KANKAKEE COUNTY 1853

KANKAKEE AREA TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

MAY 6, 2015

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1. Chapter 1: Long Range Transportation Planning Process

1.1. Overview/Introduction

1.1.1. About KATS

The Kankakee Area Transportation Study (KATS) is the designated transportation planning agency for the Kankakee Urbanized Area. KATS is federally recognized as an urbanized area because its geographic area includes a population of 50,000 or more. As such, a policy board known as a metropolitan planning organization (MPO) has been established to conduct the required transportation planning process. The staff that performs the work program is employed by the Kankakee County Planning Department, under the direction of Director Mr. Mike Van Mill.

Why Do We Plan?

Transportation planning provides a foundation for shaping the future of a region through the implementation of a continuing, cooperative, and comprehensive (3-C) multimodal transportation planning process.

Transportation planning influences many aspects of Kankakee's regional landscape such as its policies, evaluation among alternatives, investment priorities, and resources allocations.

The work program for KATS is approved annually by the MPO Technical Advisory and Policy Committees and the work products (Unified Work Program (UWP), the Transportation Improvement Program (TIP), and the Long Range Transportation Plan (LRTP)) are reviewed, modified, and approved by these MPO Committees. KATS materials are forwarded to the appropriate Illinois Department of Transportation (IDOT) personnel for review and the subsequent documents are on file with both state and local agencies as MPO-approved documents.

As an MPO, KATS receives federal funding to carry out transportation planning and programming processes.[1] This includes the development of a metropolitan transportation plan, commonly referred as a Long Range Transportation Plan (LRTP). The LRTP must cover a minimum 20-year planning horizon. Also, because KATS is an air quality attainment area, the LRTP must be updated every five years. The last LRTP was adopted May 12, 2010. This plan was adopted May 6, 2015.

[1] KATS planning activities are funded through annual federal and state funding allocations, with 20 percent local match. The lead agency of KATS is Kankakee County, through its Planning Department. Historically, Kankakee County has also been responsible for financing the local share.

1.2. Long Range Transportation Planning

1.2.1. Federal Surface Transportation Programs

Moving Ahead for Progress in the 21st Century Act (MAP-21) is the current federal surface transportation legislation and continues the metropolitan planning process through a cooperative, continuous, and comprehensive (commonly referred to as the 3-C) framework for transportation investment decision-making. MAP-21 carries forward a number of key provisions from prior legislation, including the eight planning factors, fiscal constraint, and public involvement. The most significant change is the move toward a performance-based policy and programmatic framework for the federal-aid program that focuses on infrastructure condition and the use of performance measures and targets to guide transportation system performance. During the time this plan was being developed, the details and implementation of MAP-21 were being developed. While not fully defined, this plan begins to move the LRTP in a performance based direction. Chapter 3-Goals, Objectives, and Performance Measures, provides a detailed overview the MAP-21 performance based planning process.

After a series of extensions, MAP-21 is set to expire in May 2015. Current discussion centers around a new surface transportation program named "Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act," or GROW AMERICA Act. This proposed surface transportation program is a $478 billion, six year transportation reauthorization proposal that provides increased and stable funding for our nation's highways, bridges, transit, and rail systems. The administration's proposal would be funded by supplementing current revenues from the Highway Trust Fund in combination with a 14 percent transition tax on the up to $2 trillion of untaxed foreign earnings that U.S. companies have accumulated overseas. According to this proposal, the act would prevent Trust Fund insolvency for six years and increase investments to meet national economic goals.

The GROW AMERICA Act would provide states and local governments with the certainty needed to effectively plan and start construction on projects. Most importantly, the act would provide critical investments to fix decaying roads, crumbling bridges and ensure the safety of the traveling public. According to figures referenced in the GROW AMERICA Act, sixty-five percent of the country's major roads are rated in less than good condition, one in four bridges require significant repair or cannot handle today's traffic, and 45 percent of Americans do not have access to transit. The GROW AMERICA Act will help address these issues and allow communities to keep pace with an expanding economy, a growing population, and the traveling needs of the public.

1.2.2. Fiscal Constraint

A requirement of the transportation planning process is the development of a fiscally constrained set of projects. The financial plan is used to demonstrate how the KATS LRTP can be implemented (See **Chapter 12**). The financial plan identifies the costs and the revenue sources that are reasonably expected to be available to support the projects programmed in the TIP. An overview of the key elements of the financial plan are the following:

- The financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways.
- The MPO, public transportation operator(s), and the state DOT(s) shall cooperatively develop estimates of funds that will be available to support the LRTP.
- All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.
- New funding sources not currently in place, but which are "reasonably expected to be available" can be included. The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the LRTP. Strategies for ensuring their availability shall be identified.

1.2.3. Federally Funded Projects in the KATS Urbanized Area

To illustrate the importance of federal funding for transportation improvements in the Kankakee Urbanized Area, **Table 1-1** summarizes transportation projects that have used federal funding since the Kankakee area became eligible to receive federal transportation funding. By and large, these projects have helped upgrade east-west access between U.S. Route 45/52 and Illinois Route 50, which are two critical north-south state roadways in the region.

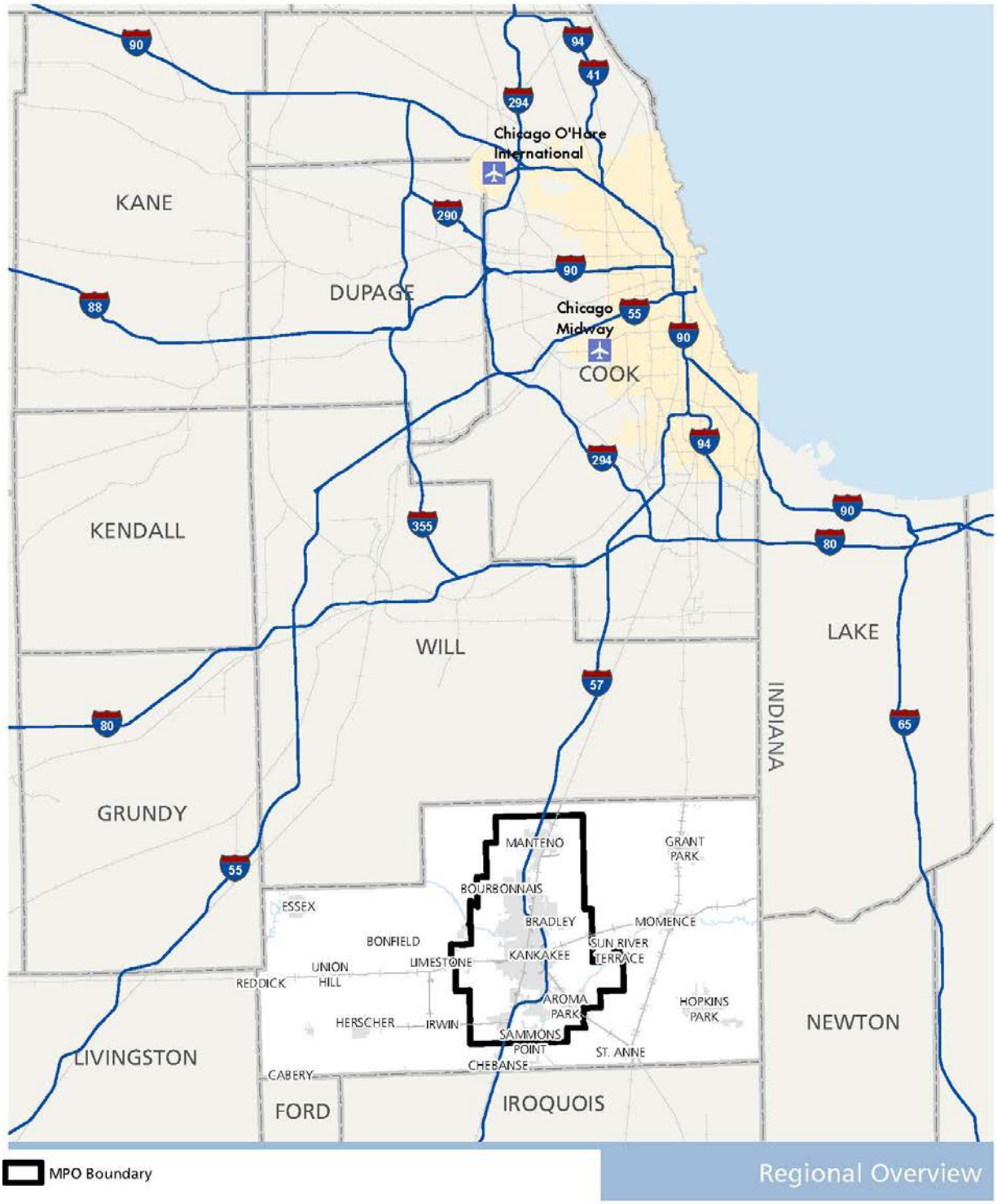
Table 1-1: Federally Funded Projects in the KATS Urbanized Area

Project	Jurisdiction	Federal Share	Year
Brookmont Boulevard (Phase I)	Kankakee	$860,252	1975
Latham Drive	Bourbonnais	$1,070,774	1979
North Street (Phase I)	Bradley	$735,733	1979
Third & Bridge Street	Aroma Park	$388,086	1983
North Street (Phase II)	Bradley	$1,275,330	1985
Brookmont Boulevard (Phase II)	Kankakee	$2,458,280	1997
River Road	Kankakee County	$814,000	2001
Lowe Road	Kankakee County and Aroma Park	$2,477,000	2007
Cardinal Drive	Bradley	$1,661,343	2009
Burns Road (Phase I)	Bourbonnais	$2,111,599	2010
Burns Road (Phase II)	Bourbonnais	$1,735,557	2013

Source: Kankakee Area Transportation Study

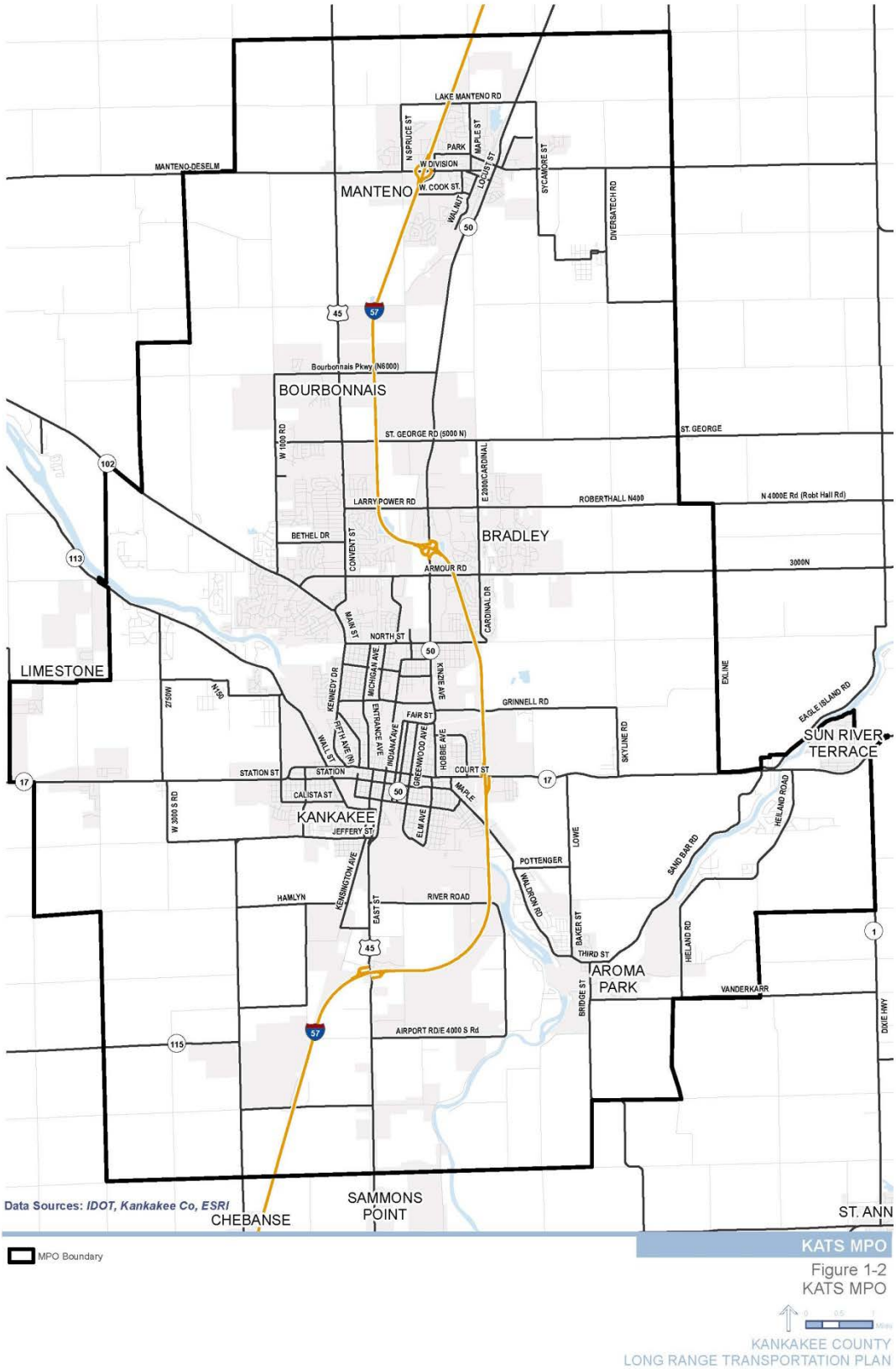
Figure 1-1 and **Figure 1-2** display the metropolitan planning area (MPA). The MPA is the area in which the MPA process must be carried out. The MPA encompasses the Kankakee Urbanized Area and the contiguous geographic areas likely to become urbanized within the next 20 years. The MPA includes the following communities: City of Kankakee; Village of Aroma Park; Village of Bourbonnais; Village of Bradley; Village of Manteno; Village of Sun River Terrace; and portions of unincorporated Kankakee County adjacent to these municipalities.

Figure 1-1 – Kankakee County (Regional Context)



KANKAKEE COUNTY
LONG RANGE TRANSPORTATION PLAN

Figure 1-2 – KATS MPO



1.2.4. Regional Influences

The KATS MPA is in close proximity to the Chicago metropolitan planning region. Approximately one mile north of the Kankakee County line is the planning jurisdiction of the Chicago Metropolitan Agency for Planning (CMAP). The decisions made in the Chicago region, by public entities and private organizations, have enormous transportation and economic impacts on the KATS MPA.

The Chicago region is one of the nation's largest freight transportation hubs and Will County, Kankakee County's neighbor to the north, is one of the fastest growing areas in the region for intermodal (truck to rail) traffic. This freight traffic has a significant impact on the KATS regional transportation network and plans for continued growth in southern Will County could significantly alter the future transportation needs within Kankakee County including the KATS MPA.

Two regionally significant projects are planned within miles of the Kankakee-Will County line. The Illiana Expressway is a project that has been debated for several years and in fall 2013 CMAP added the project to their fiscally constrained project list. In January 2015, Governor Bruce Rauner put this project on hold and at the time this plan was completed it was unclear as to what the future will be for this project.

The South Suburban Airport (SSA) is another project planned for southeast Will County that would have significant transportation and economic impacts on the KATS MPA. The State of Illinois has primary control over the development of the SSA, which has the potential to be the largest single contributor of construction jobs for residents of Kankakee County with the potential to accommodate the air travel demand for Kankakee County residents for years to come. The complexity and uncertain status of these projects makes it difficult to fully evaluate the transportation impacts on the KATS MPA.

In addition to these two projects, the State of Illinois has jurisdiction and maintains the roadway system that carries the bulk of the traffic within and through the KATS MPA. The decisions made about this system by the State of Illinois have a significant impact on the local transportation system. The State of Illinois and the Federal Government also provide a majority of the funding for transit projects throughout Illinois. Decisions regarding state funding also directly affect the scope and levels of transit service in the MPA region.

