the 2010 census are known. The current boundaries are shown (shaded in green) in the Kankakee County Urbanized Area map. Also shown is the outline of the area assumed by the MPO committees to be the 30 year planning horizon boundary for the MPO.



The current members of the MPO committees are the City of Kankakee, the Villages of Aroma Park, Bourbonnais, and Bradley, Kankakee County, the Illinois Department of Transportation, and the River Valley METRO Mass Transit District. The MPO is governed by a Policy Committee of elected and appointed members, and is advised by a Technical Advisory Committee which is made up of technical personnel from the seven member agencies.

The MPO Urbanized Area will grow as a result of the 2010 census, but those results will not be available until 2012. It is expected that the Village of Manteno will become a member of the MPO as a result of the census.

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

Kankakee Metropolitan Planning Organization (MPO)

Policy Committee Members

- President, Village of Aroma Park (elected)
- President, Village of Bourbonnais (elected)
- President, Village of Bradley (elected)
- Regional Engineer, IDOT (appointed)
- Mayor, City of Kankakee (elected)
- Chairman, Kankakee County Board (elected)
- Managing Director, River Valley METRO Mass Transit District (appointed)

Technical Advisory Committee Members

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



Bruce Adams, Nina Epstein, Paul Schore, Dewey Dykstra and Michael Bossert

MPO Documents

The MPO produces a number of documents required by federal regulations. The list of documents produced, a summary of what is in the document, the required schedule of publication, the current document, and the approval date by the MPO Policy Committee are shown below:

Document	Summary	Required Schedule	Current Document	Approval Date
Unified Work Program	Work program for the coming year, with staff time allocations, and expected work products	Annual	FY 2012 Unified Work Program	May 11, 2011 (due in May of each year)
Transportation Improvement Program	Listing of all projects which will utilize federal transportation funds in the next four years	Annual	FY 2012 Transportation Improvement Program	June 29, 2011 (due in June of each year)
Long-Range Transportation Plan	Estimation of the needs of the transportation system for the next 30 years	Every four years	2040 Long-Range Transportation Plan	May 12, 2010 (next due date of May, 2014)
Obligated Projects List	Listing of all projects obligated during the previous fiscal year	Annual	FY 2011 Obligated Projects List	Not required

Find these documents at <http://planning.k3county.net/transportation.htm>, the MPO website. Please navigate to “Transportation (MPO)” and click “Documents”.

MPO Project Updates

Federal roadway funding is made available to the Kankakee Area Transportation Study in the form of Surface Transportation Program Urban (STPU) funding. The MPO Policy Committee jointly decides where these funds will be expended in the Kankakee Urbanized Area. In 2009, funding was also made available in the American Recovery and Reinvestment Act (ARRA) funding.

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	3 rd Street and Bridge Street	\$301,334
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	\$1,322,000
Kankakee County	Lowe Road	\$1,155,000
Village of Bradley	Cardinal Drive	\$1,661,343
Village of Bourbonnais*	Burns Road*	\$2,111,598*

