



Kankakee Area Transportation Study * Transportation Initiatives

Volume 4, 2020



Kankakee Area Transportation

Introduction

Transportation planning within Kankakee County is a collaborative process in association with a group of related agencies and includes the development of plans to improve the transportation network. This is the fourth issue of the Transportation Initiatives Brochure produced for Kankakee County. The six goals KATS established in the 2045 Long Range Transportation Plan (LRTP) focus on the enhancement of safety, economic development, accessibility and mobility, alternative transportation, preservation of the existing environment, and transportation choices.



Resurfacing of I-57 (June 2020)



6000N Interchange

The goal of this brochure is to provide information on transportation in the Kankakee Region, including largescale projects like the now completed I-57 interchange at 6000N Road, urban and rural public transportation, safety, and the LRTP. This issue of the brochure will continue to address these projects, along with new information.

Since the last issue, the KATS MPO has launched a new website at www.kats-mpo.org.

What is the KATS MPO?

The Kankakee Area Transportation Study (KATS) Metropolitan Planning Organization (MPO) was established in 1983 when the Kankakee Urbanized Area exceeded a population level of 50,000, per federal legislation.

The current boundaries were created as a result of the 2010 census and are shown on the map on Page 3. The Urbanized Area is shaded in blue, and the metropolitan planning area (the area expected to be in the urbanized area by 2040) is outlined in orange. This boundary will be reevaluated after the 2020 census is completed and the results are published.

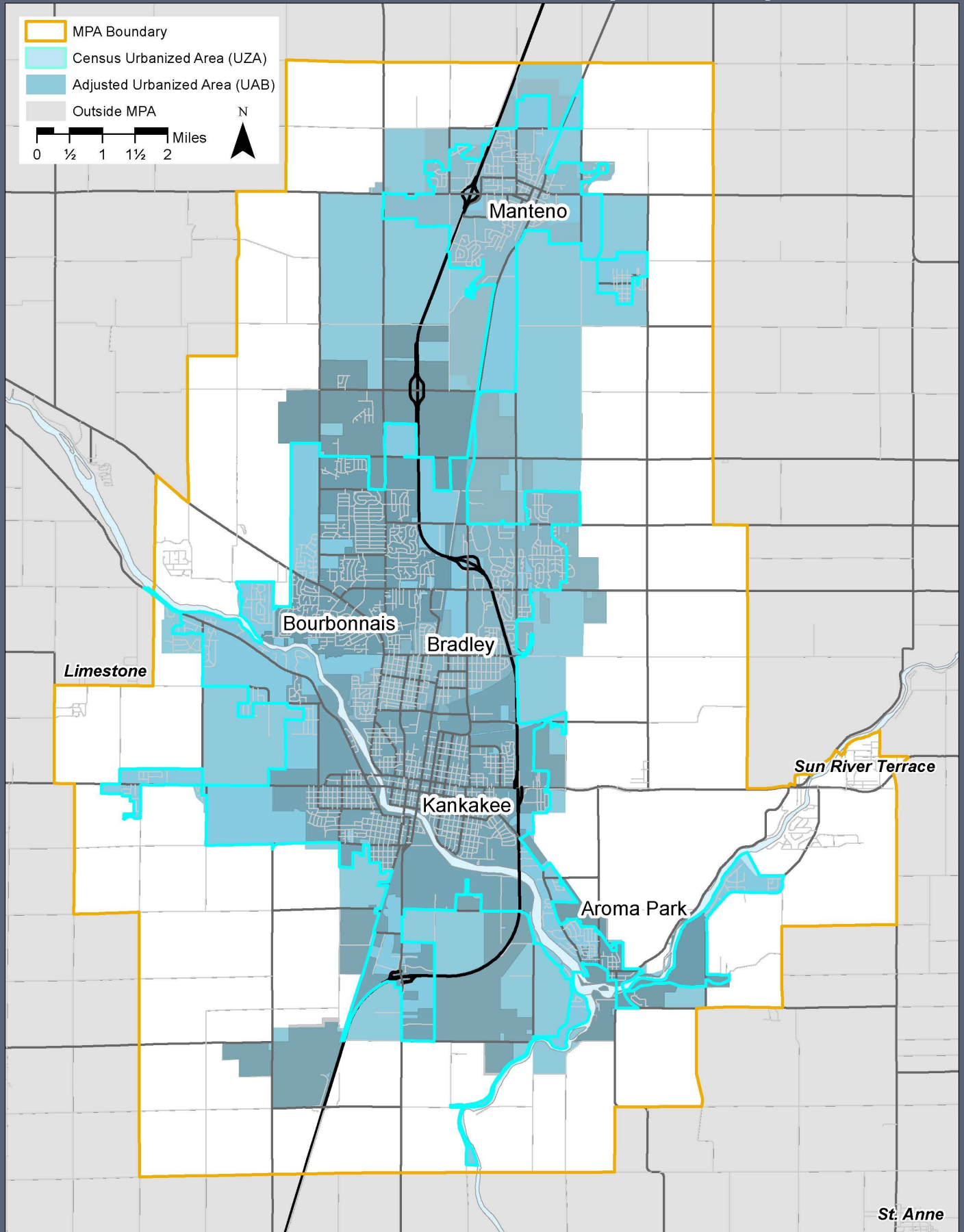
The MPO consists of a Policy Committee of elected and appointed members who make decisions and set policies. They are advised by a Technical Advisory Committee which is made up of technical personnel from the nine member agencies. Currently, these MPO committees are comprised of members from the City of Kankakee, the Villages of Aroma Park, Bourbonnais, Bradley, and Manteno, Kankakee County, the Illinois Department of Transportation, the River Valley METRO Mass Transit District, and the Kankakee Valley Airport Authority.