Kankakee County's border with the State of Indiana shares a common problem of increasing amounts of traffic. Freight traffic in the eastern half of Kankakee County is particularly troublesome. The lack of adequate east-west roadways to accommodate these movements in the region is an issue that both the State of Indiana and Kankakee County must address. In many respects, the construction of the proposed Illiana Expressway would have great benefits by enhancing east-west regional freight movements. These projects and their potential impacts are discussed further throughout this document.

1.3. LRTP Development and Outreach

1.3.1. MPO Committees

The MPO consists of the local and state officials that meet on a regular basis through an established committee structure. The MPO is governed by a Policy Committee and Technical Advisory Committee (TAC), which is composed of the elected or appointed officials and technical staff as shown in **Table 1-2** and **Table 1-3**.

Table 1-2 - MPO Policy Committee

President, Village of Aroma Park (Elected)
President, Village of Bourbonnais (Elected)
President, Village of Bradley (Elected)
President, Village of Manteno (Elected)
Regional Engineer, IDOT (Appointed)
Mayor, City of Kankakee (Elected)
Chairman, Kankakee County Board (Elected)
Chairman, River Valley METRO
Chairman, Kankakee Valley Airport Authority

Table 1-3 – MPO Technical Advisory Committee

Village Engineer, Village of Aroma Park
Village Engineer, Village of Bourbonnais
Village Engineer, Village of Bradley
Village Engineer, Village of Manteno
Urban Planner, IDOT, District 3
City Engineer, City of Kankakee
County Engineer, Kankakee County
Engineer, River Valley METRO Mass Transit District
Manager, Kankakee Valley Airport Authority

During the development of the LRTP, the MPO Policy Committee and MPO Technical Advisory Committee typically met on a bimonthly basis. Because meetings were open to the public, an agenda item concerning LRTP progress was included for each meeting.

1.3.2. Land Use and Transportation Subcommittee

The Land Use and Transportation (LUT) Subcommittee is part of the Kankakee County Regional Planning Commission. The LUT Subcommittee is a long established subcommittee consisting of members of the general public within Kankakee County. The LUT Subcommittee met on a regular basis as part of the LRTP development and was used as a public outreach component of the planning process. The LUT Subcommittee also conducted the official LRTP public hearing on February 19, 2015.

1.3.3. Safety Committee and Crash Subcommittee

The Safety Committee and Crash Subcommittee were established by the MPO Policy Committee in 2013 with the goal of identifying opportunities to improve traffic safety within the region. The committee is focused on providing guidance to create the safest countywide transportation system in Illinois for users of all ages, abilities, and modes. The committee includes professionals from the areas of engineering, law enforcement, emergency response, and education in a cooperative effort to address the issue of traffic safety. The KATS Safety Committee is committed to proactively addressing multimodal transportation safety issues with the goal of reducing crashes, fatalities, and serious injuries within Kankakee County. The Committee professionals work together to analyze safety data, trends, and policies toward the common purpose of:

- Enhancing safety for all transportation users
- Increasing the efficiency of the transportation system
- Enhancing quality of life for area residents

1.3.4. River Valley METRO Mass Transit District Board

As part of the LRTP development, the project team met with the River Valley METRO Board to discuss existing and future transit issues. The project team also met with the METRO staff on several occasion to discuss operations and planning issues.

1.3.5. Public Outreach

Public input from the community was gathered via public opinion surveys and an open house. This information was used to ensure that the LRTP reflects local issues and values and to obtain involvement in the planning process. The public opinion survey was available in both an online and hardcopy format. The first survey took place between April 7, 2014 and August 18, 2014. A total of 177 surveys were completed. Input received related to travel characteristics, existing multimodal conditions and transportation system deficiencies and gaps, and preferences for the transportation network. The second survey took place from February 11, 2015 to March 18, 2015, receiving 96 responses, to gather input on the recommended projects. The public opinion survey questionnaire and the summary of responses, for both surveys, are included in appendices.

A public open house was held on February 19, 2015 to provide the public with an opportunity to comment on the draft plan and to provide input regarding the LRTP initiatives. This open house and public hearing was part of the Land Use and Transportation Subcommittee meeting. Informational boards at the open house focused on explaining the LRTP process, transportation goals, tiered projects, and existing transportation data. Participants were familiarized with these concepts to determine transportation priorities based on where they live and work within the KATS region. A formal presentation of the LRTP was also made by the project team. A draft of the KATS 2040 LRTP was made available on KATS webpage for a 45-day public review beginning March 20, 2015. Comments were accepted through May 4, 2015. No comments were received. **Table 1-4** summarizes the meetings conducted during the LRTP process that included the opportunity for public comments and questions on the plan.

Table 1-4 - Involvement Meetings

Meeting	Date
MPO Technical Advisory and Policy Committee	A) November 20, 2013 B) January 29, 2014 C) March 26, 2014 D) May 7, 2014 E) June 25, 2014 F) August 27, 2014 G) October 22, 2014 H) December 10, 2014 I) January 28, 2015 J) March 18, 2015 K) May 6, 2015
Land Use and Transportation Committee	A) November 19, 2013 B) December 12, 2013 C) February 27, 2014 D) April 17, 2014 E) June 5, 2014 F) August 21, 2014 G) October 23, 2014 H) December 18, 2014 I) February 19, 2015 (Included Open House)
Safety Committee	A) April 30, 2014 B) June 18, 2014 C) August 13, 2014
River Valley METRO Mass Transit District Board	A) April 17, 2014 (Staff) B) August 13, 2014 (Staff) C) August 26, 2014 (Board) D) September 23, 2014 (Board)
Surveys	A) April 7, 2014 to August 18, 2014 B) February 11, 2015 to March 18, 2015
Riverfront Trails	A) April 17, 2014 B) March 23, 2015 C) April 6, 2015

1.4. LRTP Content

The KATS 2040 LRTP builds on previous planning efforts within Kankakee County and the region. As described in "Development and content of the metropolitan transportation plan" (CFR 450.322), the LRTP begins to move toward a performance-based planning approach should include the following:

- Both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods while addressing current and future transportation demand.
- Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.
- Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
- Assessment of capital investment and other strategies to preserve the existing and projected future transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- A discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP.
- A financial plan that demonstrates how the priority projects can be implemented.
- A safety component that incorporates or summarizes the priorities, goals, countermeasures, or projects for the MPA contained in the Strategic Highway Safety Plan as well as (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security (as appropriate) and safeguard the personal security of motorized and non-motorized users.

1.4.1. LRTP Organization

This LRTP is organized into 12 chapters. The following provides a brief summary of each chapter. Supporting documentation is available in separate appendices.

Chapter 1: The LRTP Process – This chapter provides an overview of KATS, the study area, and the metropolitan planning process.

Chapter 2: Regional Demographics and Land Use – This chapter describes the population and demographic characteristics of the MPA. A summary of major planned improvements and recent studies, and the emerging trends and issues that impact transportation in the MPA are also included.

Chapter 3: Goals, Objectives, and Performance Measures – This chapter summarizes the LRTP goals and objectives and lays out the strategic direction to address MAP-21 performance measures.

Chapter 4: Roadways – This chapter summarizes the existing and future roadway conditions and issues in the MPA.

Chapter 5: Public Transportation – This chapter summarizes the existing and future conditions and issues for public transportation in the MPA.

Chapter 6: Non-Motorized Transportation – This chapter summarizes the existing and future conditions and issues for non-motorized in the MPA.

Chapter 7: Freight and Intermodal Connectivity – This chapter summarizes the existing and future conditions and issues for freight and intermodal connectivity in the MPA.

Chapter 8: Passenger Rail – This chapter summarizes the existing and future conditions and issues for passenger rail in the MPA.

Chapter 9: Aviation – This chapter summarizes the existing and future conditions and issues for aviation in the MPA.

Chapter 10: Security – This chapter discusses potential transportation-security related issues. It includes a discussion of the County's Natural Hazards Mitigation Plan which provides an organized approach for reducing the impacts of natural hazards on people and property.

Chapter 11: Project Selection – This chapter provides an overview of the project selection process used to identify tiered roadway improvements.

Chapter 12: Recommended Plan and Implementation – This chapter summarizes the 2040 LRTP recommendations. The chapter includes an environmental justice analysis and environmental mitigation analysis. Implementation strategies are also discussed.

Chapter 13: Next Steps…Plan Implementation – This chapter includes information regarding plan amendments and next plan deadlines.

2. Chapter 2: Regional Demographics and Land Use

2.1. Population

The Kankakee Urbanized Area is growing at a faster rate than Kankakee County and the State of Illinois for periods, 1990 to 2000 and 2000 to 2010 (**Table 2-1**). Based on 2010 U.S. Census data, the Kankakee Urbanized Area had a total population of 81,926; this represents an almost 26 percent increase from 2000. During the same period 2000 to 2010, Kankakee County and the State of Illinois experienced a population growth rate of 9.3 and 3.3 respectively.

Table 2-1 - Total Population Growth

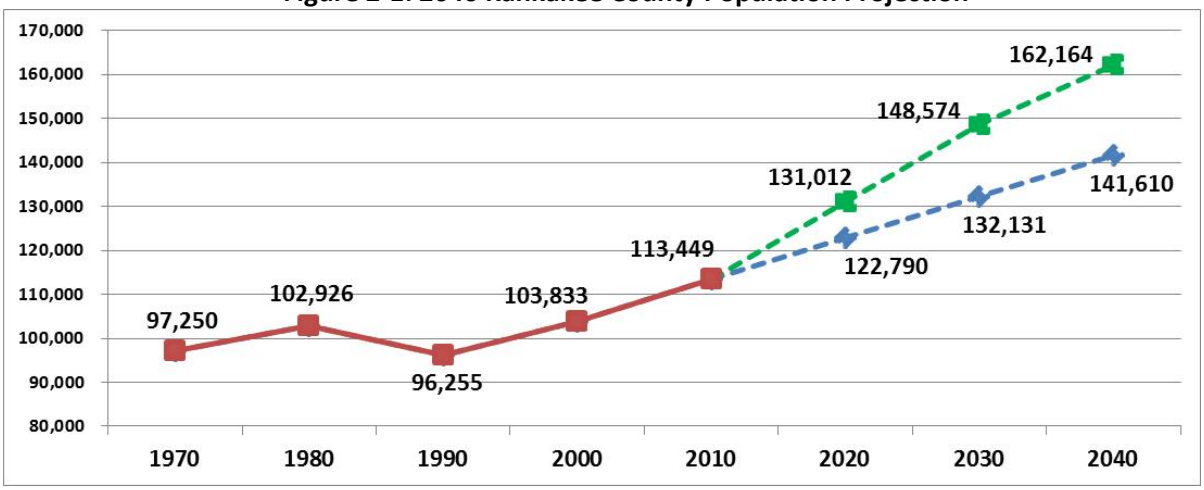
Location	1990	2000	2010	Change 1990-2000 %	Change 2000-2010 %
Nation	248,709,873	281,421,906	308,745,712	13.2	9.7
Illinois	11,430,602	12,419,293	12,830,632	8.6	3.3
Kankakee County	96,255	103,833	113,449	7.9	9.3
Kankakee Urbanized Area	59,695	65,073	81,926	9.0	25.9

Source: U.S. Census Bureau (2010)

2.1.1. Population Distribution

Kankakee County updated its Comprehensive Plan in 2005. As part of this process, historic population data was gathered and was projected to 2030. For the 2040 LRTP update, these population projections serve as the base for projecting the County population to 2040. It is important to note that these projections are based on an extrapolation of past trends to predict future conditions. Given the uncertainty associated with projections, a high and a low scenario were developed for the LRTP. These projections are shown in **Figure 2-1**.

Figure 2-1: 2040 Kankakee County Population Projection



Source: Based on Historic U.S. Census Data (1970 – 2010) Extrapolated with High and Low.

The low projection represents a 24.8% population increase while the high projection represents a 42.9% population increase between 2010 and 2040. The high projection reflects a growth scenario that might be associated with the proposed Illiana and SSA developments in Will County. If constructed by 2040, these two projects would have significant impact on the Kankakee County population and employment. Even under a low projection growth scenario, Kankakee County stands to gain population and employment which will require transportation infrastructure improvements to address future mobility needs.

Downtown Kankakee

Figures 2-2 to 2-5 illustrate current population distribution and density within Kankakee County and for the KATS MPA.