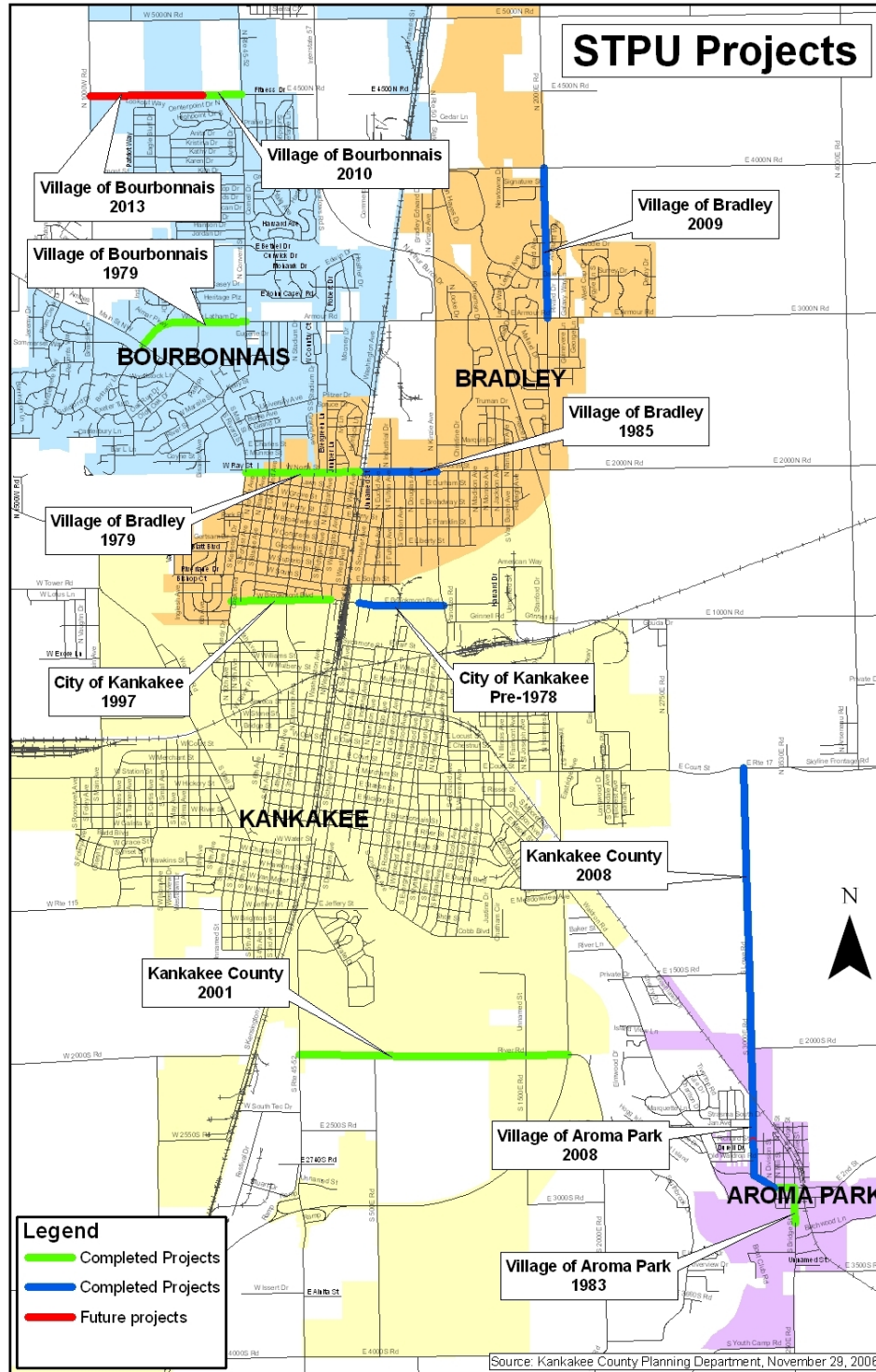
*American Recovery and Reinvestment funding

The next project to be funded with STPU funding is the completion of the Burns Road project.