Additionally, the MPO staff meets with the Kankakee County Regional Planning Commission and KATS Safety Committee. All MPO committees meet on a regular schedule which can be found on the KATS website. At these meetings, discussions are had about the current progress and future needs in transportation planning for Kankakee County.



North Street Bridge Replacement

MPO Boundary Map



Committee Membership



Policy Committee Members

President, Village of Aroma Park
President, Village of Bourbonnais
President, Village of Bradley
Mayor, City of Kankakee
Chairman, Kankakee County
President, Village of Manteno
Chairman, River Valley METRO Mass Transit District
Chairman, Kankakee Valley Airport Authority
Regional Engineer, IDOT Region 2
Metropolitan Planning Director, IDOT Office
of Planning and Programming
Division Administrator, Illinois Division, FHWA
Regional Administrator, Region 5, FTA

Technical Advisory Committee Members

Village Engineer, Village of Aroma Park
Village Engineer, Village of Bourbonnais
Village Engineer, Village of Bradley
City Engineer, City of Kankakee
County Engineer, Kankakee County
Superintendent of Public Works, Village of Manteno
Engineer, River Valley METRO Mass Transit District
Airport Manager, Kankakee Valley Airport Authority
Cost & Estimates Engineer, IDOT District 3
Metropolitan Planning Manager, IDOT Office
of Planning and Programming
Metropolitan Planning Specialist, Illinois Division, FHWA
Community Planner, Region 5, FTA

Core MPO Documents

The MPO produces documents that are required by federal law. Shown below is the list of documents, a description of what is in the document, the required schedule of publication, the current document, and its approval date by the MPO Policy Committee.

Document	Summary	Required Schedule	Current Document	Approval Date
Unified Work Program (UWP)	Work program for the coming year, with staff time allocations, and expected work products	Annual	FY 2021 Unified Work Program	May 13, 2020
Transportation Improvement Program (TIP)	Listing of all projects which will utilize federal transportation funds in the next four years	Annual	FY 2021 Transportation Improvement Program	June 24, 2020
Long Range Transportation Plan (LRTP)	Estimation of the needs of the transportation system for the next 30 years	Every five years	2045 Long Range Transportation Plan	May 13, 2020
Annual Listing of Federally Obligated Projects	Listing of all federally funded projects obligated during the previous fiscal year	Annual	FY 2019 Obligated Projects List	Submitted annually by Sept. 30

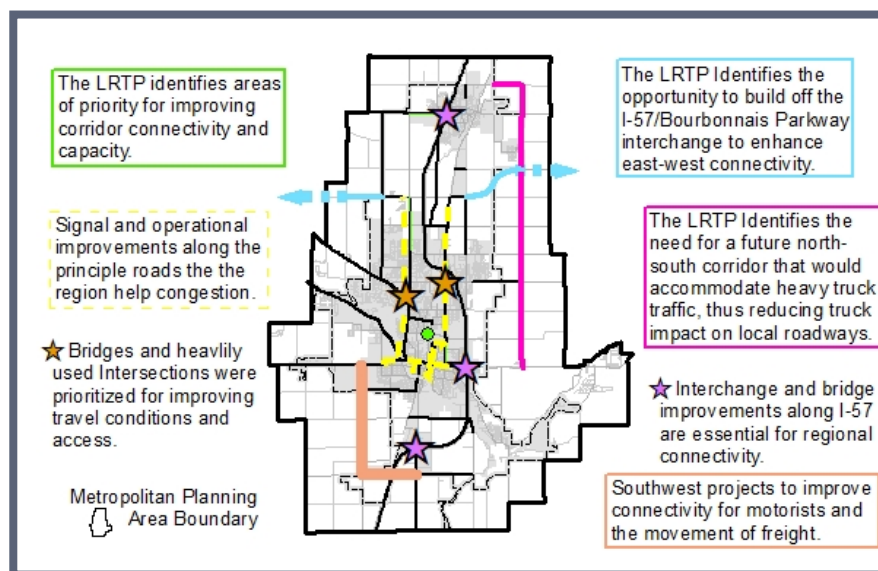
Find these documents and others at www.kats-mpo.org



Long Range Transportation Plan

KATS adopted the 2045 LRTP on May 13, 2020. The LRTP is required to be updated every five years and encompass a minimum planning horizon of 20 years. The process is overseen by the KATS Technical Advisory Committee and Policy Committee, which adopted the LRTP.