Figure 2-2: 2010 Population Distribution by Census Block – Kankakee County

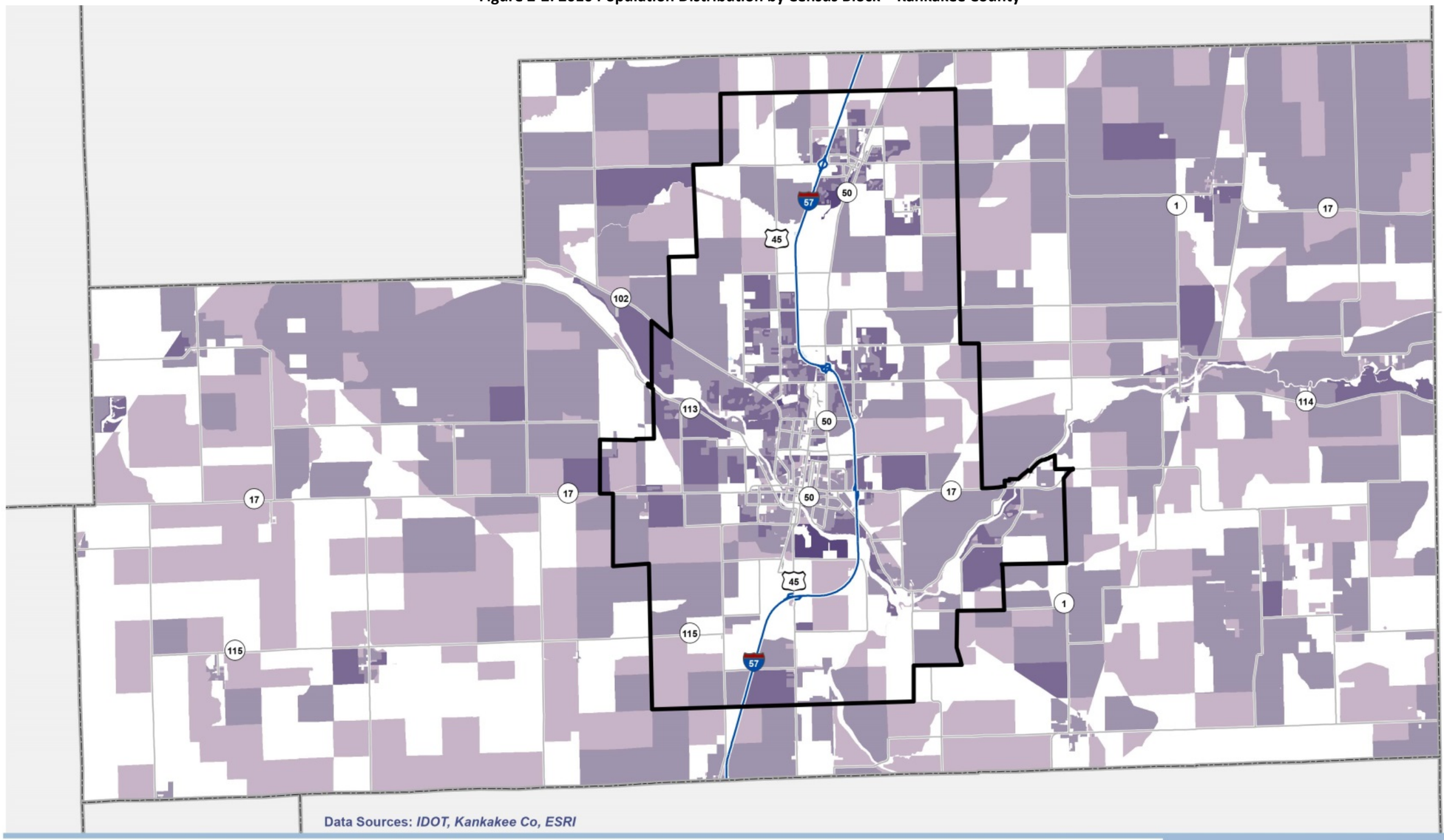


Figure 2-3: 2010 Population Distribution by Census Block – KATS MPO

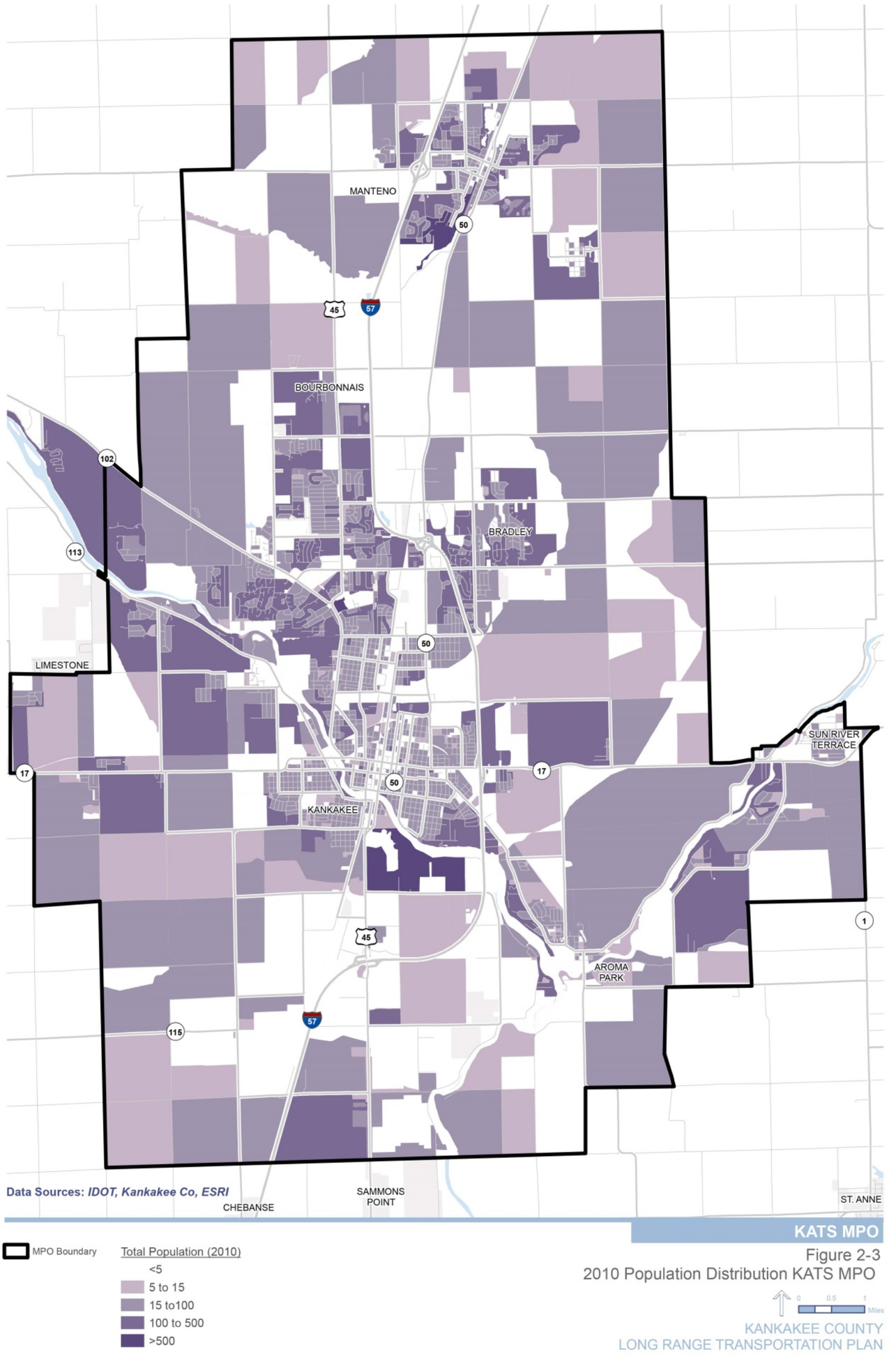


Figure 2-4: 2010 Population Density by Census Block – Kankakee County

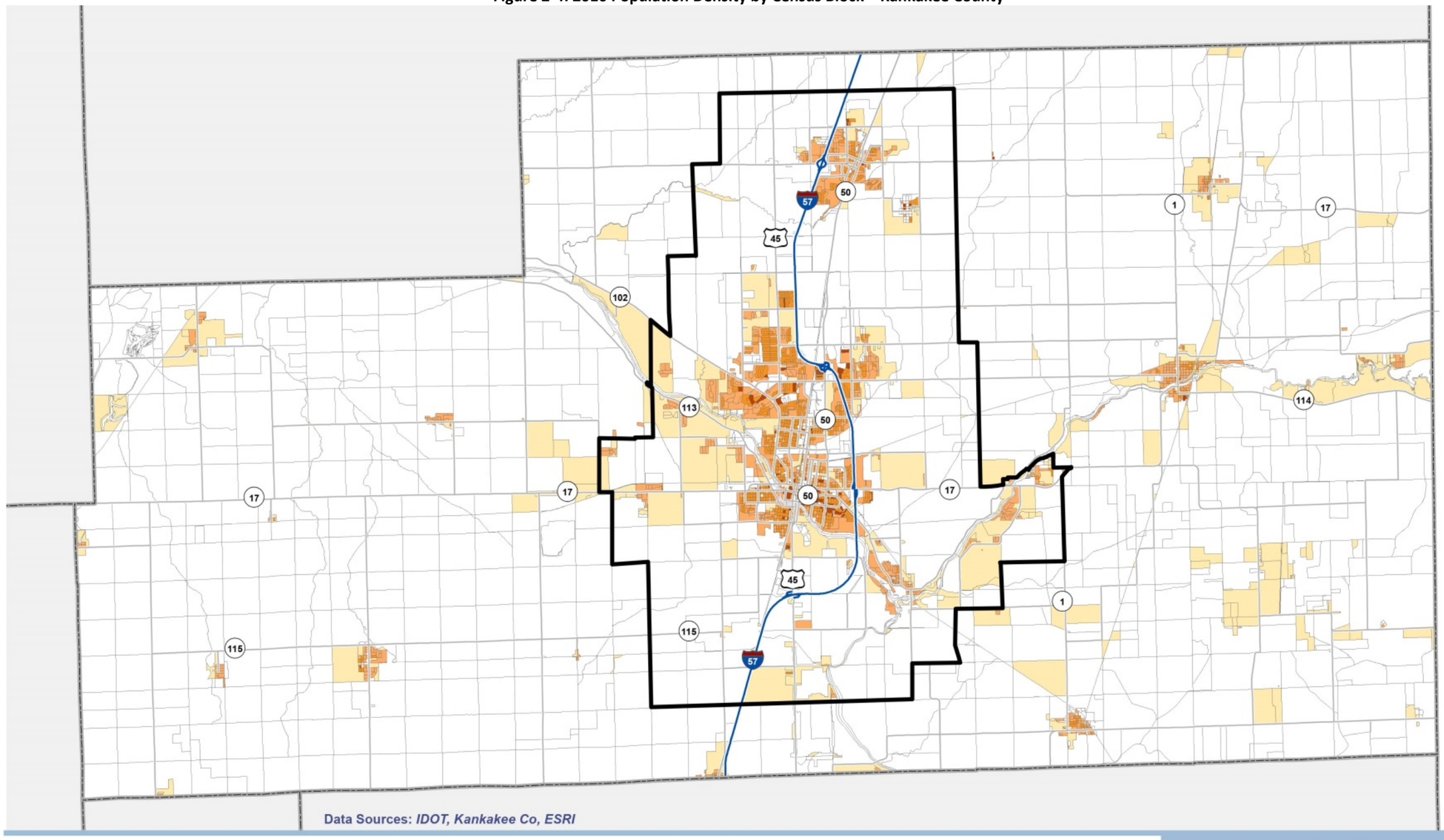
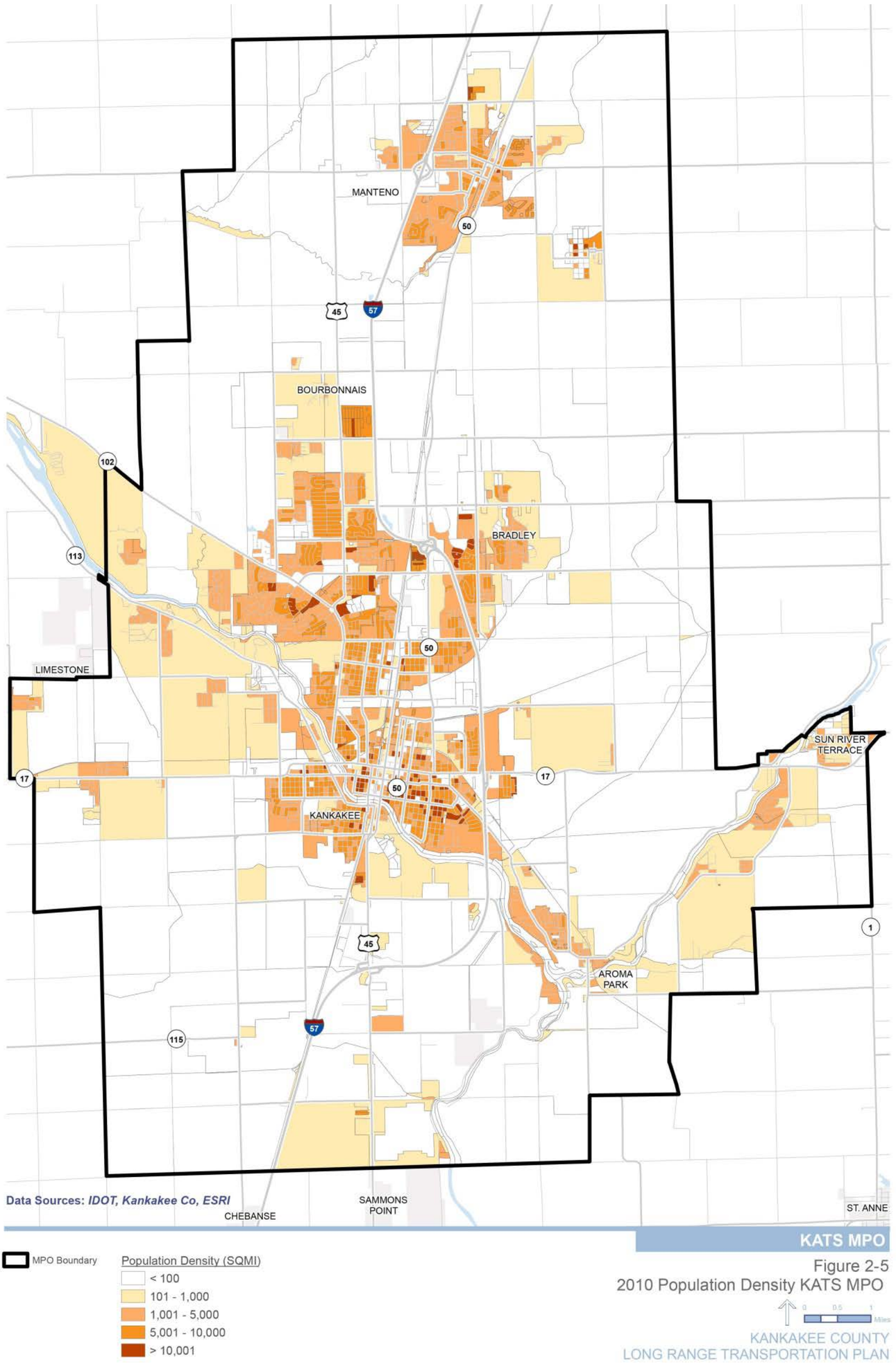


Figure 2-5: 2010 Population Density by Census Block – KATS MPO



2.2. Population and Demographic Characteristics

Sources such as the 2010 U.S. Census and American Community Survey (ACS) describe the distribution of population growth within the Kankakee Urbanized Area.

Population characteristics of specific municipalities are as follows:

- City of Kankakee grew less than one percent over between 1990 and 2010.
- Village of Aroma Park was the only village to experience population decline between 2000 and 2010.
- The growth rate for the Villages of Bradley and Bourbonnais increased from the 1990 to 2000 period to the 2000 to 2010 period.
- The Village of Manteno is the fastest growing community, growing over 80 percent during 1990-2000 and over 40 percent during 2000-2010.
- The 26 percent overall increase in population for the urbanized area can be attributed in part to the addition of the Village of Manteno, which was added to the urban area and had a total population of 9,204 in 2010.

The following sections provide a summary of the demographic characteristics of the KATS MPA based on the following populations:

- Elderly – Older Adults are defined as persons 60 years and older
- Youth – Youth are defined as persons 17 years and younger
- Minorities – African Americans and Hispanics represent the major minority groups in the Kankakee Urbanized Area and the county
- Persons living in zero vehicle households
- Persons with disabilities
- Persons living below the poverty line

This distribution is described in **Table 2-2**.

Table 2-2: 2010 Population and Demographics of the Kankakee Urbanized Area by Number

Kankakee, IL Urbanized Area	Urbanized Area	Kankakee	Bourbonnais	Bradley	Manteno	Aroma Park	Outside Municipalties
Total Population*	81,926	27,537	18,631	15,895	9,204	743	9,916
17 and Under	21,327	7,813	4,451	4,239	2,341	179	2,304
18-59	46,061	15,275	11,294	9,089	4,833	407	5,163
60 and Older	14,538	4,449	2,886	2,567	2,030	157	2,449
Black or African American (Alone)	14,192	11,244	1,392	998	108	31	419
Hispanic	8,231	5,107	898	1,190	521	62	453
Below Poverty Line (ACS)	14,058	8,967	1,973	1,226	520	32	1,340
Disabled (ACS)***	12,491	5,186	2,418	2,354	1,019	147	1,367
Total Households (Census 2010)	29,590	9,646	6,147	6,111	3,636	286	3,764
Zero Vehicle Households(ACS)	2,348	1,512	214	196	118	3	305

* Census Data is from 2010 SF1 Dataset

*** ACS Data percentage of non-institutionalized population

Summaries of the characteristics of each municipality are described in **Table 2-3.** Summaries of the characteristics of each municipality within the context of the Kankakee Urbanized Area are described in **Table 2-4.**

Table 2-3: 2010 Demographic Profiles of the Kankakee Urbanized Area by Number

Characteristics of Each Municipality	Urbanized Area	Kankakee	Bourbonnais	Bradley	Manteno	Aroma Park	Outside Municipalties
Total Population*	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	12.1%
17 and Under	26.0%	28.4%	23.9%	26.7%	25.4%	24.1%	10.8%
18-59	56.2%	55.5%	60.6%	57.2%	52.5%	54.8%	11.2%
60 and Older	17.7%	16.2%	15.5%	16.1%	22.1%	21.1%	16.8%
Black or African American (Alone)	17.3%	40.8%	7.5%	6.3%	1.2%	4.2%	3.0%
Hispanic	10.0%	18.5%	4.8%	7.5%	5.7%	8.3%	5.5%
Below Poverty Line (ACS)**	18.3%	34.1%	12.0%	7.8%	5.6%	5.4%	9.5%
Disabled (ACS)** ***	15.9%	19.6%	13.3%	14.9%	10.8%	25.0%	10.9%
Total Households	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	12.7%
Zero Vehicle Households (ACS)**	8.1%	16.1%	3.5%	3.1%	3.1%	1.2%	13.0%

* Census Data is from 2010 SF1 Dataset
**ACS Data is from 2009-2013 5-year ACS Estimates
*** ACS Data percentage of non-institutionalized population

Table 2-4: 2010 Demographic Profiles of the Kankakee Urbanized Area by Percent

Characteristics of the Urbanized Area	Urbanized Area	Kankakee	Bourbonnais	Bradley	Manteno	Aroma Park	Outside Municipalties
Total Population*	100.0%	33.6%	22.7%	19.4%	11.2%	0.9%	12.1%
17 and Under	26.0%	9.5%	5.4%	5.2%	2.9%	0.2%	10.8%
18-59	56.2%	18.6%	13.8%	11.1%	5.9%	0.5%	11.2%
60 and Older	17.7%	5.4%	3.5%	3.1%	2.5%	0.2%	16.8%
Black or African American (Alone)	17.3%	13.7%	1.7%	1.2%	0.1%	0.0%	3.0%
Hispanic	10.0%	6.2%	1.1%	1.5%	0.6%	0.1%	5.5%
Below Poverty Line (ACS)**	18.3%	11.7%	2.6%	1.6%	0.7%	0.0%	1.7%
Disabled (ACS)** ***	15.9%	6.6%	3.1%	3.0%	1.3%	0.2%	1.7%
Total Households	100.0%	11.8%	7.5%	7.5%	4.4%	0.3%	68.5%
Zero Vehicle Households (ACS)**	8.1%	1.8%	0.3%	0.2%	0.1%	0.0%	69.1%

* Census Data is from 2010 SF1 Dataset
**ACS Data is from 2009-2013 5-year ACS Estimates
*** ACS Data percentage of non-institutionalized population

2.2.1. Age

Based on 2010 Census data, the Kankakee Urbanized Area's population is comprised of nearly 18 percent (14,538) older adults and 26 percent (21,327) youth. Older adults are defined as persons 60 years and older and youth are defined as persons 17 years and younger. As noted in the Human Services Transportation Plan (HSTP), the Kankakee Urbanized Area is aging at a slower rate than Kankakee County, the State of Illinois and the nation. The older adult and youth populations in Kankakee County are becoming more urbanized. For the period 2000-2010, the urbanized area experienced a 37 percent increase in older adults and 21 percent increase in youth. In contrast, during the same period the County experienced a 21 percent and 2 percent increase in older adults and youth respectively.