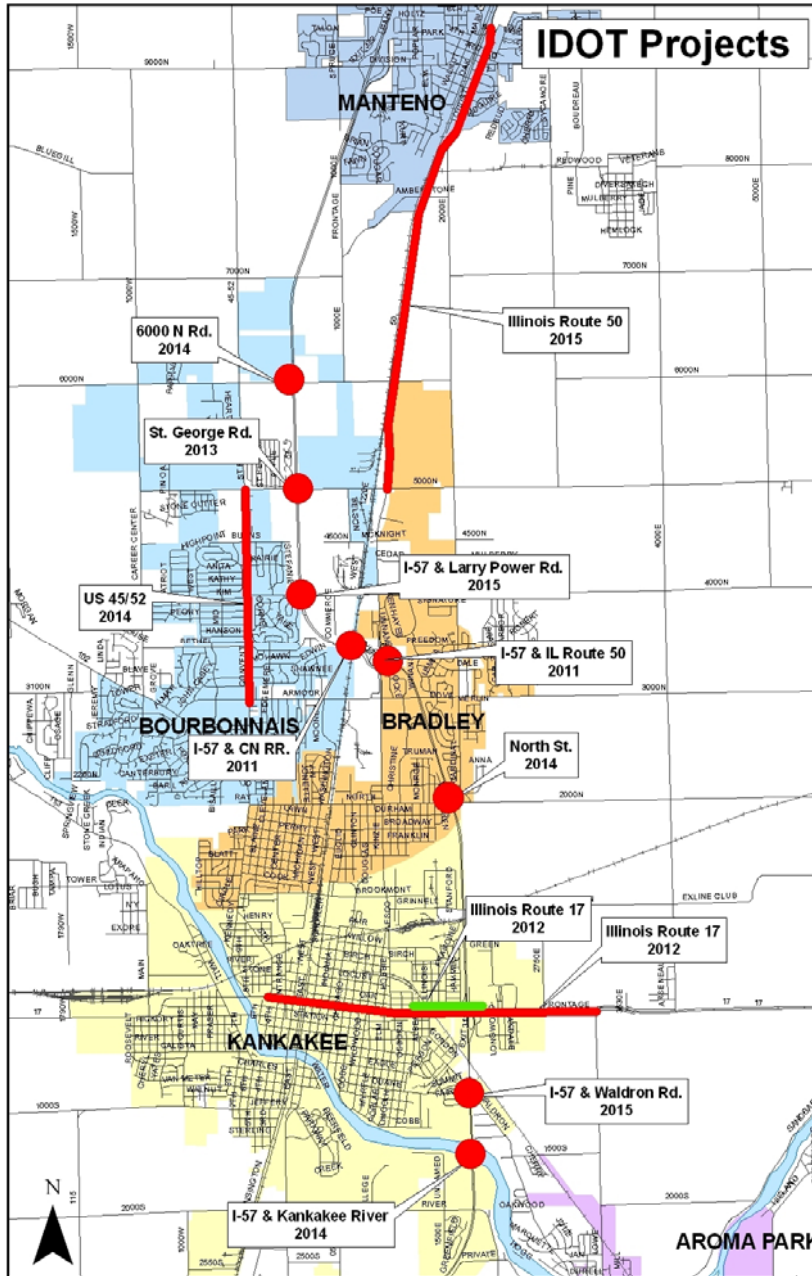
Sponsor	Project Location	Cost
Village of Bourbonnais Construction FY 2013	Burns Road	\$2,128,400

The map on the following page shows the locations of the projects that have been constructed with STPU and ARRA funds, and the years in which those construction

MPO Project Map



Area Project Updates



The map to the left shows the locations of the projects either under construction at present, or planned for construction within the coming five years, along with the year of planned construction.

The largest list of projects being done and planned for construction in the near future are those undertaken by the State of Illinois on the federal and state roadway. The reconstruction of the Exit 315 Interchange is already under construction, and project details are shown below:

Project	Cost and Funding Source
I-57: Illinois Route 50 and CN Railroad Bridge in Bradley – Interchange Reconstruction	\$49,000,000 Total \$44,100,000 (Interstate Maintenance - Federal) \$4,900,000 (State of Illinois)

Area Project Updates

Projects scheduled for construction in the current fiscal year and the coming four years on the State system in the Kankakee Urbanized Area include a new interchange at 6000 N. Road and a new bridge on Interstate 57 over the Kankakee River, both in FY 2014. The full list of projects is shown below:

Project	Type of Work	Cost	Year
Illinois 17 (Court Street): Nelson Avenue Easterly to Eastridge Avenue	Intermittent Milling and Resurfacing	\$400,000 (State of Illinois)	FY 2012
Illinois 17 (Court Street): Fifth Avenue to West of Lowe Road	Milling and Resurfacing	\$2,600,000 (State of Illinois)	FY 2012
I-57: Overhead Structure @ St. George Road	Bridge Replacement	\$3,710,000 Total \$3,150,000 (Interstate Maintenance - Federal) \$350,000 (State of Illinois) \$210,000 (Local)	FY 2013
I-57: Overhead Structure @ North Street	Bridge Replacement	\$5,000,000 Total \$4,500,000 (Interstate Maintenance - Federal) \$500,000 (State of Illinois)	FY 2014
I-57: @ 6000 N. Road	New Interchange	\$55,000,000 Total \$49,500,000 (Interstate Maintenance – Federal) \$5,500,000 (State of Illinois)	FY 2014
I-57: Kankakee River Bridge	Bridge Replacement	\$22,160,000 Total \$19,944,000 (Interstate Maintenance – Federal) \$2,216,000 (State of Illinois)	FY 2014
US 45/52: Armour Road to St. George Road	Milling and Resurfacing	\$1,400,000 (State of Illinois)	FY 2014
I-57: Overhead Structure @ Larry Power Road	Bridge Replacement	\$3,900,000 Total \$3,510,000 (Interstate Maintenance – Federal) \$390,000 (State of Illinois)	FY 2015
I-57 @ Waldron Road	Bridge Deck Replacement	\$1,200,000 Total \$1,080,000 (Interstate Maintenance – Federal) \$120,000 (State of Illinois)	FY 2015
Illinois 50: North of St. George Road to North of Sixth Street in Manteno	Milling and Resurfacing	\$1,730,000 (State of Illinois)	FY 2015