The current federal program signed into law on December 4, 2015, is the Fixing America's Surface Transportation Act (FAST Act). Key provisions of the FAST Act carried over from the previous federal program include performance-based planning requirements, fiscally constrained projects, and public involvement. The FAST Act introduced requirements such as the inclusion of intercity transportation facilities, the resilience and reliability of the transportation system, stormwater mitigation, and the enhancement of tourism.



As part of the planning process, two public surveys were conducted and the responses were taken into consideration for the plan. The first asked respondents to rank the seven FAST Act national goals and the second survey asked respondents about their opinions of the transportation system in Kankakee County. The results can be found in the 2045 LRTP, located on the KATS website.

As a multimodal transportation plan, the LRTP addresses roadways, public transit, non-motorized transportation, freight, passenger rail, and aviation in the region. Previously, the LRTP has worked towards future growth and economic development by improving east-west and north-south corridors.

MPO Project Updates

Federal funding for roadway projects is made available to the Kankakee Area Transportation Study in the form of Surface Transportation Block Grant (STBG) funding. This was formerly named the Surface Transportation Program (STP). The MPO Policy Committee determines how these funds will be programmed.

Sponsor	Project Location	Cost
City of Kankakee	Brookmont Boulevard – Phase I	\$860,252.48
Village of Bradley	North Street – Phase I	\$735,734
Village of Bourbonnais	Latham Drive	\$1,070,775
Village of Aroma Park	Third Street and Bridge Street	\$301,334.03
Village of Bradley	North Street – Phase II	\$1,339,948.08
City of Kankakee	Brookmont Boulevard – Phase II	\$2,505,017.18
Kankakee County	River Road	\$814,000.00
Village of Aroma Park	Lowe Road	\$1,322,000.00
Kankakee County	Lowe Road	\$1,155,000.00
Village of Bradley	Cardinal Drive	\$1,696,041.46
Village of Bourbonnais	*Burn Road – Phase I*	*\$2,111,598*
Village of Bourbonnais	Burns Road – Phase II	\$1,761,978.98
Village of Manteno	Maple Street	\$117,626.49

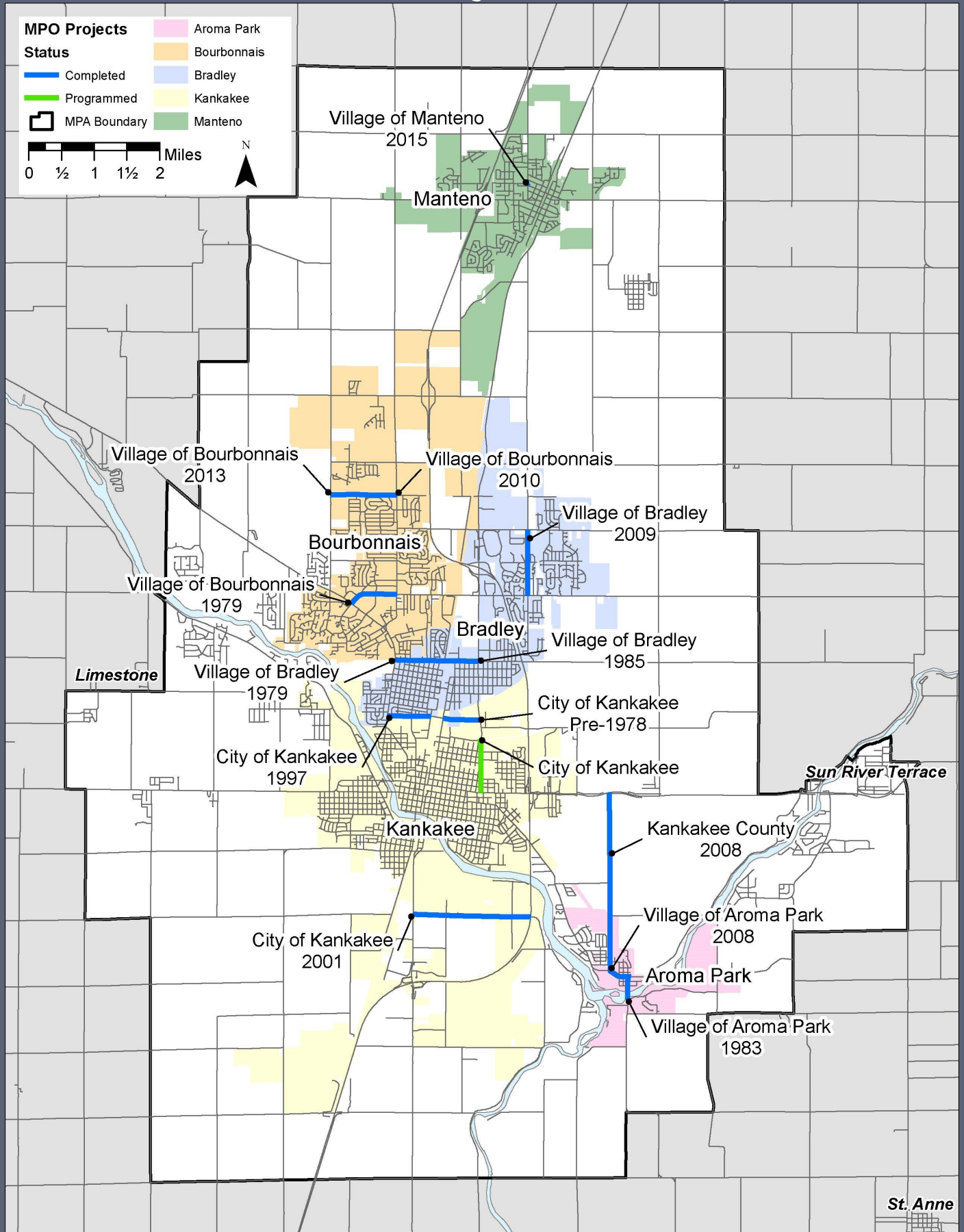
* American Recovery and Reinvestment funding (ARRA)