2.2.2. Race

The Kankakee Urbanized Area is diversifying. Based on 2010 Census data, 73 percent (61,096) of the urbanized population is White, over 17 percent (14,192) African American and 10 percent Hispanic or Latino (8,231). Between 1990 and 2010, African Americans represented the largest minority group in the urbanized area (primarily concentrated in the City of Kankakee), but Hispanics are the fastest growing and most dispersed minority group in the urbanized area.

2.2.3. Households

According to the HSTP, the Kankakee Urbanized Area's share of zero vehicle households is higher than Kankakee County and national shares, but lower than the State of Illinois' share. Based on 2010 Census data, a little fewer than 2,400 of the urbanized area's 24,386 households had no access to a private vehicle; this represents approximately 10 percent of households. For the same year, Kankakee County and the State of Illinois was comprised of 8 percent and 10 percent zero vehicle households respectively. The City of Kankakee represents the highest share of zero vehicle households.

2.2.4. Persons with Disabilities

Based on ACS 2009-2013 Census data, there is a total of 12,491 persons with disabilities in the urbanized area, or 15.9 percent of the urbanized population. On a county-wide scale 61 percent of Kankakee County's disabled population resides in the urbanized area. The KATS MPA has a greater share of persons with disabilities than the Kankakee County, the State of Illinois, and the Nation.

2.2.5. Poverty

Poverty rates are higher in the Kankakee Urbanized Area when compared to Kankakee County, the State of Illinois, and the Nation. According to 2010 U.S. Census data, 18 percent (14,058 persons) of the urbanized population are living below the poverty line, compared to 15 percent, 13 percent, and 14 percent for Kankakee County, State of Illinois, and the Nation respectively. Kankakee County and the State of Illinois experienced an increase of 42 percent and 22 percent in poverty during the period 2000-2010. Since 1990, the distribution of poverty within the urbanized area is concentrated in the City of Kankakee.

2.2.6. Employment

According to the American Census Survey (ACS) 2009-2013, Kankakee County's civilian labor force is 55,883. Of this total, there are 49,441 individuals employed and 6,442 individuals unemployed. This equates to an unemployment rate of 11.5 percent within Kankakee County's labor force.

Figures 2-6 to 2-9 illustrate employment distribution and employment density.

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Figure 2-6: 2011 Employment Distribution by Census Block – Kankakee County