Illiana Express

Illiana Transportation Alternative Development Sheet

Table #



LEGEND

- | | | | |
|--|--------------------|--|--------------------------------------|
| | Interstate | | Population Density |
| | US Route | | Midwestern Prairie / Protected Lands |
| | State Route | | Braidwood Nuclear Plant |
| | Arterial Roads | | Intermodal Sites |
| | Railroad | | South Suburban Airport (Inaugural) |
| | County Boundary | | South Suburban Airport (Build Out) |
| | Interchanges | | Joliet Army Training Center |
| | Municipal Boundary | | National Cemetery |

DESCRIPTION:

way Study Update



In the 2008 edition of the transportation brochure, Kankakee County made the case for the need for a facility to provide access for truck traffic to connect Interstate 55 in Illinois with Interstate 65 in Indiana along a continuous route. The situation for Kankakee County that prompted this desire is the rising number of trucks that travel east-west through Kankakee County without having either an origin or destination within the County. This travel desire is made difficult by the fact that no multi-lane roadway exists for this travel between U.S. Route 30 and Interstate 74, a distance of about 100 miles.

The States of Indiana and Illinois have cooperatively sponsored the Illiana Study, which formally began in June 2011. A stakeholder group has been formed and has been meeting monthly. A map of the Study Area is shown on these two pages, with corporate boundaries, significant environmental features, intermodal sites, railroads, roads, and other geographic features. The stakeholder group is now discussing possible routings through the Study Area for a potential Illiana Corridor.

Kankakee County has stated that the potential cross section of the proposed facility should consider separate truck and passenger car multi-lane facilities, a freight rail component, and to allow for the placement of existing and future utilities.

Rural Transit Update



Rural transit service in Kankakee County is operated under contract to Kankakee County by SHOW BUS. Referring back to the Urbanized Area map on page 3, at least one end of every rural transit trip must be outside the Urbanized Area shaded in green on that map.

Two kinds of service are provided in Kankakee County. A door to door service is provided, with 24 hour advance reservation, to the following areas of Kankakee County:

Eastern portion of the County	5 days per week
Northern portion of the County	3 days per week
Southern portion of the County	3 days per week
Western portion of the County	2 days per week

Service is also provided from downtown Kankakee to downtown Momence and back on an hourly basis from 4 A.M. through 6 P.M. five days per week. This deviated fixed route also provides service to the Village of Sun River Terrace.

To schedule a ride, or to ask questions about the service, please contact SHOW BUS at 800-833-7750 or 800-747-2454.

Urban Transit Update

The Kankakee area lost mass transit service in the mid-1950s and did not have any form of public transit service until the late 1990s. Two generations grew up in the area without the availability of public transit. The River Valley METRO Mass Transit District began service in July 1999 and has grown into one of the most successful examples of governmental cooperation in the area. The current member agencies of METRO are the Villages of Aroma Park, Bourbonnais, Bradley, and Manteno; the City of Kankakee; Manteno Township; and Kankakee County.

Public transit service is provided in the areas of each of the member agencies, and service

Year	Ridership	% Change
1	77,128	---
2	117,525	52.4
3	157,674	34.2
4	179,251	13.4
5	189,685	5.8
6	235,807	24.3
7	363,953	54.3
8	426,713	17.2
9	520,816	22.1
10	633,662	21.7
11	736,154	16.2
12	832,521	13.1

is provided to the end of the Metra service line through service to University Park.

For service details, please see the METRO website www.rivervalleymetro.com.

The citizens of the METRO service area have become reliant upon the Public Transit service provided by METRO and have shown that reliance by their ridership. The ridership totals for the 12 full years of METRO ridership are shown in the table to the left.