KATS Policy Committee programmed the reconstruction of Hobbie Avenue in the City of Kankakee as the next project to use STBG funding. This project includes reconstruction of the road into a 3 lane urban road between IL-17 (Court St) and IL-50 (Fair St). The work will encompass hot mix asphalt (HMA) pavement, curb and gutter, storm sewer, sidewalk, bike path, signing, and striping.

Sponsor	Project Location	Cost
City of Kankakee	Hobbie Avenue	\$5,355,659.61

The map on the following page shows the locations of the projects that have been constructed with STP/STBG and ARRA funds, and the years in which those construction projects were completed.

MPO Project Map

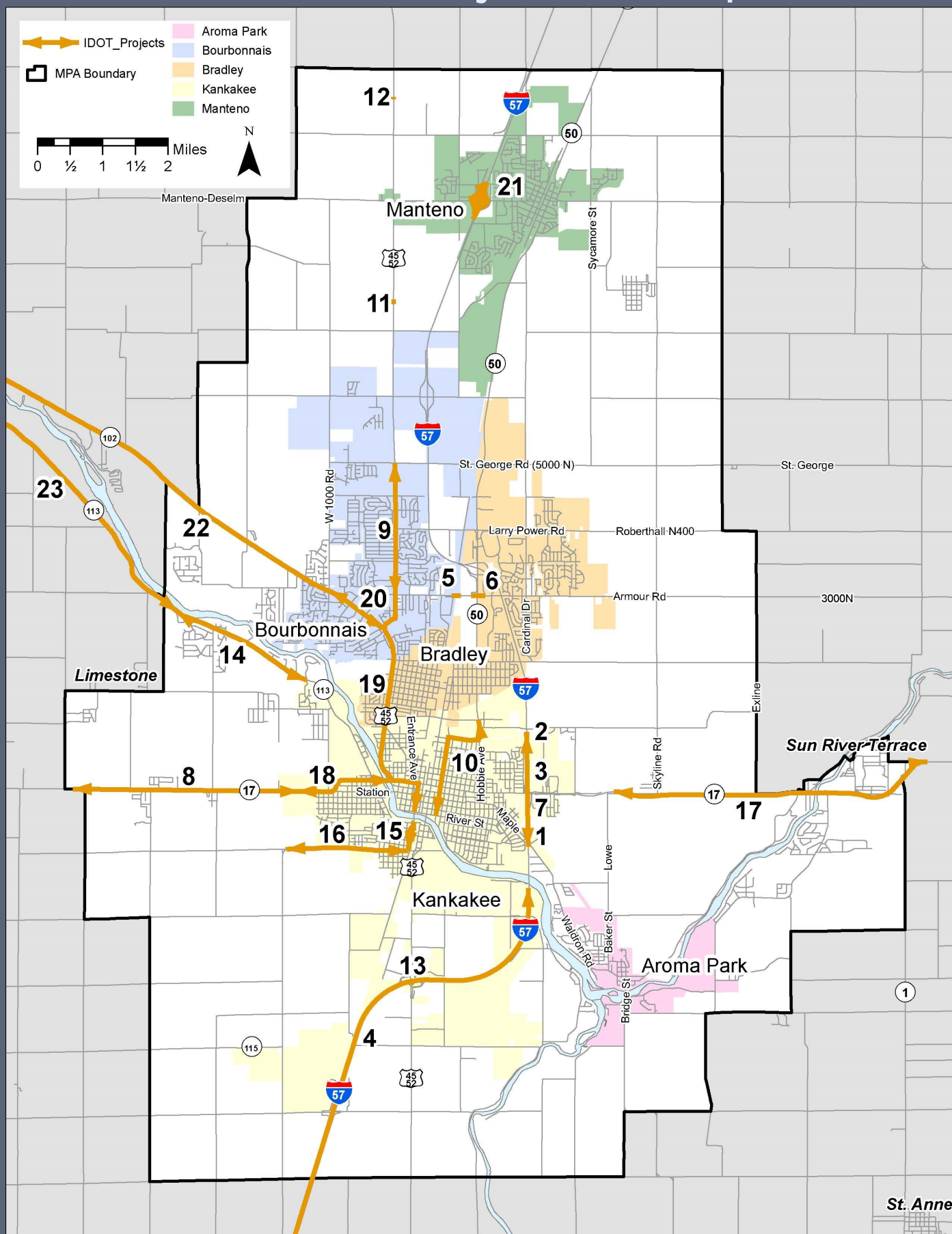


Area Project Updates

The Transportation Improvement Program (TIP) lists all federally funded surface transportation projects for the upcoming four years. Twenty-three roadway construction projects are included in the current fiscal year (FY 2021) and the next three years (FY 2022, FY 2023, and FY 2024) on the state system in the Kankakee Urbanized Area. The full list of projects is shown below:

#	Project	Type of Work	Cost	Year
1	I-57: Under Waldron Rd at Kankakee	Bridge Replacement	\$9,000,000	FY 2021
2	I-57: 0.7 mi N of IL-17 to 0.8 mi S of North St in Kankakee	Reconstruction	\$21,000,000	FY 2021
3	I-57: Over Norfolk Southern Railroad Ditch & Grinnell Rd, N of IL-17	Bridge Replacement	\$16,300,000	FY 2021
4	I-57: 0.7 mi N of Iroquois Co. Line to S of Kankakee River Bridge	Resurfacing, Bridge & Culvert Repairs	\$8,500,000	FY 2021
5	Armour Rd: Over ICG Railroad, 0.3 mi W of IL-50	Bridge Replacement	\$5,680,000	FY 2021
6	IL-50 at Armour Rd	Intersection Improvement	\$7,500,000	FY 2021
7	I-57: 0.9 mi N of IL-17 to S of Waldron Rd	Reconstruction	\$3,000,000	FY 2021 FY 2022
8	IL-17: From Norfolk Southern Railroad to 0.3 mi W of Roosevelt Ave	Crack & Joint Sealing	\$130,000	FY 2021
9	U.S. 45/52: From Indian Oaks Rd to 0.1 mi N of Armour Rd	Crack & Joint Sealing	\$100,000	FY 2021
10	IL-50: S of Brookmont Blvd to US 45/52; Indiana Ave to Fair St in Kankakee	Milling and Resurfacing, ADA Improvements	\$2,530,000	FY 2022 FY 2024
11	U.S. 45/52: S Branch Rock Creek to 0.5 mi N of 7000N Rd	Bridge Repair	\$800,000	FY 2022
12	U.S. 45/52: Rock Creek, 1.5 mi N of Manteno Rd	Bridge Replacement	\$1,700,000	FY 2022
13	I-57: U.S. 45/52 interchange in Kankakee	Reconstruction	\$2,000,000	FY 2022
14	IL-113: W Edgewater Dr to Indian Trail	Reconstruction	\$2,500,000	FY 2022 FY 2024
15	IL-115: US 45/52 to Jeffery St	Reconstruction	\$2,500,000	FY 2022 FY 2024
16	IL-115: 0.4 mi N of Gar Creek to S Washington Ave in Kankakee	Milling and Resurfacing, ADA Improvements	\$1,300,000	FY 2022
17	IL-17 & IL-1: 0.1 mi E of Lowe Rd to 0.5 mi E of IL-1 in Sun River Terrace	Milling and Resurfacing, ADA Improvements	\$1,700,000	FY 2022
18	IL-17: 0.3 mi W of Roosevelt Ave to U.S. 45/52 in Kankakee	Milling and Resurfacing, ADA Improvements	\$900,000	FY 2022
19	U.S. 45/52 & IL-17: Indian Oaks Rd to River St in Kankakee	ADA Improvements	\$400,000	FY 2023
20	IL-102: Briarcliff Ln to U.S. 45/52 in Bourbonnais	ADA Improvements	\$172,000	FY 2023
21	I-57: 9000N Rd interchange in Manteno	Interchange Improvements	\$26,700,000	FY 2023 FY 2024
22	IL-102: From Will Co. Line to U.S. 45/52	Milling and Resurfacing, ADA Improvements	\$5,000,000	FY 2023
23	IL-113: Will Co. Line to W Edgewater Dr in Limestone	Reconstruction	\$3,300,000	FY 2024

Area Project Map



Rural Transit Update

Kankakee County provides rural public transportation services through a contract with SHOW BUS. Rural transit service is available Monday through Friday. Demand response service is provided between Kankakee and Cabery, Chebanse, Bonfield, Buckingham, Essex, Grant Park, Herscher, Hopkins Park, Irwin, Leesville, Limestone Township, Manteno, Momence, Otto Township, Reddick, Union Hill, St. Anne, and Sun River Terrace. Different locations are served on different days of the week. Hopkins Park and Pembroke Township have service five days a week, Monday through Friday. The fare is \$4.00 and riders are able to request more than one stop once they are within the destination city for no additional cost. To arrange a ride, a request should be made by 12:00 noon on the day preceding the day of service.

Additionally, SHOW BUS provides an hourly service between Kankakee and Momence with a stop in Sun River Terrace. The first trip begins at 4:00 AM and the last begins at 5:00 PM with buses running every hour.

Beginning in 2020, there will be a new extension of the Kankakee-Momence route to the Greyhound stop in Kankakee occurring 2-4 times per day Monday through Friday. Also, new bus shelters will be placed in Sun River Terrace and Momence.