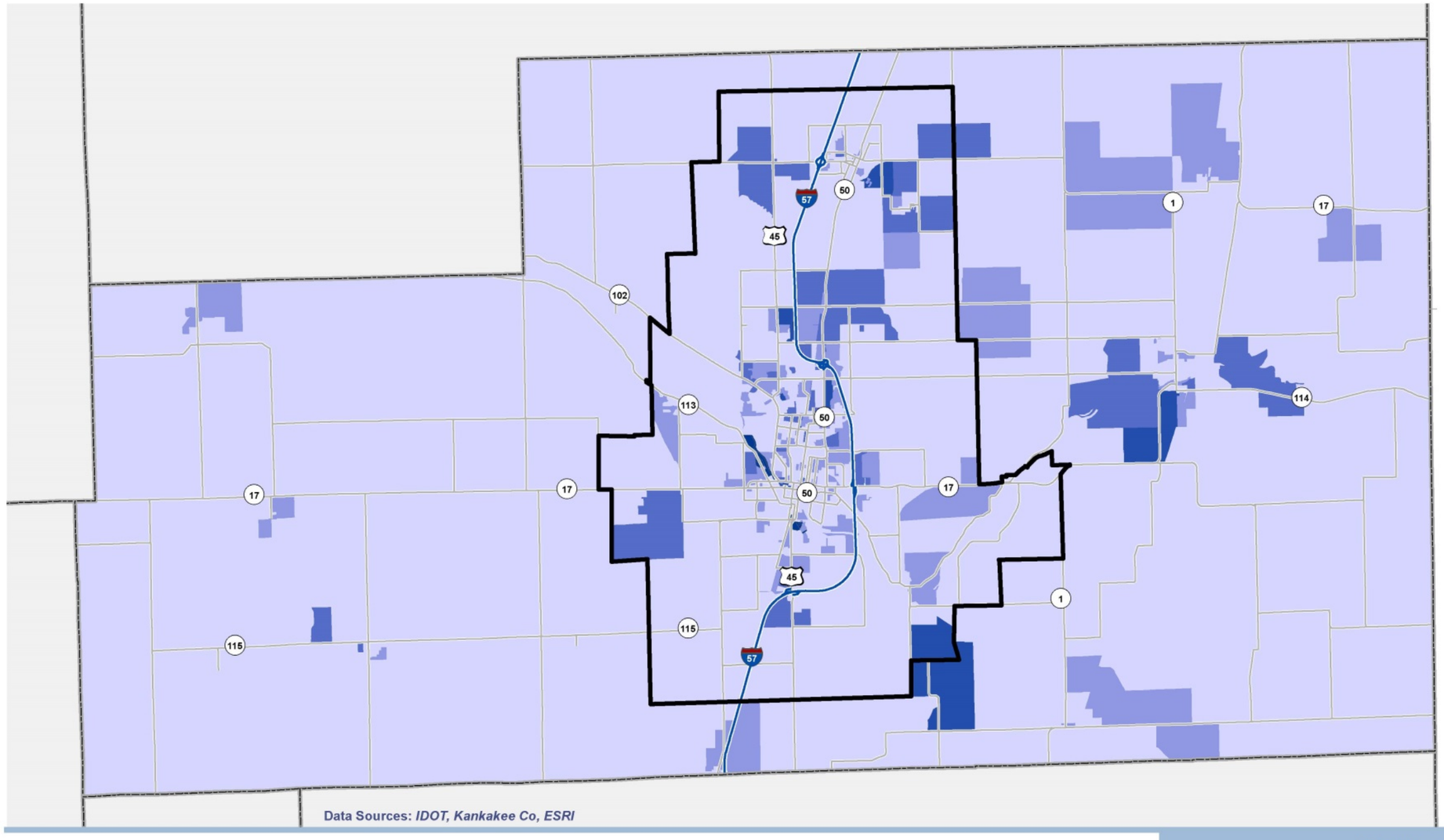


Figure 2-7: 2011 Employment Distribution by Census Block – KATS MPO

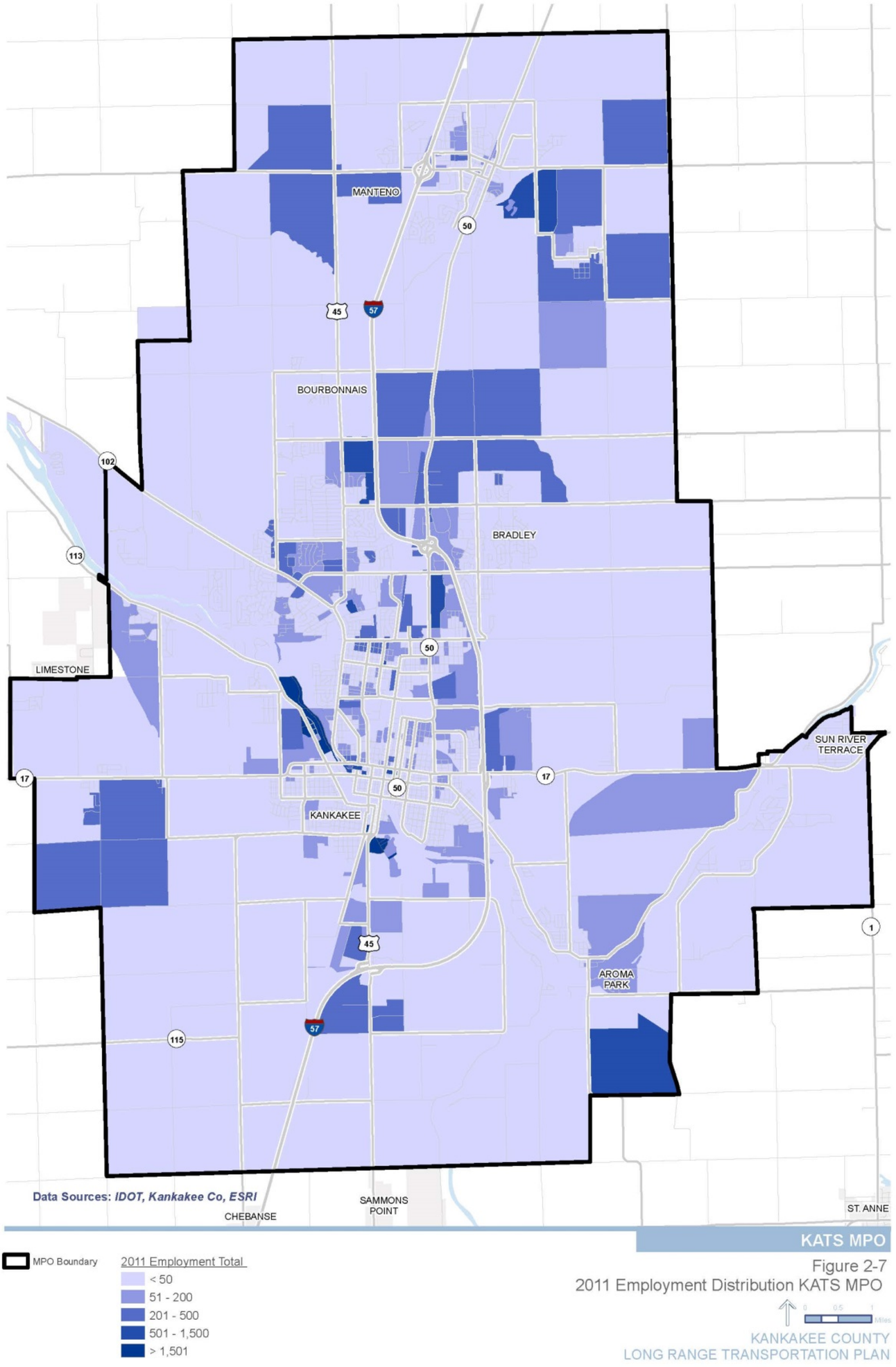


Figure 2-8: 2011 Employment Density by Census Block – Kankakee County

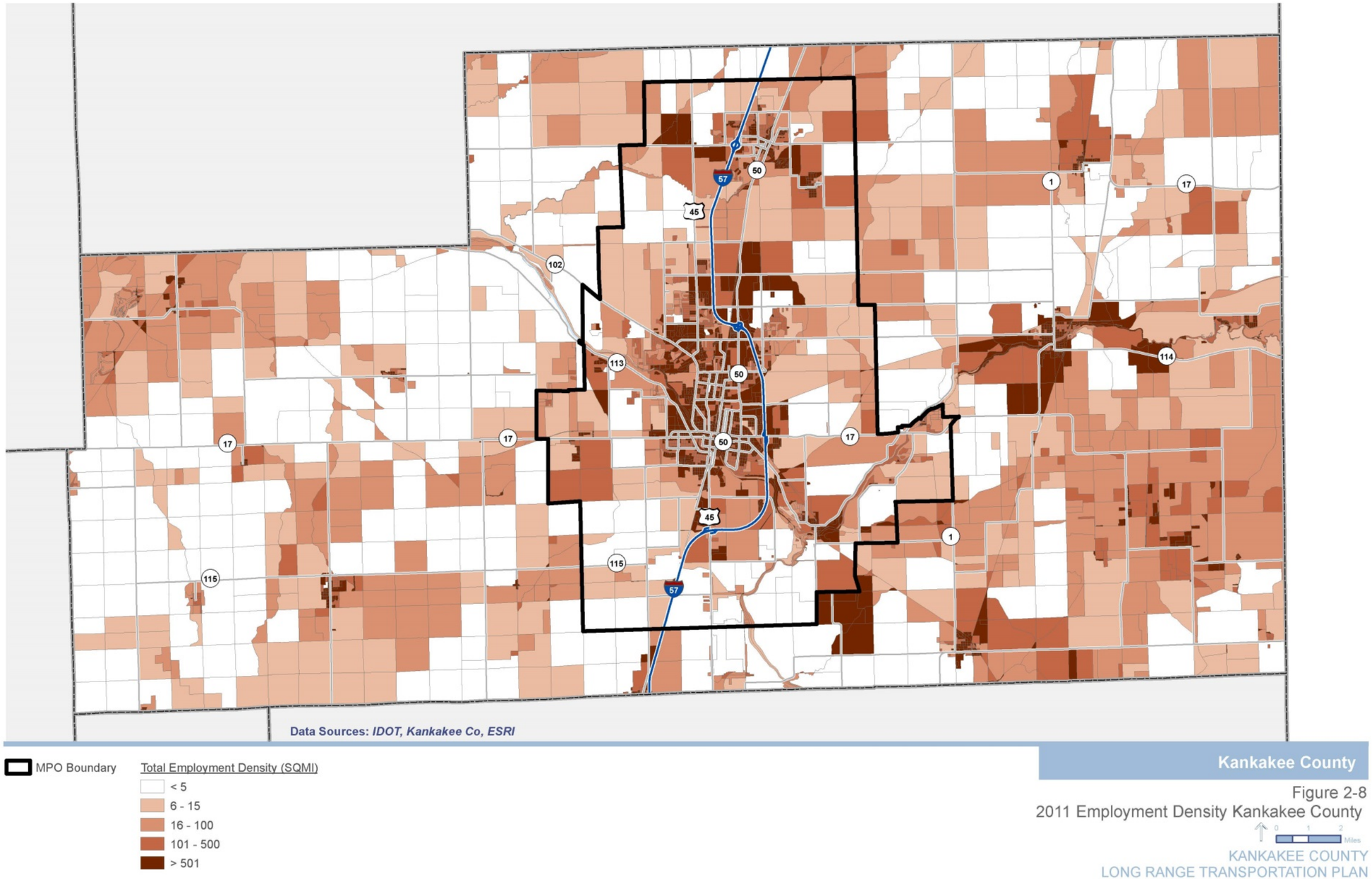
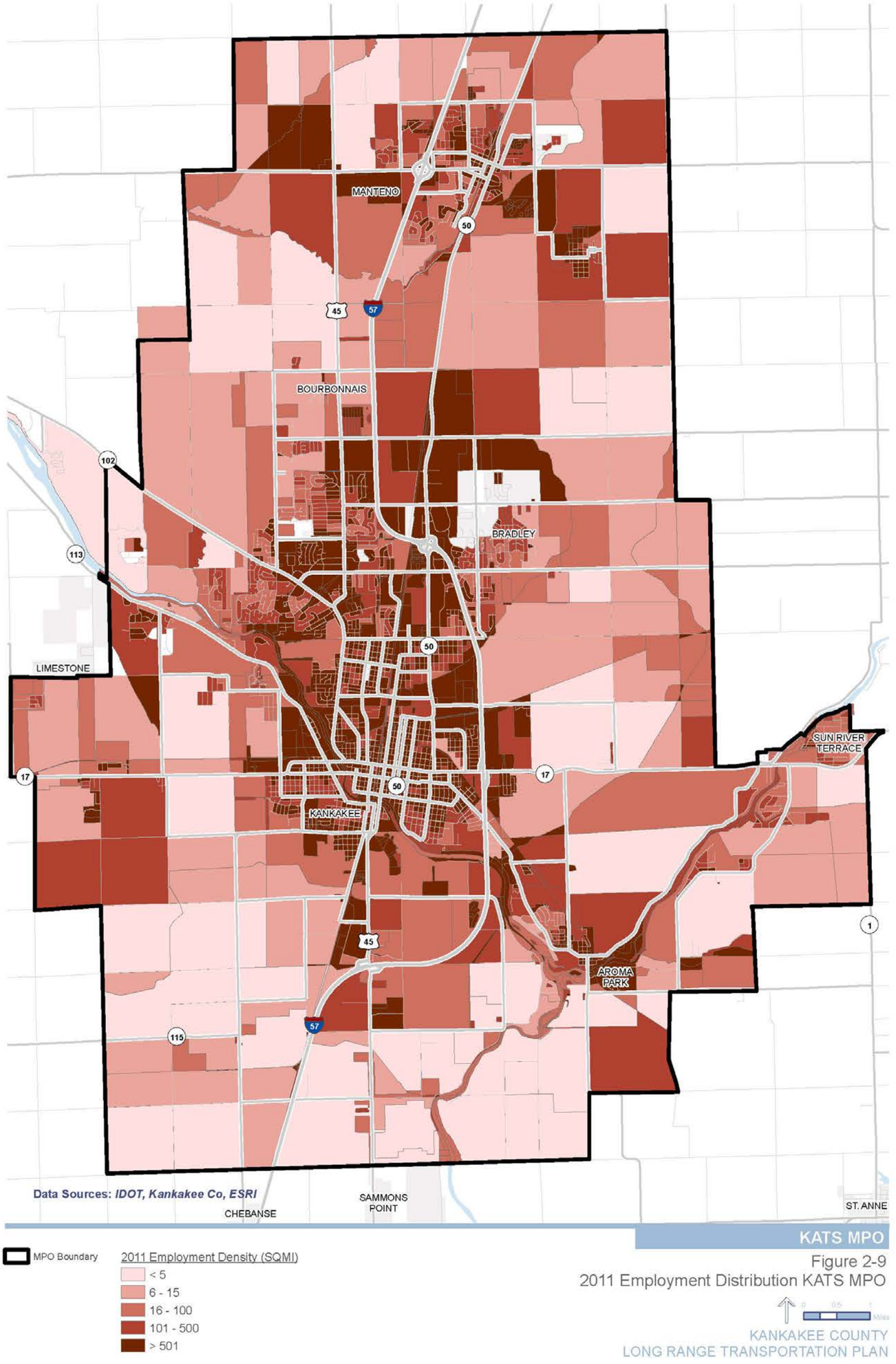


Figure 2-9: 2011 Employment Density by Census Block – KATS MPO



2.3. Major Employers

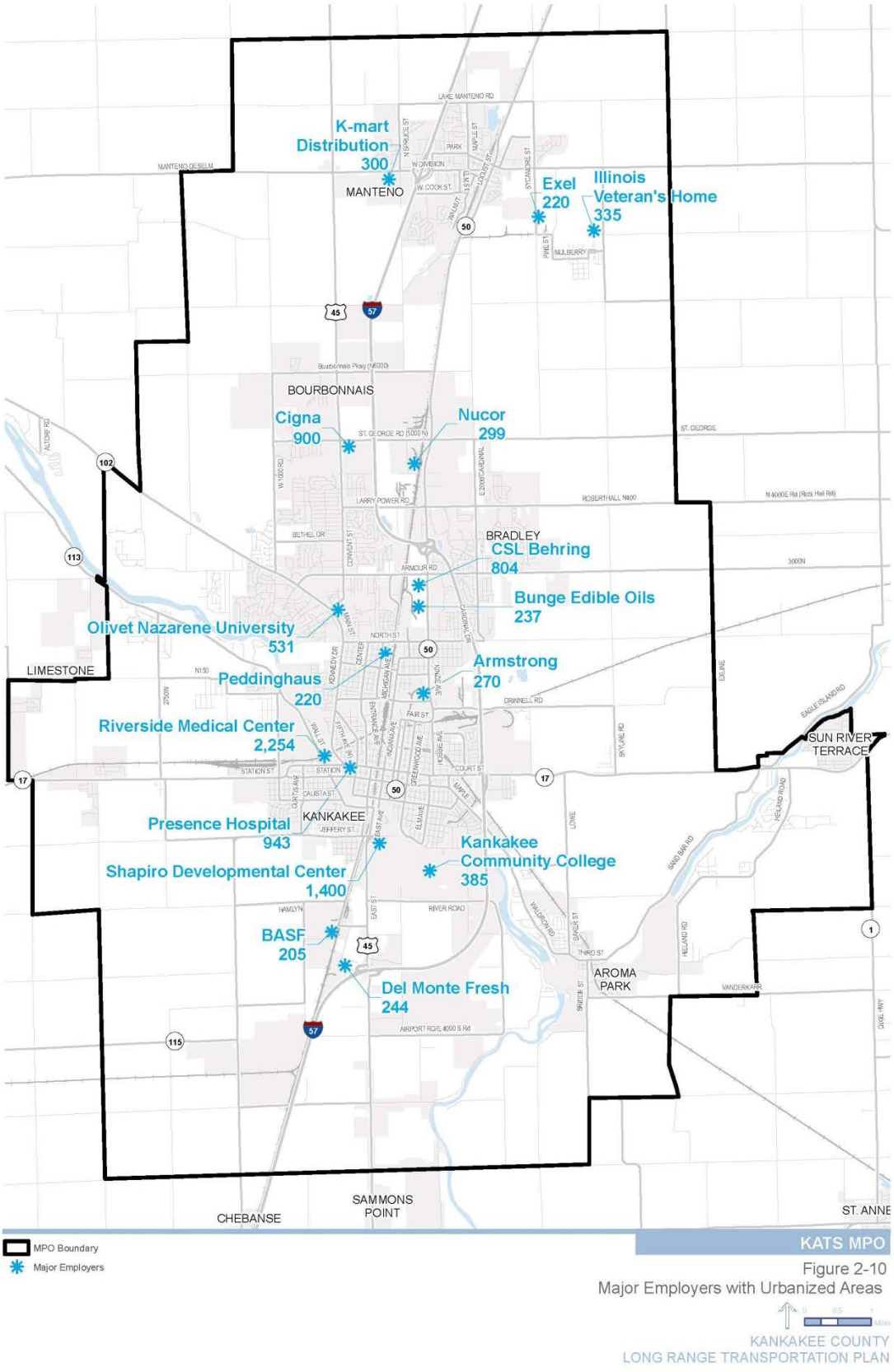
The locations of major employers are an important factor of where economic activity is focused within the MPA. Employers with 200 or more employees in the MPA reveal where it is most crucial to appropriately allocate transportation resources. Of these top employers, direct access to public transit lines and major roadways is critical to functionality of the local economy. Without proper transportation resources, the workforce may have difficulty in arriving to their jobs and commute times may increase.

Currently, the MPA has a concentration of major employers southwest of the City of Kankakee. Riverside Medical Center, Shapiro Developmental Center, and Presence St. Mary's Hospital are the largest employers and combine for almost 4,600 employees. Transit routes and major roadways connect each of the 200-plus employers in the MPA to help get workers to their job while aiming to keep congestion low. As economic patterns change, it is important for the region to continually adjust its transportation resources to accommodate both current and future employers within the region.

The distribution of the largest employers and their location within the MPA is illustrated in **Figure 2-10**.

Presence St. Mary's Hospital – Route 17

Figure 2-10: Major Employers with Urbanized Area



3. Chapter 3: Goals, Objectives and Performance Measures

3.1. Goals and Objectives

This chapter sets forth the KATS goals and objectives that guide the development of the 2040 LRTP and help develop future transportation priorities and investments within the MPA. At the start of this LRTP update, it was the intention of the KATS staff to develop goals and objectives that included specific performance measures and targets that would be consistent with MAP-21 requirements. This performance-based planning framework would include the following elements:

- Goals – defining a desired end state or outcome.
- Objectives – support of a goal by providing additional specificity about various dimensions of a goal (e.g., mode, type of user, etc.) and how the goal will be achieved.
- Performance Measures – Metrics applied to assess current and future performance.
- Targets – documentation of a desired level of future performance within a specific timeframe.

As the study progressed, it was determined that the final MAP-21 performance measures would not be ready in time to incorporate into the KATS 2040 LRTP. As a result, this LRTP reflects the KATS 2040 goals and objectives which were updated and reviewed by the respective committees and moves KATS closer to addressing the performance measures and targets once final guidance is identified.

3.2. MAP-21 Performance Based Planning Framework

Performance-based planning refers to the application of performance management – a "strategic approach that uses performance data to support decisions to help achieve desired performance outcomes." Performance-based planning occurs within the context of established transportation planning and programming processes used by agencies to deliver a multimodal transportation system. Carrying forward performance-based planning and programming is meant to be an ongoing process (See **Figure 3-1**), informed by quality data and public involvement throughout. The process should reflect local needs and priorities.

The KATS performance-based planning framework is shown in **Table 3-1**, which has been developed through an iterative process that included coordination and consultation with IDOT and transit providers in the region to develop targets.

Figure 3-1: Performance-Based Planning Framework

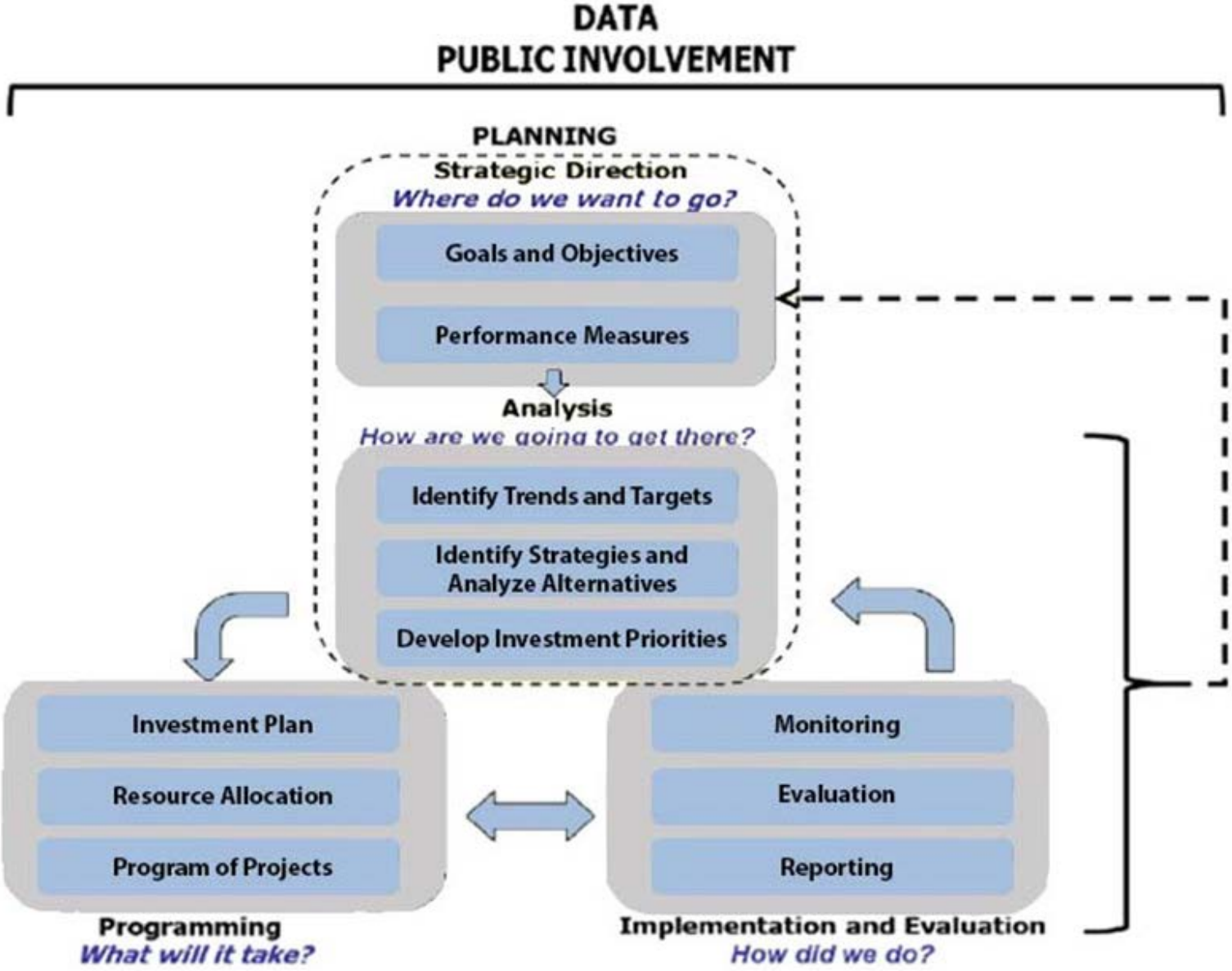


Table 3-1 KATS 2040 - Goals, Objectives, and Strategies

Goals	Objectives	Strategies
1) Safety: The Kankakee region will prioritize the safety of the traveling public (all transportation modes) in order to develop a safe, well connected local and regional system that reduces crash exposure and advances the state's long-term goal of achieving zero deaths and serious injuries.	**a)** Reduce the number of fatalities and serious injuries.	Utilize the MPO Safety Committee to proactively analyze crash trends and address safety concerns within the County.
	b) Reduce the rate of fatalities and serious injuries per VMT.	Promote the 4 safety "E's" by working with IDOT and local resources (law enforcement, emergency response, media, etc.) to educate the public regarding safety issues.
	c) Reduce the total number of bicycle and pedestrian related crashes.	Develop a countywide bicycle network consisting of regional trails and on-street facilities that helps reduce bicycle related crash exposure.
		Better accommodate heavy truck traffic on regional and local roadways to maintain the roadway infrastructure in a good, safe condition.
2) Economic Development: The Kankakee region will leverage existing and planned transportation infrastructure improvements (local and regional) to foster economic development opportunities throughout the County.	**a)** Target interchange improvements along the I-57 corridor to help facilitate growth within the urbanized area.	Utilize the Bourbonnais Parkway (6000 N. Interchange) to spur new development opportunities and improve east-west connectivity within the region.
	b) Improve east-west connectivity through the region by strengthening the functional classification system.	Support the construction of the Illiana Expressway with a focus on relieving heavy truck traffic using Kankakee County roadways for local trip purposes only.
	c) Support the proposed Aviation Support Facility and Readiness Center at the Greater Kankakee Airport.	Support the construction of the South Suburban Airport (SSA) and the opportunities for regional travel connections, including public transportation service to the SSA.
	d) Support projects that enhance freight and passenger rail operations with the region.	Enhance the functional classification roadway network to adequately accommodate future truck traffic.
		Explore the feasibility of a new river crossing.
3) Increase Accessibility and Mobility: The Kankakee region will expand the existing multimodal transportation network to increase accessibility and mobility for the traveling public and enhance the movement of freight along designated transportation corridors.	**a)** Reduce travel times during a.m. and p.m. peak periods along major thoroughfares within the MPA.	Upgrade existing traffic signals and utilize ITS enhancements to enhance traffic flow, reduce travel delay, and improve safety within the region.
	b) Decrease the amount of freight truck traffic traveling through downtown Kankakee to improve overall traffic flow, increase safety and security, and enhance quality of life.	Identify a long-term plan to better accommodate truck traffic within Kankakee County. Consider a detailed countywide study to identify appropriate truck corridors and to capitalize on new opportunities created by the Illiana Expressway and SSA.
	c) Identify a second river crossing location to strengthen roadway connectivity, enhance regional freight movements, and establish a secondary emergency route.	Prioritize Transportation System Management (TSM) and Transportation Demand Management (TDM) improvements to address existing capacity deficiencies.
	d) Enhance rail operations within the region by improving or eliminating at-grade rail crossings.	Improve the Brookmont Boulevard underpass to improve rail operations, enhance traffic flow, improve safety, and improve security for the general public.
	e) Utilize technology to improve travel flow and traffic safety.	