Ridership continues to rise in year 13 of the METRO history, and METRO will provide its 5,000,000th ride at some point during the 2012 calendar year.



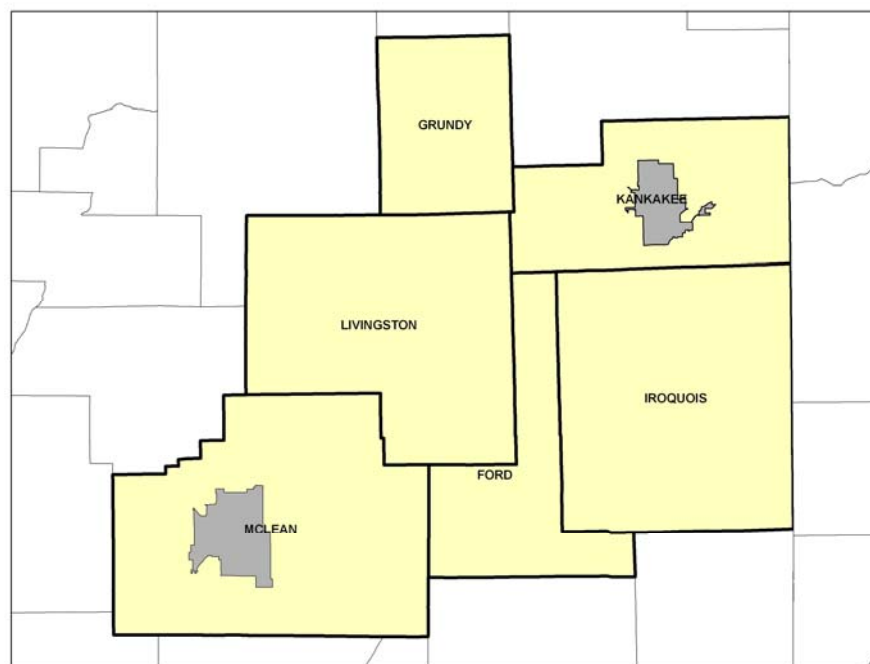
Human Services Transportation Plan County Transportation Committee Update

Federal legislation established that transportation providers and the agencies that represent citizens who utilize those transportation services should coordinate their efforts to provide the best possible services for those citizens. The State of Illinois has established a number of regions in the state to pursue that coordination. Kankakee County is in Region 6, which includes Kankakee, Grundy, Iroquois, Ford, Livingston and McLean Counties (see map below).

The Region 6 HSTP Committee meets every other month to discuss the issues that pertain to transportation service and the methods for the coordination of that service. Region 6 determined that the individual counties in Region 6 should also meet to discuss their issues and to formulate plans and recommendations at the county level.

The County Transportation Committee is the established group in Kankakee County that meets to attempt to coordinate service within Kankakee County. Member agencies include Good Shepherd Manor, the Kankakee County Training Center, the local Veterans Assistance Commission, the Kankakee County Health Department, and the providers of public transportation services for the rural and urban areas in Kankakee County.

Every identified agency in Kankakee County that represents citizens who utilize transit services is invited to the County Transportation Committee meetings, and a number have presented their issues and needs to the Committee.



Crash Research and Traffic Safety Audit Update

Crash data has been collected from local agencies for a number of years, and attempts have been made to analyze those intersections that have a high number of crashes. A recent development has made that effort much more reliable, as the first edition of the Highway Safety Manual has been published by the Federal Highway Administration.

For the most recent four calendar years (2007 through 2010) 1,672 injury crashes occurred in Kankakee County. Of those crashes, 46% were at non-intersection locations, and 54% occurred at intersections. Not one non-intersection crash location for the four years in question had more than one injury crash.

Of the 641 intersection locations, 525 had only one injury crash, and 115 intersections experienced more than one injury crash. These 115 intersections (18.9% of the total) experienced 44% of the total injury crashes at intersections.

A consultant has been engaged to research crash data in Kankakee County and to compare the real crash data by location with the expected crash data, as predicted by the Highway Safety Manual. In locations where the actual crash history is greater than expected, the consultant has been asked to research low-cost improvements which have a significant chance of reducing those crashes.