Find more information about the Kankakee County service routes and schedules at www.showbusonline.org/Kankakee.html

To schedule a ride, or to ask questions about the service, please contact SHOW BUS at **1-815-945-8500** or toll-free at **1-800-525-2454**.

Urban Transit Update

In the Kankakee Urbanized Area, public transit service has been provided by River Valley METRO Mass Transit District since July of 1999. METRO operates 11 fixed-route services and two commuter route services. Membership for the METRO Board is comprised of the following community agencies; the Villages of Aroma Park, Bourbonnais, Bradley, and Manteno, the City of Kankakee, Manteno Township, and Kankakee County.

Since January 2014, METRO has provided service from Bourbonnais and Manteno to Midway Airport. The shuttle service makes 11 round trips daily Monday through Friday, 5 round trips on Saturday, and 4 round trips on Sundays and holidays. This option is popular for commuters because of its convenient access to CTA Orange Line and buses.

METRO Plus transit service is provided for any rider with a disability. Anyone who is unable to board, ride, or disembark from a regular METRO wheelchair accessible fixed-route bus or ride independently due to a disability based on ADA guidelines is served by METRO Plus.

The next major METRO project will be the improvement to the transfer center at Chestnut St and Schuyler Ave. This project will move the buses off the street to increase safety and reduce congestion on Chestnut St. It is expected that this project will include protection from rain and snow, have elevated platforms, and could include heated pavement for snow and ice removal.



For more details on the transit service provided by METRO, please visit METRO 's website at www.rivervalleymetro.com. Maps of each of the routes and information on how to use their service are contained on the website.

Performance Measures

The FAST Act advances performance-based planning & programming (PBPP) established by MAP-21, where Congress identified seven national PBPP goals for federal surface transportation programs. Performance-based planning requires data-driven decisions by measuring specific metrics and determining progress towards a goal. KATS chose to support all of IDOT's statewide performance measures and targets.

Using 5-year rolling averages, the five safety targets are a 2% reduction in total fatalities, total serious injuries, rate of fatalities per hundred-million vehicle miles traveled, rate of serious injuries per hundred-million vehicle miles traveled, and the combined total of fatalities and serious injuries for pedestrians and bicyclists.

	5-year Rolling Averages					2% Reduction	
	2013	2014	2015	2016	2017	2018	2019
Fatalities	6.6	6.8	7.0	8.4	9.4	9.2	9.0
Serious Injuries	110.0	108.4	111.6	115.8	115.4	113.1	110.8
Fatality Rate	0.9	0.9	1.0	1.2	1.3	1.3	1.3
Serious Injury Rate	14.7	14.8	15.5	16.2	16.4	16.0	15.7
Non-Motorized	8.6	8.4	8.6	7.0	7.0	6.9	6.7

Source: IDOT crash data, 2009-2017.

The next performance measures are for bridge and pavement condition on the National Highway System (NHS) network. There are six targets for this category shown in the table below along with the 2017 base data and expected outcome by 2022.

Metric	Illinois 2017 Base-Year	IDOT 2020 Target	IDOT 2022 Target	KATS 2017 Base-Year	KATS 2022 Projection
% of interstate pavement in good condition	65.96%	65.00%	65.00%	46.73%	87.94%
% of interstate pavement in poor condition	0.27%	5.00%	5.00%	2.01%	0.00%
% of NHS non-interstate pavement in good condition	27.71%	27.00%	27.00%	28.94%	49.28%
% of NHS non-interstate pavement in poor condition	4.94%	6.00%	6.00%	14.03%	6.74%
% of NHS bridges classified as in good condition	29.40%	28.00%	27.00%	55.92%	35.07%
% of NHS bridges classified as in good condition	11.60%	13.00%	14.00%	23.42%	18.79%

Source: IDOT pavement and bridge condition data, 2016.

Performance Measures

Three performance measures that address traffic congestion are the annual hours of peak hour excessive delay (PHED) per capita, the percent of non-single occupancy vehicle (SOV) travel, and the truck travel time reliability index, which measures congestion of truck traffic on the interstate.

Improving east-west transportation routes for freight can strengthen the community's ability to access national and international trade markets. KATS is an air-quality attainment area and is not subject to Congestion Mitigation Air Quality (CMAQ) requirements. System performance is tracked by the three following measures and targets in the table below:

	Metric	IL 2017 Baseline	IDOT 2020 Targets	IDOT 2022 Targets	KATS 2017 Baseline
Non-Freight	% of person-miles traveled on the interstate that are reliable	80.8%	79.0%	77.0%	100.0%
	% of person-miles traveled on the non-interstate that are reliable	87.3%	85.3%	83.3%	89.7%
Freight	Truck Travel Time Reliability Index	1.3	1.34	1.37	1.12