Goals	Objectives	Strategies
4) Alternative Transportation: The Kankakee region will continue to support the development of alternative transportation modes including public transportation, bicycling, and walking.	**a)** Develop a comprehensive regional non-motorized plan that links local communities within Kankakee County and extends the system beyond the County.	Work with local and regional partners to secure funding to complete the Riverfront trail.
	b) Increase the number of on-street bicycle facilities within the urbanized area.	Work with local agencies to identify key bicycle segments, including those to increase access to fixed-route transit.
	c) Construct new ADA compliant sidewalks, or replace existing sidewalks.	Incorporate sidewalk improvements into reconstruction and new construction to support the use of alternative modes. Prioritize improvements that enhance connections to fixed-route transit.
	d) Increase transit ridership within the region.	
5) Preserve Existing Environment: The Kankakee region will support transportation improvements that preserve the existing transportation infrastructure, enhance quality of life, and protect the environment.	**a)** Maintain and improve pavement condition within the MPA.	Continue to monitor truck traffic throughout the County with particular attention given to activity in eastern Kankakee County.
	b) Maintain and improve bridge/structures within the MPA.	Preserve existing roadway infrastructure by shifting truck traffic to roadways designed to accommodate heavy truck traffic.
	c) Preserve agricultural, parks, and forested areas by minimizing transportation related impacts.	Continue to support agribusiness and farming.
6) Enhance Transportation Choice: The Kankakee region will support transportation investments that enhance transportation choice for minority populations, low-income, older adults, persons with disabilities.	**a)** Increase the percentage of the Kankakee County population that is served by transit.	Consider the impact on low income and minority population served as part of the Environmental Justice process.

3.2.1. Performance Based Planning Progression

In recent years, more and more public agencies are using performance measurements to track their progress against defined goals and objectives and are reporting results to both internal and external stakeholders and partners. MAP-21 establishes a performance-based federal program, reflecting a national movement toward transportation performance management that promotes performance-based planning practices and data-driven decision-making for both state departments of transportation (DOTs) and metropolitan planning organizations (MPOs).

According to the Federal Highway Administration (FHWA), transportation performance management is a "strategic approach that uses system information to make investment and policy decisions to achieve national performance goals".[2] The key elements of the performance-based planning process include:

- **National Goals** – Seven national goal areas are codified in legislation.
- **Performance Measures** – USDOT is in the process of establishing a limited set of performance measures with input through the rulemaking process. State DOTs and MPOs are free to adopt additional locally defined performance measures and targets.
- **Performance Targets** – State DOTs and MPOs set targets through a coordinated process that also includes transit service providers.
- **Performance Plans** – The performance-based planning process should be carried forward through the project selection process and linked to the fiscally constrained Transportation Improvement Program (TIP) developed at both the statewide and the metropolitan level. MAP-21 strengthens the link between investment priorities and performance outcomes, as both the Statewide TIP and Metropolitan TIP are now required to describe the anticipated effect of transportation system investments in making progress toward the targets. In other words, the S/TIP should show a connection between the policy direction in the Statewide and the LRTP and the programming decisions in the S/TIP.
  - Additional performance plans now required under MAP-21 that are germane to MPOs include: Metropolitan System Performance Report (included as part of the LRTP); Transit Asset Management Plan; and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) Performance Plan.
- **Target Achievement** – State DOT and MPO planning processes are intended to guide program and project selection to make progress toward the achievement of targets.
- **Special Performance Rules** – Special rules apply to the performance elements related to safety (high-risk rural roads, older drivers, and pedestrians), Interstate Pavement Condition, and National Highway System Bridge Condition.
- **Performance Reporting** – State DOTs and MPOs must report to USDOT on progress toward achieving targets and USDOT will assess such progress.

MAP-21 identifies seven national goal areas and requires DOTs and MPOs to develop a performance-based approach to support the national goals (see **Table 3-2**). As part of this process, USDOT in consultation with state DOTs, MPOs, and other stakeholders will

[2] http://www.fhwa.dot.gov/tpm

establish performance measures corresponding to the national goals. State DOTs and MPOs are free to identify additional measures, but all statewide transportation plans and LRTP's will need to address the MAP-21 measures and targets associated with those measures, at a minimum. Moreover, state DOTs, MPOs, and public transportation service providers are required to establish performance targets and to coordinate development of these targets to ensure consistency.

Table 3-2: National Goals and Performance Measure Assessment Areas

National Goal Area	National Goal	National Performance Measure Assessment Area
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads Transit safety
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair.	Pavement condition on the Interstate System and on remainder of the NHS Bridge condition on the NHS Transit state of good repair
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System.	Traffic congestion
System Reliability	To improve the efficiency of the surface transportation system.	Performance of the Interstate System and the remainder of the NHS
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	Freight movement on the Interstate System
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	On-road mobile source emissions
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	None/TBD.

3.2.2. MAP-21 Performance-based Planning Implementation

The new MAP-21 performance requirements are being implemented through eleven rulemakings, which are being released in phases and are expected to be effective by spring 2015. Based on these rulemakings, MPOs are required to establish a performance-based planning process, including performance targets for the federal-aid highway program as well as targets using the measures and standards that the Federal Transit Administration (FTA) will develop. Given that the rulemaking process is ongoing, many state DOTs and MPOs are experiencing a degree of uncertainly with implementation.

Performance Provisions

Planning
- Metropolitan and Statewide Planning Rule

Highway Safety
- Safety Performance measure Rule
- Highway Safety Improvement Program Rule
- Highway Safety Program Grants Rule

Highway Conditions
- Pavement Bridge Performance Measure Rule
- Asset Management Plan Rule

Congestion/System Performance
- System Performance Measure Rule

Transit Performance
- Transit Asset Management Rule
- National Transit Safety Program Rule
- Transit Agency Safety Plan Rule

It should be noted that, while performance management as a best practice is widely acknowledged in published literature and professional discourse on the topic, the state of the practice at state DOTs and MPOs varies widely. Some agencies have limited data analysis and reporting capabilities, while other agencies have expended significant resources to develop their performance management programs. Therefore, it is generally understood by the transportation planning community that performance-based planning processes are likely to evolve over time.

As noted, MAP–21 leaves the existing foundation for metropolitan and statewide transportation planning processes intact, but introduces a significant change to the planning process itself by requiring a performance-based approach to planning and programming. All recipients of federal-aid highway program funds and federal transit funds including DOTs, MPOs, and providers of public transit must now link investment priorities of their federal transportation funds (the TIP) to the achievement of performance targets in key performance assessment areas (e.g., safety, infrastructure condition, congestion, system reliability, emissions, and freight movement). In other words, not only must MPOs evaluate the condition and performance of the transportation system in their LRTPs, but these targets must also be reflected in their programming processes by describing the anticipated effect of the TIP on achieving the targets.

4. Chapter 4: Roadways

4.1. Overview

The KATS region has an extensive roadway network that provides service to the KATS MPA. I-57, U.S. 45/52, and IL-50 all continue north to Will County and the Chicago region. The system serves a number of users including a large percentage of truck traffic that is moving goods within and through the region.

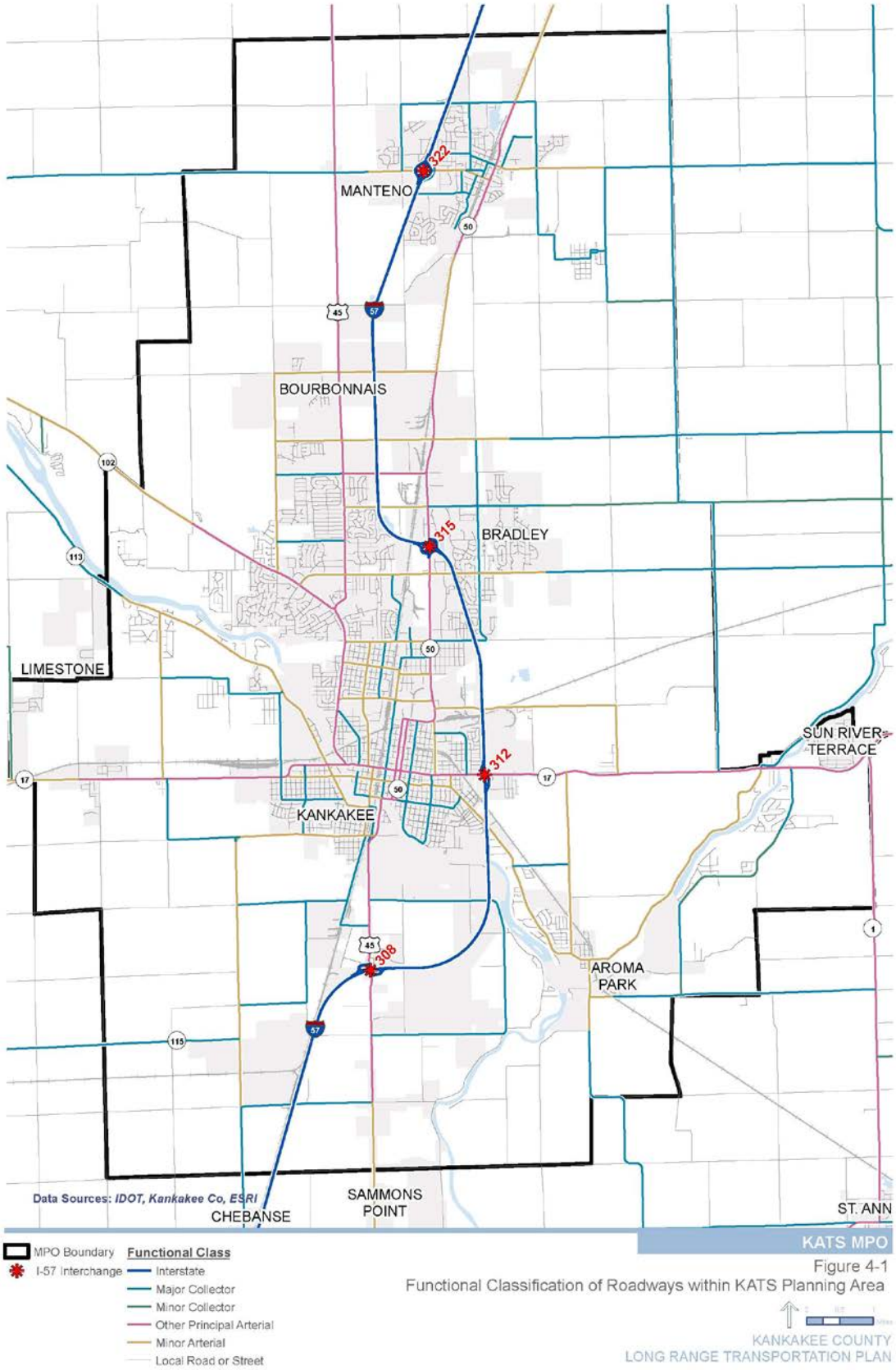
4.2. Functional Classification

Functional classification is the process by which streets and highways are grouped into classes or systems based on how they function in serving traffic relative to the rest of the highway network. Since the 2010 LRTP update publication, the Village of Manteno has become part of the Kankakee Urbanized Area and is therefore represented under KATS. As a result, the classified roadway system in the Kankakee Urbanized Area has been updated to include the Village of Manteno.

The lack of contiguous east-west transportation routes in the MPA remains a challenge for both passenger and freight vehicle movement. Many of the existing east-west routes are not adequately designed to serve freight, yet trucks continue to use roadways that were not intended, or constructed, to carry heavy vehicles. The Eastern Kankakee County Truck Study showed that some rural roads carry as much as 50% truck traffic.

The existing functional classification of roadways in the KATS MPA is shown in **Figure 4-1**. The functional classification includes collector roadways and higher classifications. The system consists of a number of important routes, including I-57 which has a continuous alignment in the north-south direction and IL-17 which has a continuous east-west alignment. U.S. 45/52 is a north-south roadway that traverses the KATS MPA. A number of other roadways intersect the KATS MPA, including Illinois Routes 50, 102, 113 and 115.

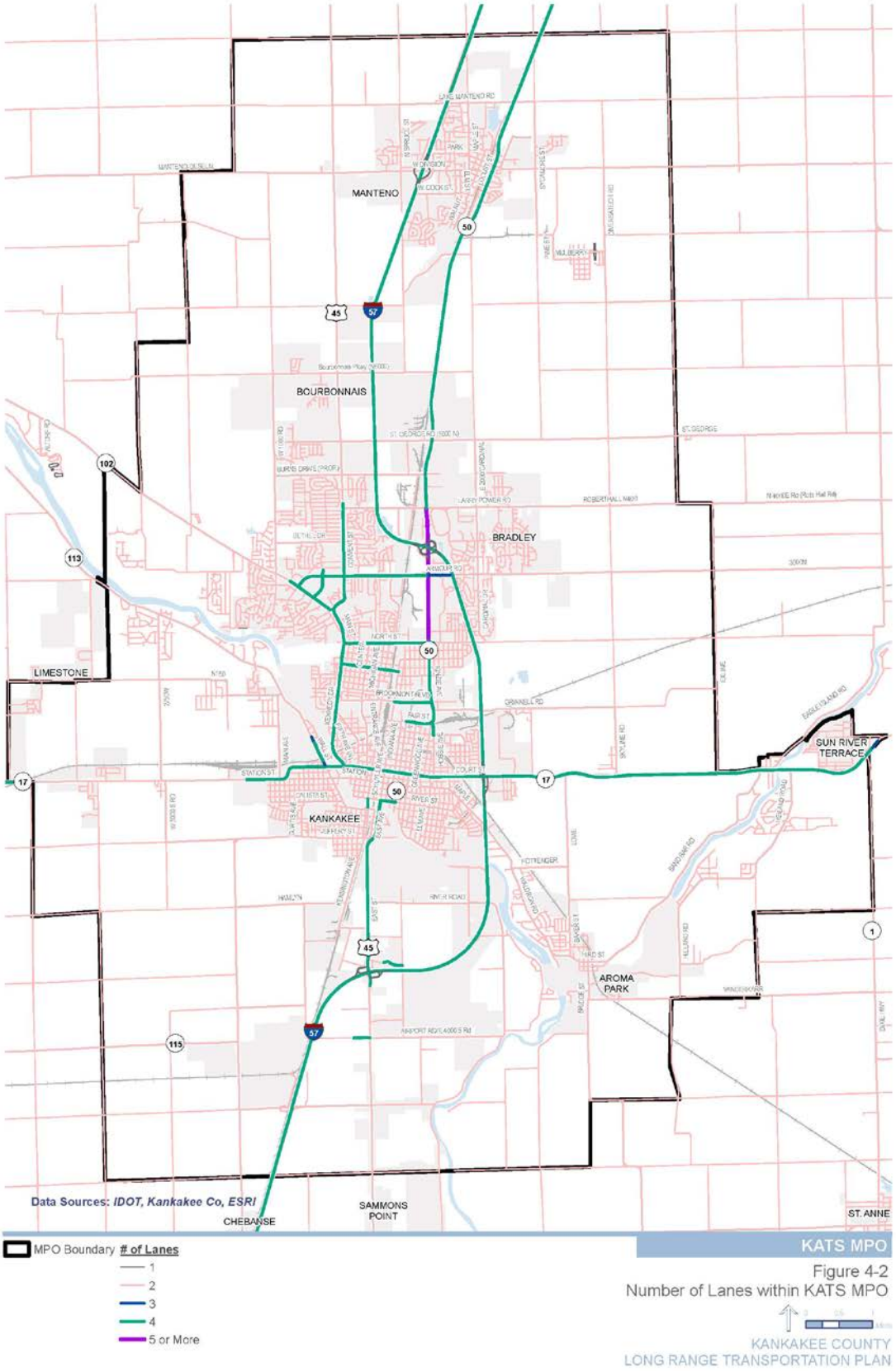
Figure 4-1: Existing Functional Classification (KATS MPA)



4.3. Number of Lanes

Within the KATS MPA, the majority of roadways consist of two lanes or four lanes. Rural roadways, with the exception of regional roadway connections, are primarily two lanes. I-57 and IL-50 are four lanes and provide regional north-south connectivity. IL-17 is four lanes and provides regional east-west connectivity. Within the KATS urban area, some local roadways are four lanes including segments of Armour Road, Convent Road, Kennedy Drive, North Street, and Main Street. **Figure 4-2** illustrates the number of lanes within KATS MPA.