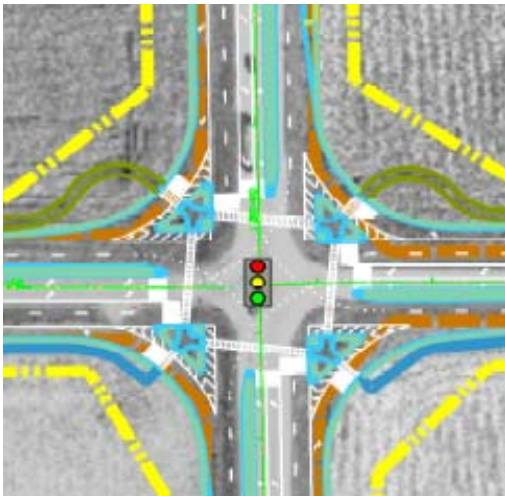
Of the 115 intersections being studied, 81 experienced higher actual injury crashes than was predicted by the Highway Safety Manual, and these intersections form the list of intersections examined by field examination. The field work to determine low-cost safety improvements for these intersections was completed in fall, 2011.

The results of the traffic safety audits will be shared with each of the roadway jurisdictions in Kankakee County, and it is intended that Safety Committees will be made available to each police agency in the County.

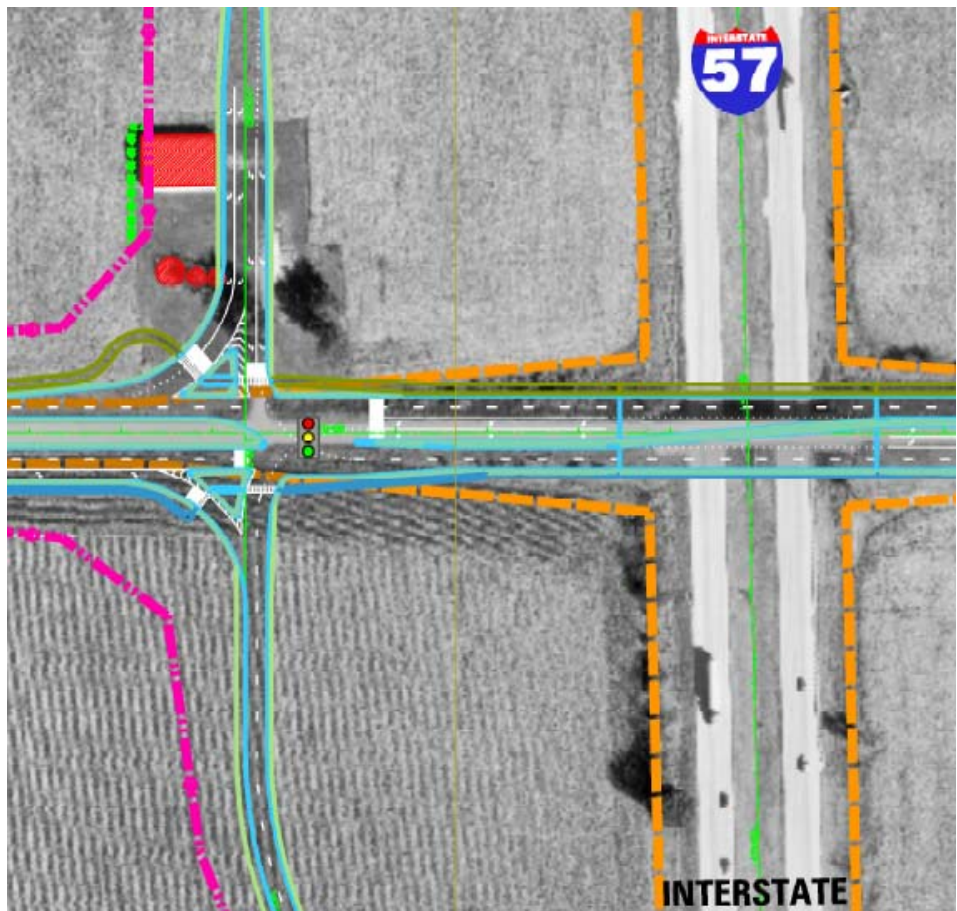
It is anticipated that a safety grant request will be made for all of the intersections inside the MPO boundary as one safety grant application, rather than making applications for each individual intersection.