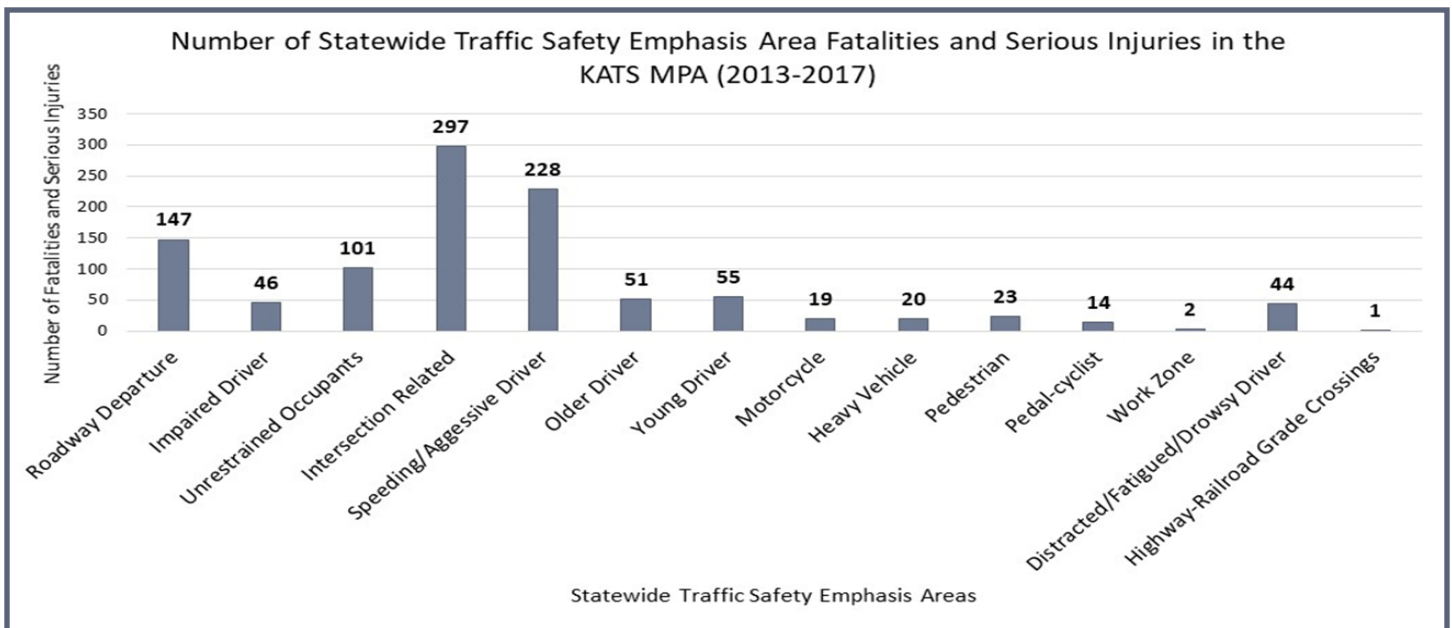
The last two national goals are environmental sustainability and reduced project delivery delays. Neither of these national goals has performance measures. These goals aim to protect and enhance the natural environment while improving the transportation system and aim to reduce the costs of projects and accelerate the process of completing a project by reducing delays.

After the four-year performance measure periods end in 2022, reports will be published that will provide updates on the status of performance measures and if targets were achieved. By monitoring data related to these targets, KATS will report on the outcome of implemented projects towards the set goals. Observations can be used to determine transportation system needs and help identify the best use for funding allotments.

Safety Committee & Crash Research

KATS and other local agencies work together to improve the safety of the transportation system. Compared to other counties in Illinois, Kankakee County had the 14th highest number of crashes with a fatality or serious injury during the five-year period of 2013-2017. The MPO Policy Committee established the KATS Safety Committee in 2013. The Safety Committee includes professionals from the areas of engineering, law enforcement, emergency response, and education. Their goal is to enhance the safety of all transportation users, increase the efficiency of the transportation system, and enhance the quality of life for area residents.