Figure 4-2: Number of Lanes (KATS MPA)



4.4. Commute Flows

Commute flows in Kankakee County are defined as where workers are employed and where workers live in order to commute to their primary job. A county-by-county comparison of commute flows to and from Kankakee County helps to analyze how travel patterns impact the roadway network.

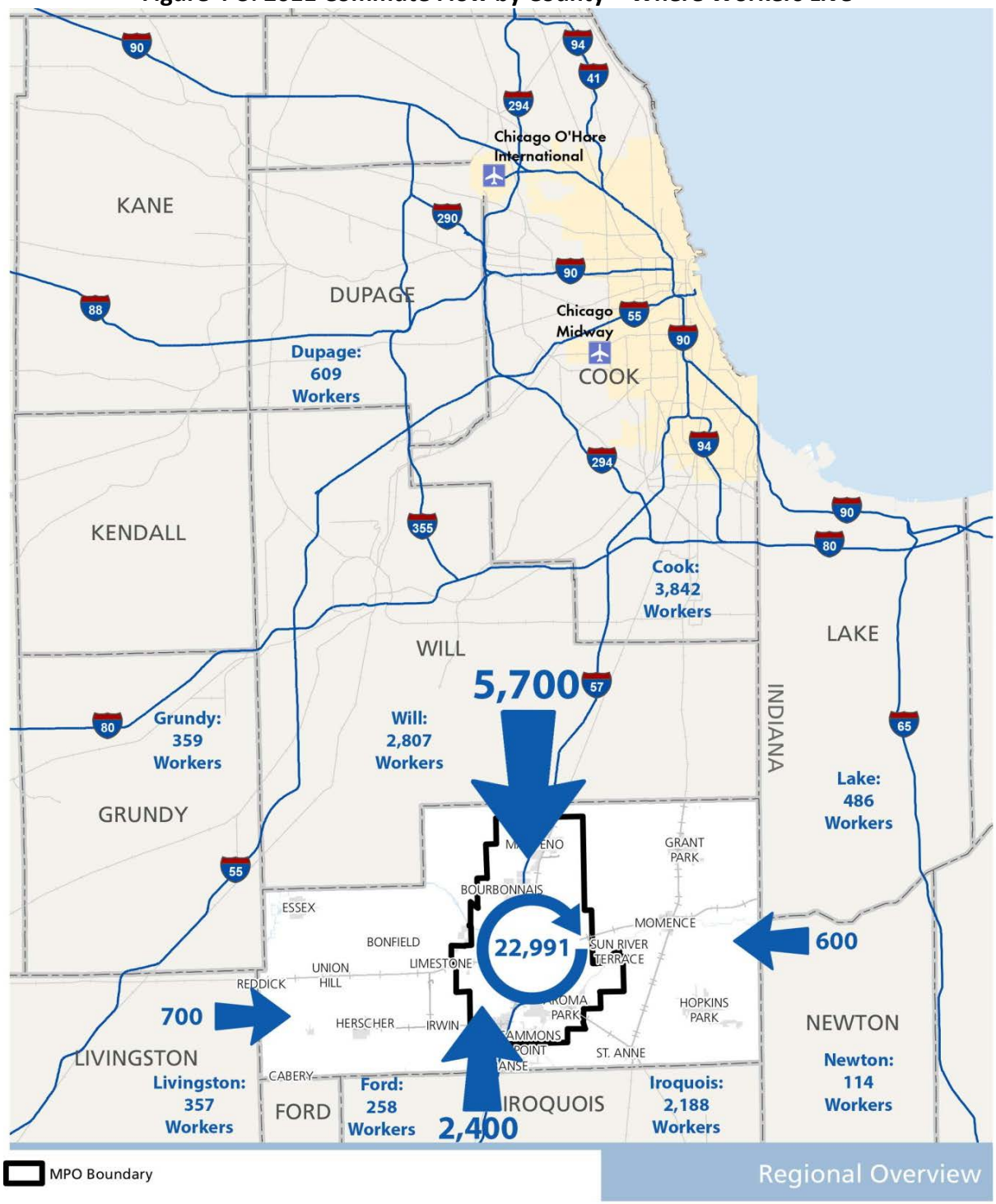
The relationship between place of work and home shows Kankakee County's out-of-county commuting trips have increased in the past decade. The 1990 U.S. Census shows 82 percent of workers lived and worked within Kankakee County and 88 percent of the Kankakee County jobs were associated with Kankakee County residents. The 2000 U.S. Census shows 78 percent of workers lived and worked within Kankakee County and 83 percent of the Kankakee County jobs are Kankakee County residents.

According to the 2010 Census, work trips that originate and end in Kankakee County totaled 22,911 (52.2 percent). Work trips that originate in Kankakee County and end in surrounding counties include 8,076 (18.4 percent) to Cook County, 4,091 (9.3 percent) to Will County, and 1,516 (3.5 percent) to DuPage County. Together, these counties represent approximately 31.2 percent of the total work trips that originate in Kankakee County.

Work trips that originate outside and travel to Kankakee County reveal the primary commute patterns originate from counties north of Kankakee County. Commuters living in counties to the north include Cook County, 3,842 (9.6 percent); Will County, 2,807 (7.0 percent); and DuPage County, 609 (1.5 percent). These counties represent approximately 18.1 percent of the total commuters working in Kankakee County. To the south, Iroquois County accounts for 2,188 (5.5 percent) of the total commuters working in Kankakee County. Counties to the east and west of Kankakee County account for a small percent of commute flow in comparison to the number of commuters in the north and south.

Historical trend analysis suggests Kankakee County is continuing its rapid pace of increased out-of-county commuters. A large number of commuters living or working north of Kankakee County continues to increase. Commute flows to and from the south, east, and west of Kankakee County also continues to increase, but at a lesser rate. **Figure 4-3** displays commutes originating in surrounding counties. **Figure 4-4** displays commutes originating in Kankakee County.

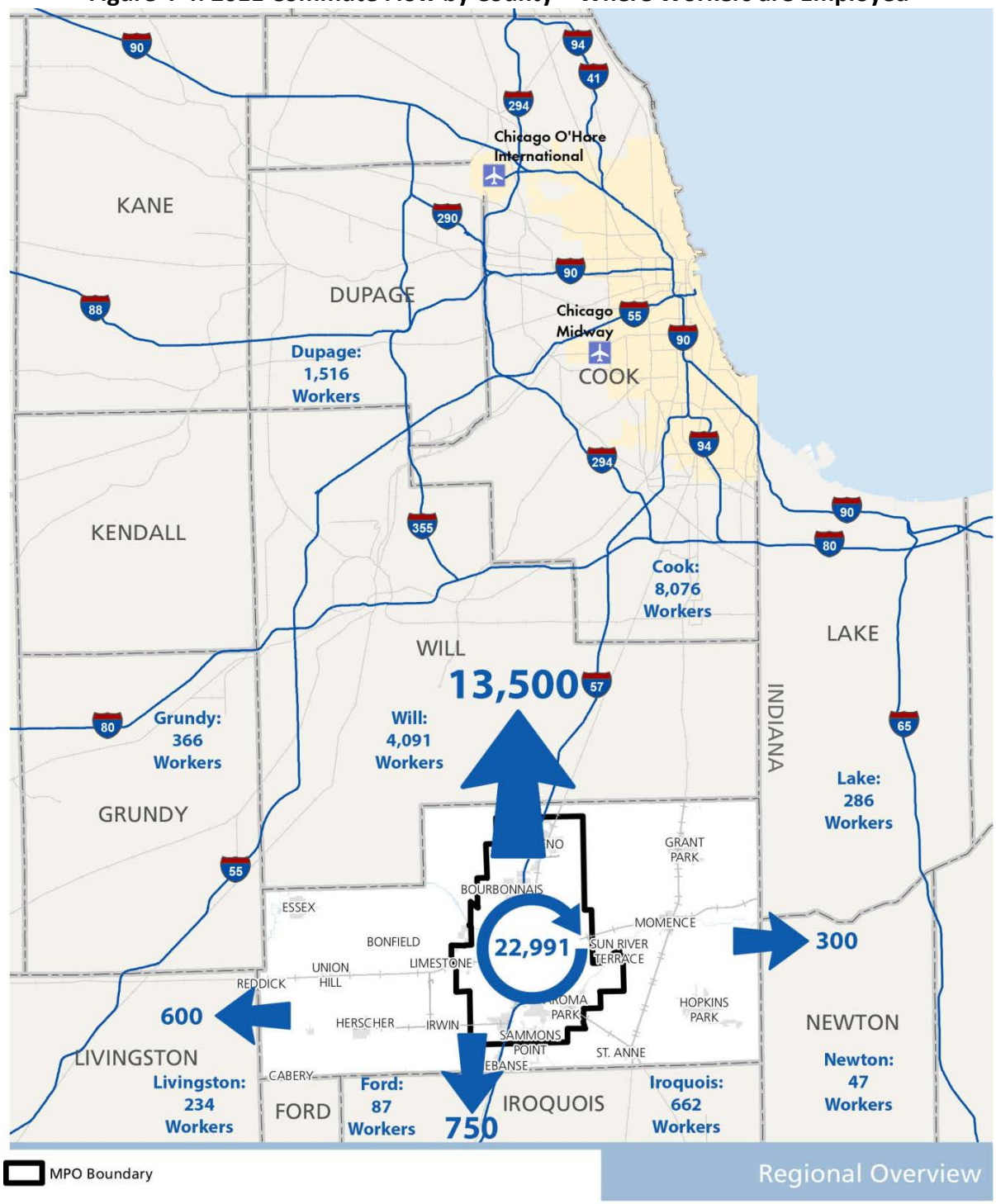
Figure 4-3: 2011 Commute Flow by County – Where Workers Live



NOTE: Commute flows are approximate based on direction of commute.

Source: U.S. Census Bureau, Center for Economic Studies, 2011.

Figure 4-4: 2011 Commute Flow by County – Where Workers are Employed



NOTE: Commute flows are approximate based on direction of commute.

Source: U.S. Census Bureau, Center for Economic Studies, 2011.

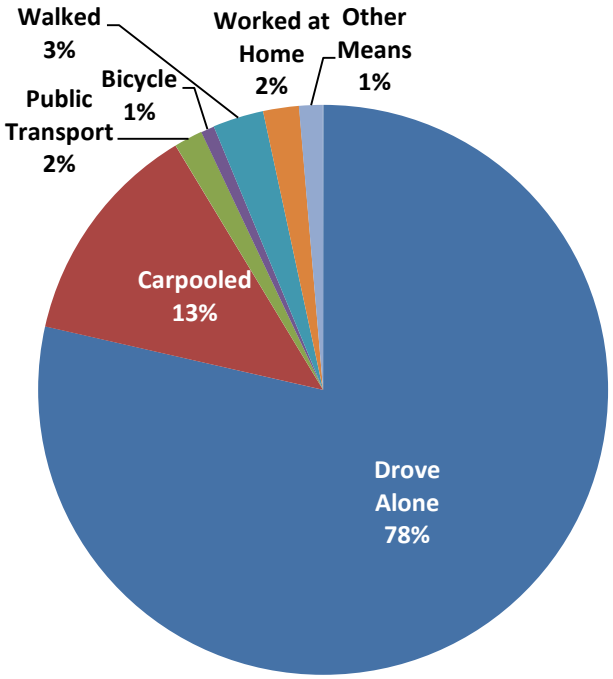
4.5. Transportation Means and Travel Times

According to the 2010 U.S. Census, over 93 percent of workers within the Kankakee Urbanized Area commute to work via car, truck, or van. In the City of Kankakee, 1.4 percent of its population 16 years and older uses public transportation to commute to work. The next highest percentage using public transportation is the Village of Aroma Park at 1.1 percent. On the state level there are nearly 9 percent of this same category that use public transportation to travel to work, while less than 5 percent use public transportation on the national level. **Table 4-1** shows means of transportation in the KATS Urbanized Area.

Table 4-1: Urbanized Area – Means of Transportation to Work (16 Years of Age and Older)

Means of Transportation	Number
Drove Alone	23,375
Carpooled	3,804
Public Transport	480
Bicycle	228
Walked	860
Worked at Home	600
Other Means	403
Total	**29,750**

Source: 2010 U.S. Census Bureau



4.6. Traffic Volumes

Traffic volumes within Kankakee County provide useful information in determining where to invest future infrastructure resources. Within Kankakee County and outside the KATS MPA, state and county arterials provide regional access to outlying municipalities. Illinois Routes 17, 114, and 1 generally range from 3,000 to 7,000 Average Annual Daily Traffic (AADT) depending on access capabilities to rural municipalities. Rural local roads often carry less than 1,000 AADT, with the exception of 3000N Road, 4000N Road, and 5000N Road.

Within the KATS MPA, traffic volumes increase dramatically. Primary access through Kankakee County runs north and south on I-57. Traffic volumes reflect this general travel flow with traffic volume ranging between 22,250 to 32,300 AADT on I-57. U.S. Route 45/52 and IL-50, running parallel to I-57 each carry a range of 7,100 to 31,000 AADT.

As expected, traffic volumes fluctuate according to MPA population and job locations. Denser housing and employment areas, particularly around Kankakee and Bradley, generate high traffic volume. An example of this is east-west IL-17 (15,000 AADT) and north-south U.S. 45/52 (20,000 to 31,000 AADT). **Figure 4-5** and **Figure 4-6** displays traffic volumes along major roadways within Kankakee County and the MPA.