6000 N. Road Interchange Update

As the result of the Amtrak train crash of March 15, 1999, and in an effort to have direct access for trucks from the industrial area bordered by 4000 N. Road, U.S. Route 45/52, 7000 N. Road, and Illinois Route 50, Kankakee County proposed the addition of a new interchange to Interstate 57 at 6000 N. Road.



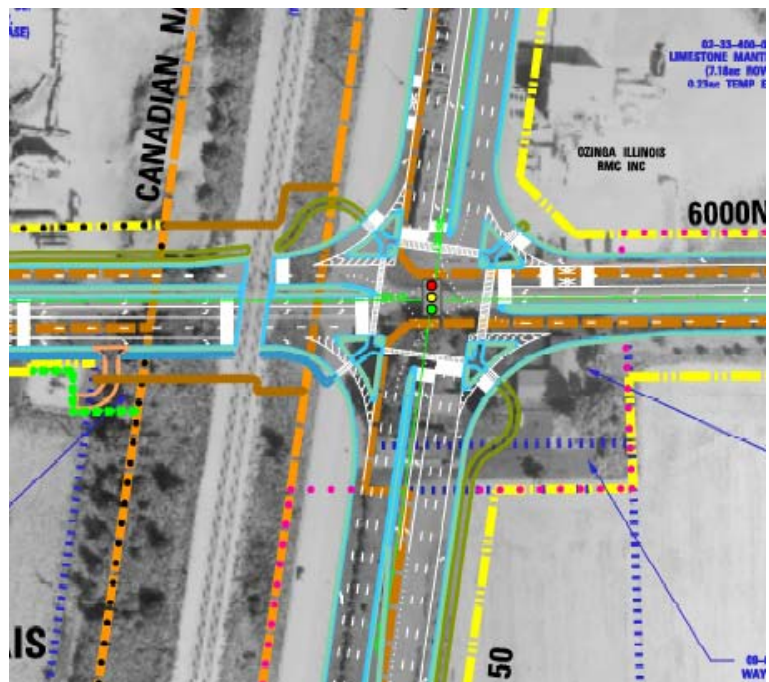
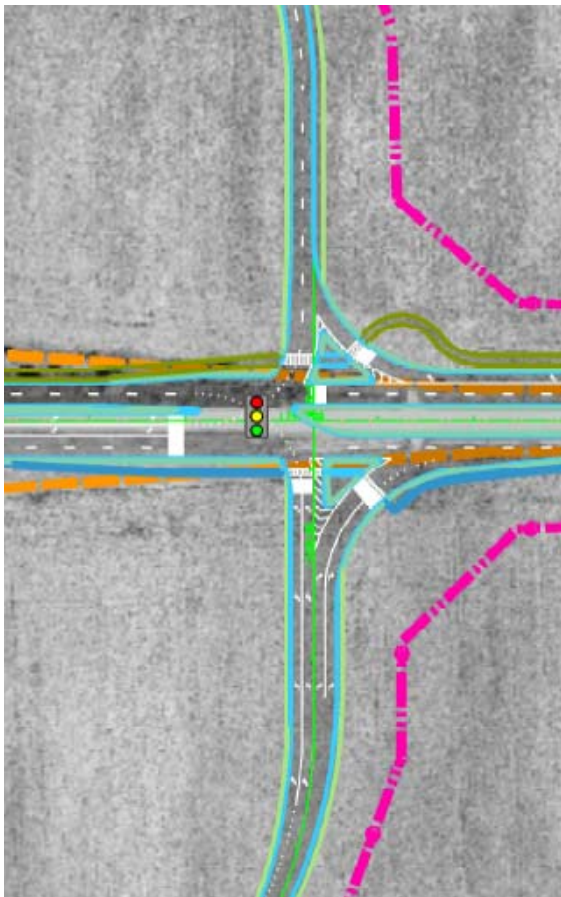
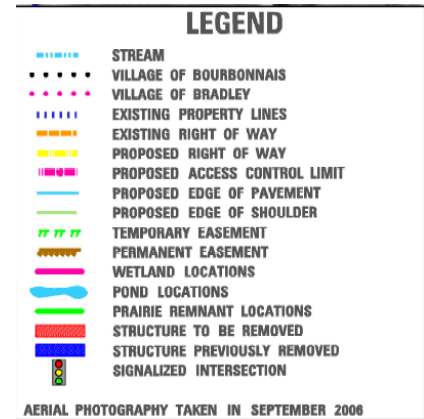
US 45-52 @ 6000N Road