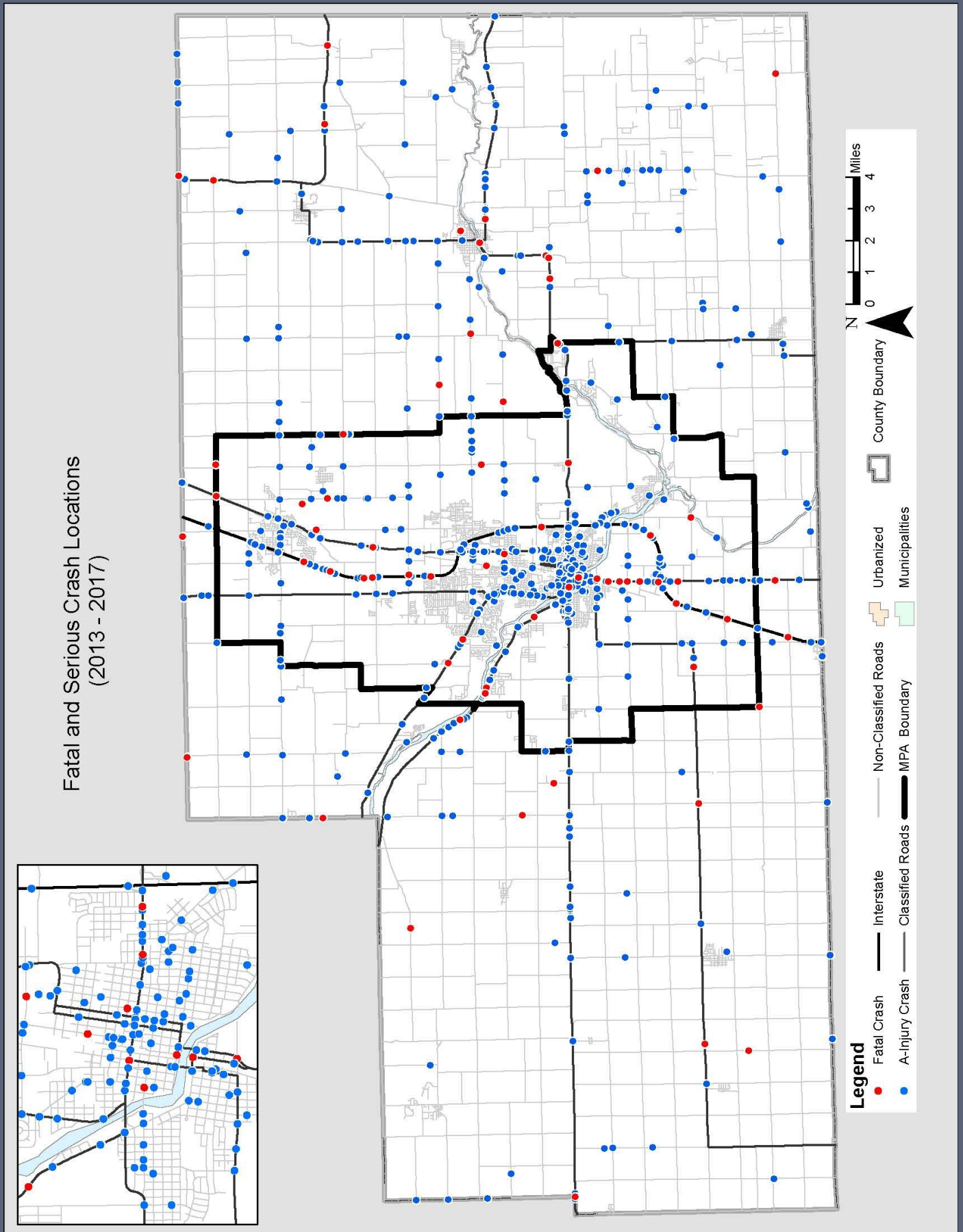
IDOT established the following 14 safety emphasis areas. They aim to reduce and eventually eliminate each of these crash types from the entire state roadway system.



The current target is a two percent reduction of the five-year averages of total fatalities, total serious injuries, fatality rate, serious injury rate, and total non-motorized fatalities and serious injuries. KATS identifies projects in the current TIP that will directly benefit transportation safety.

KATS is currently developing the Kankakee County Highway Safety Plan (KCHSP) for 2020. The KCHSP will connect the MPO-level safety planning efforts to the state and national levels.

Fatal and Serious Crash Location Map 2013-2017



Greenways and Trails

The Kankakee County Greenways and Trails Plan, which was last updated in 2009, is now under development for a 2020 update. The Greenways and Trails Plan goals include the creation of a continuous network of greenways for non-motorized transportation, creation of opportunities for recreation, and the preservation and enhancement of the natural environment.

The development of previous plans benefitted from the creation of partnerships with other governmental bodies, citizen groups, and organizations.



Riverfront Trail Bridge over Kankakee River

The objective of this plan is to guide future decisions regarding the development of trails and open lands in the region.

A full-fledged bicycle network serves to benefit the community in a multitude of ways. An extensive trail system can enhance the community through improved air quality, crime reduction, health promotion, increased property values, economic stimulation, and boost overall perception of the community.

For the enjoyment of all users, input for the next plan will be collected from local stakeholders and community members. If you are interested in participating in the planning process of the upcoming Greenways and Trails plan, KATS will be looking for participation now through June 2021.

Public Comment

Thank you for taking the time to look at this brochure, the fourth in our continuing effort of informing the public about transportation in the Kankakee region. We hope this was informative. Every citizen of Kankakee County is a consumer of transportation services in the county and we value your comments and suggestions.

You can contact us through a variety of methods to provide comments about this brochure or the state of the transportation system in the Kankakee region.

You can submit comments on the KATS website at **www.kats-mpo.org**. You can also contact us at **(815) 937-2940**, or you can mail comments to us at **189 E. Court Street, Room 201, Kankakee, Illinois, 60901**.

KATS – MPO Staff

- Delbert Skimerhorn – *Executive Director*
dskimerhorn@k3county.net
- Ben Wilson – *Transportation and Development Division Manager*
bwilson@kankakeecountyed.org
- Geoff Olson – *Transportation Program Manager*
golson@k3county.net
- Mike Mergenthaler – *Transportation Planner*
mmergenthaler@k3county.net
- Michelle Sadler – *Office Manager*
msadler@k3county.net
- Daniel Bishop – *GIS Coordinator*
dbishop@k3county.net
- Melanie Grubbs – *Office Assistant*