I-57 at 6000N Road

6000 N. Road Interchange Update

This proposal has been approved by the Federal Highway Administration, and has been the subject of engineering studies by the Illinois Department of Transportation. A design for the project has been finalized and is shown below. Three views are shown, that for the intersection of U.S. Route 45/52 and 6000 N. Road (the western end of the project), the interchange itself, and for the intersection of Illinois Route 50 and 6000 N. Road (the eastern end of the project). The project is scheduled for construction in FY 2014 (which begins in July of 2013, and ends in June of 2014), and is scheduled to take two years to complete.



IL Rt.50 @ 6000N Road

Greenways and Trails Plan

Kankakee County's first Greenways and Trails Plan was adopted in 1999. At that time, forty (40) new multi-purpose trails and ten (10) natural greenways were proposed throughout the County. In 2009, the County Board adopted an update to the plan. This new update proposes an additional 19 new trails, bringing the total to sixty (60), and one additional greenway. The plan also introduces the concept of an "urban greenway". The urban greenway is proposed for downtown Kankakee and differs from a traditional greenway in many ways. While a traditional greenway is primarily the preservation of natural open space, an urban greenway is the inclusion of open space and green elements into a built-out urban setting. This concept allows open space amenities into areas that would not normally be able to benefit from them. Additional information concerning urban greenways and the plan can be found on the Planning Department website at:

<http://planning.k3countv.net>



The Plan has enjoyed several successes since its adoption. The Riverfront Trail proposed in four segments along the Kankakee River from River Road Park in southern Kankakee to the Kankakee River State Park has seen the completion of Phase 1, which travels from River Road to Schuyler Avenue. Phases 2, 3 & 4 are currently being designed, and construction on Phase 2 should begin in the near future. The Riverfront Trail Committee has also contracted a design firm to develop a signage program for the trail to create a uniform way-finding system. Other trails have also been developed. The Village of Bradley has constructed short segments of trail along Soldier's Creek at North Street, along Larry Power Road, and along Cardinal Drive. The Village of Manteno is on the final stages of creating a trail along Rock Creek on the southeast side of the Village. In addition to the new trails, the Kankakee Region has also been adding to its inventory of open space. The Kankakee Valley Park District added 150 acres in its district, and The Nature Conservancy has added 1,000 acres of open space in Pembroke Township.

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, environmentalists, 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

Land Use/Transportation Subcommittee Update

The Kankakee County Regional Planning Commission has a standing committee of citizens for transportation issues. This Subcommittee has been involved in all of the transportation issues that have faced Kankakee County for the past ten years and has offered advice and comment on these issues. The members of the Subcommittee are thanked for their service, and are listed below:

Craig Bayston	David Bergdahl	Craig Blanchette
Mel Blanchette	Bill Bukowski	Loretto Cowhig
Lisa Dugan	Elisabeth Dunbar	Rich Howell
Jeff Jarvis	Chad Miller	Ralph Paarlberg
Samuel Payton	Elizabeth Scanlon	David Stejkowski
Chris Tholen	George Washington, Jr.	



Mike Lammey, Chad Miller, George Washington, Craig Bayston and Ralph Paarlberg

Citizen Input and Website Update



We want to thank you for taking the time to look at this brochure, the second in our continuing effort of informing the public about the transportation issues that face Kankakee County. We hope that this format is helpful to you. Every citizen of Kankakee County is a consumer of transportation services in the County, and we value your opinion on your consumer experience.

We ask that you contact us with your comments about the brochure, and about the state of the transportation system in the County. You have a variety of ways to express those comments. You can send emails to mlammey@k3county.net. You can contact us at (815) 937-2940, or you can mail comments to us at the Kankakee County Planning Department, 189 E. Court Street, Kankakee, Illinois, 60901.

Another way that you can interact with our office is through the County website. You can access this website at <http://planning.k3county.net/transportation.htm>. If you have comments about material that you find on the website, please contact us. Thank you.

Mike Lammey
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