Looking West on Armour Road (From IL 50)

Figure 4-5: Current Traffic Volumes – Kankakee County

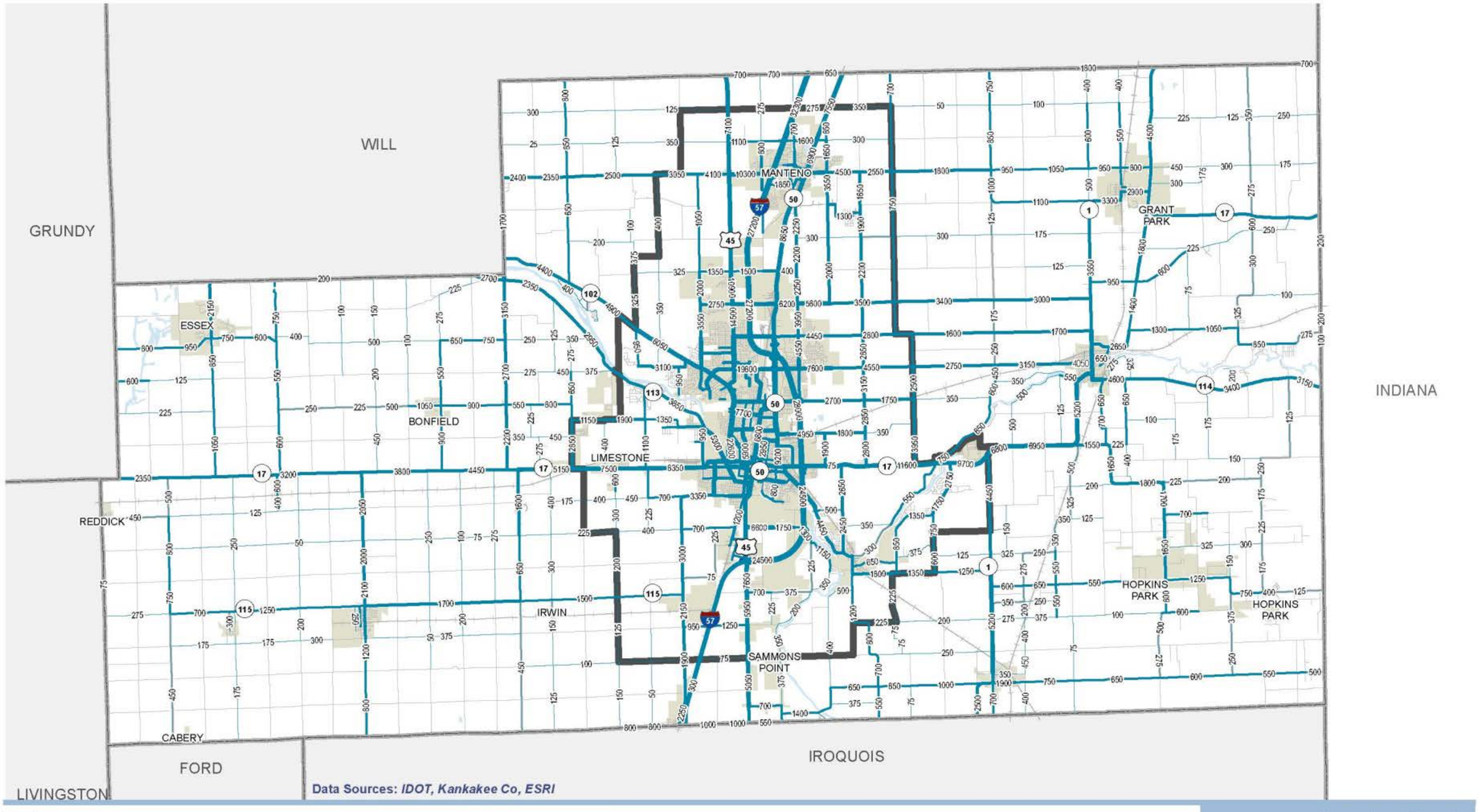
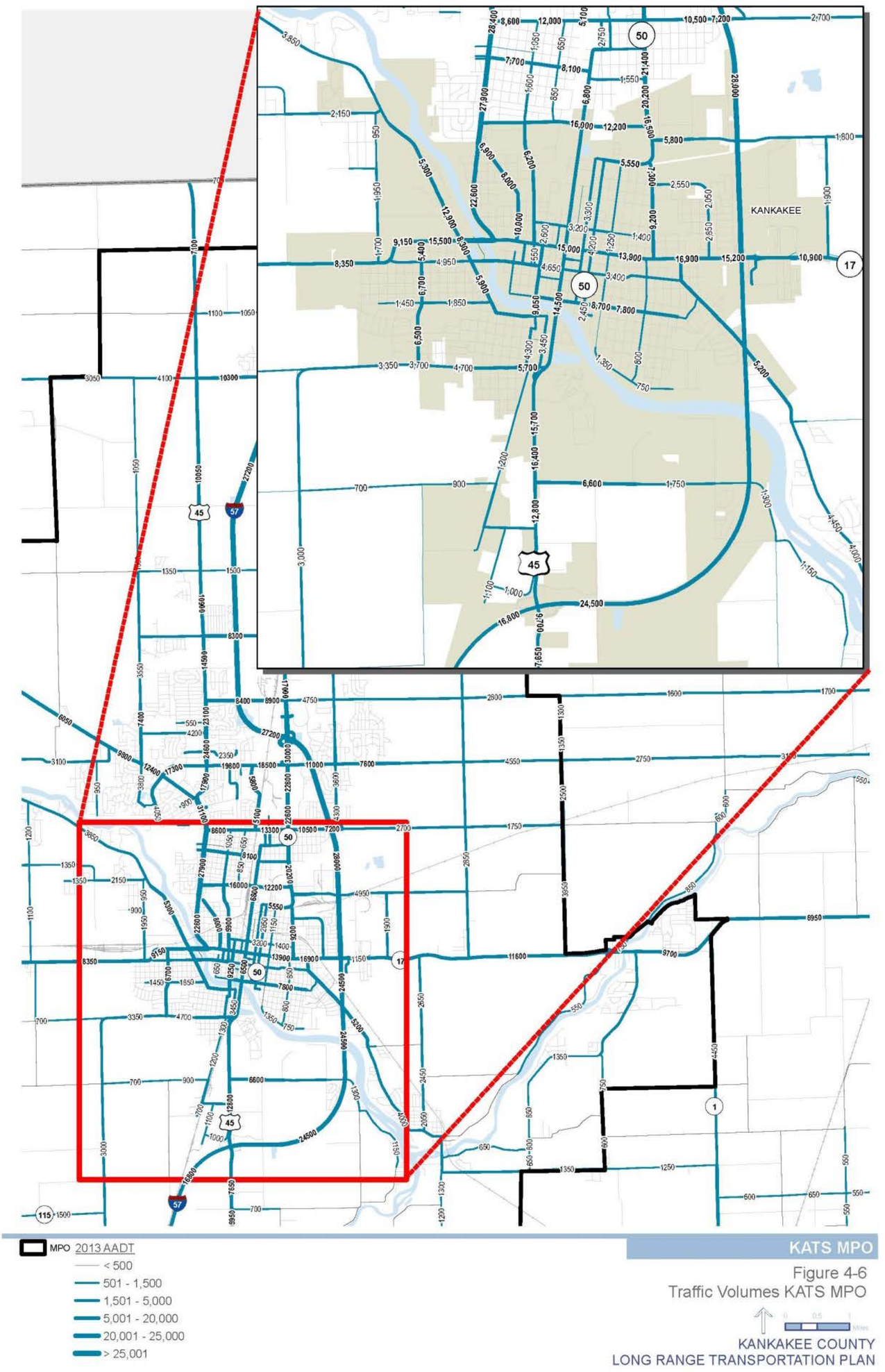


Figure 4-6: Current Traffic Volumes – KATS MPO



4.7. Travel Time Analysis

Travel time analysis within the MPA provides a baseline measurement for travel and delay times. Measuring the delay on specific corridors within the MPA provides quantitative data to support whether specific street corridors or intersections demonstrate a need for improvements.

The KATS staff began collecting travel time data in fall 2014 and plan to continue collecting data every six months. Over time, this data will be useful in helping local agencies understand changing travel patterns and priority locations for improvements. KATS staff conducted the travel time runs by recording data three times per day (round trip) for a select number of corridors. The a.m. and p.m. start times were identified using the peak travel periods which were identified from IDOT traffic counters. The mid-day measurement was taken at an off-peak period to reflect a free-flow condition which generally reflects higher travel speeds and minimal delay. Future mid-day measurements will be at peak time period.

Figures 4-7 to **4-12** illustrate the duration and average time to travel in both directions for each corridor. Morning and afternoon combined average data for U.S. Route 45/52, IL- 50, and east-west corridors are included in the following. Additional travel time data is available from KATS.

Figure 4-7: Travel Time Survey – Morning Combined Average – U.S. Route 45/52 Corridor

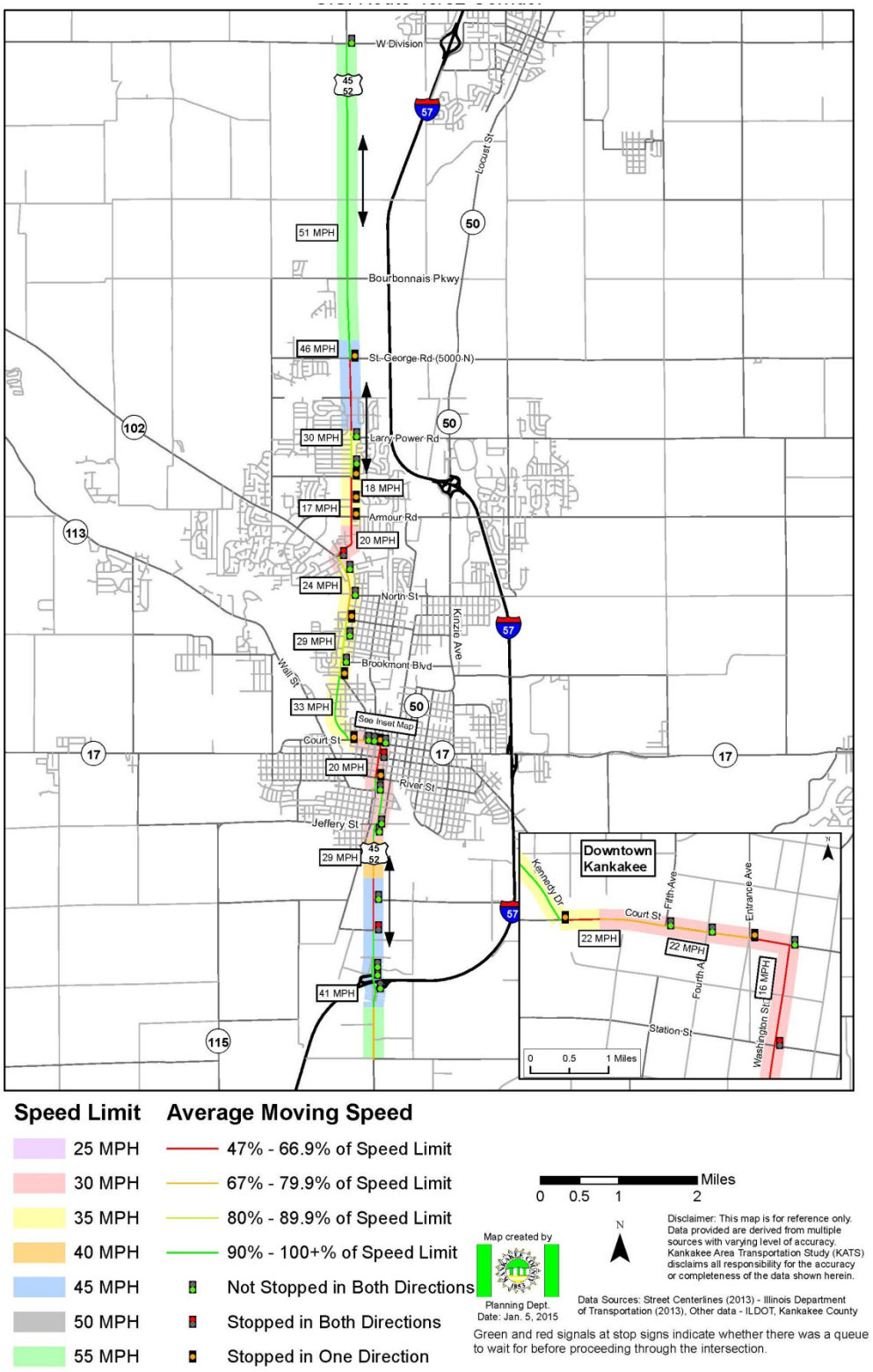


Figure 4-8: Travel Time Survey – Morning Combined Average – Illinois Route 50 Corridor

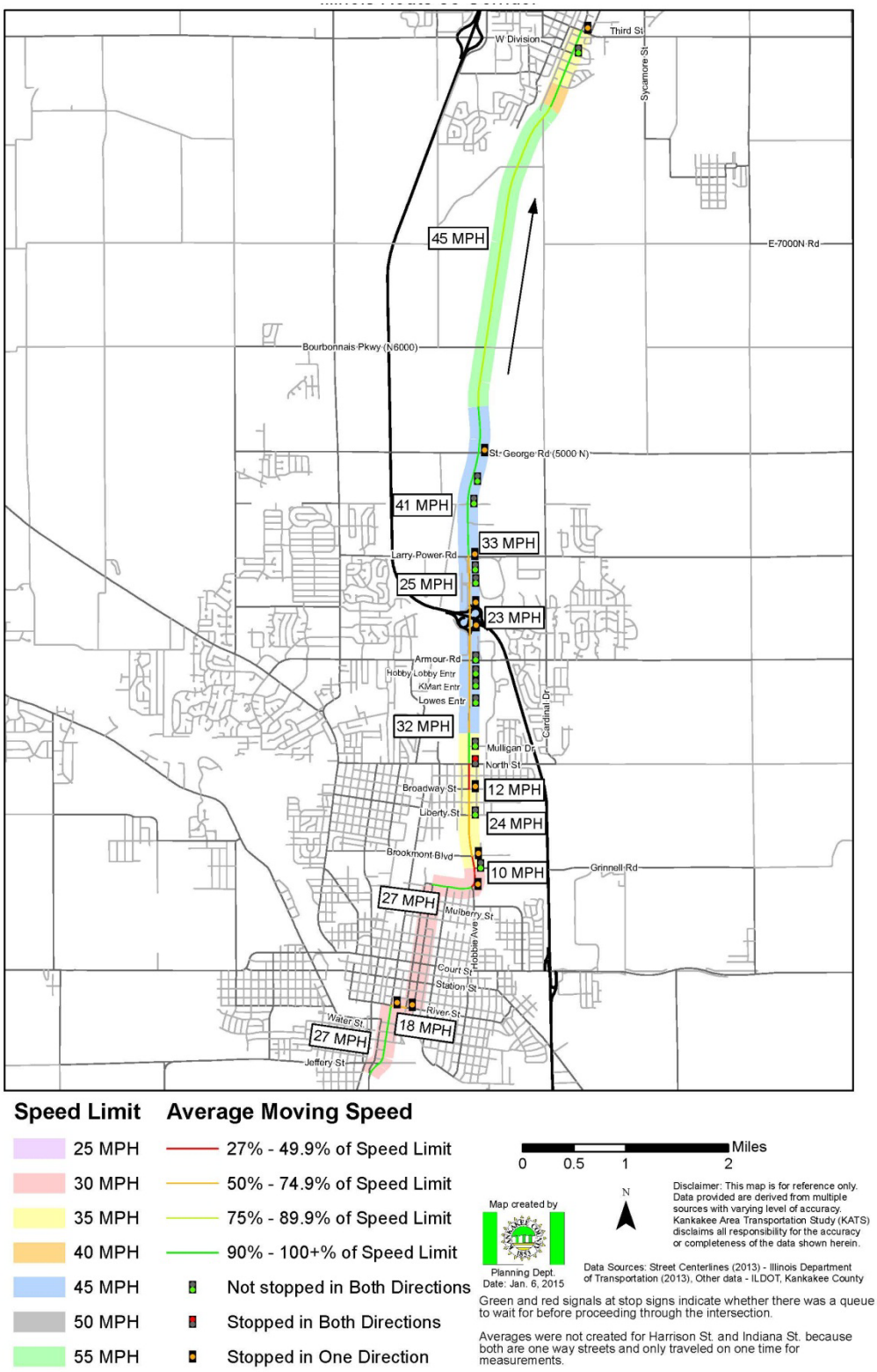


Figure 4-9: Travel Time Survey – Morning Combined Average – East-West Corridors

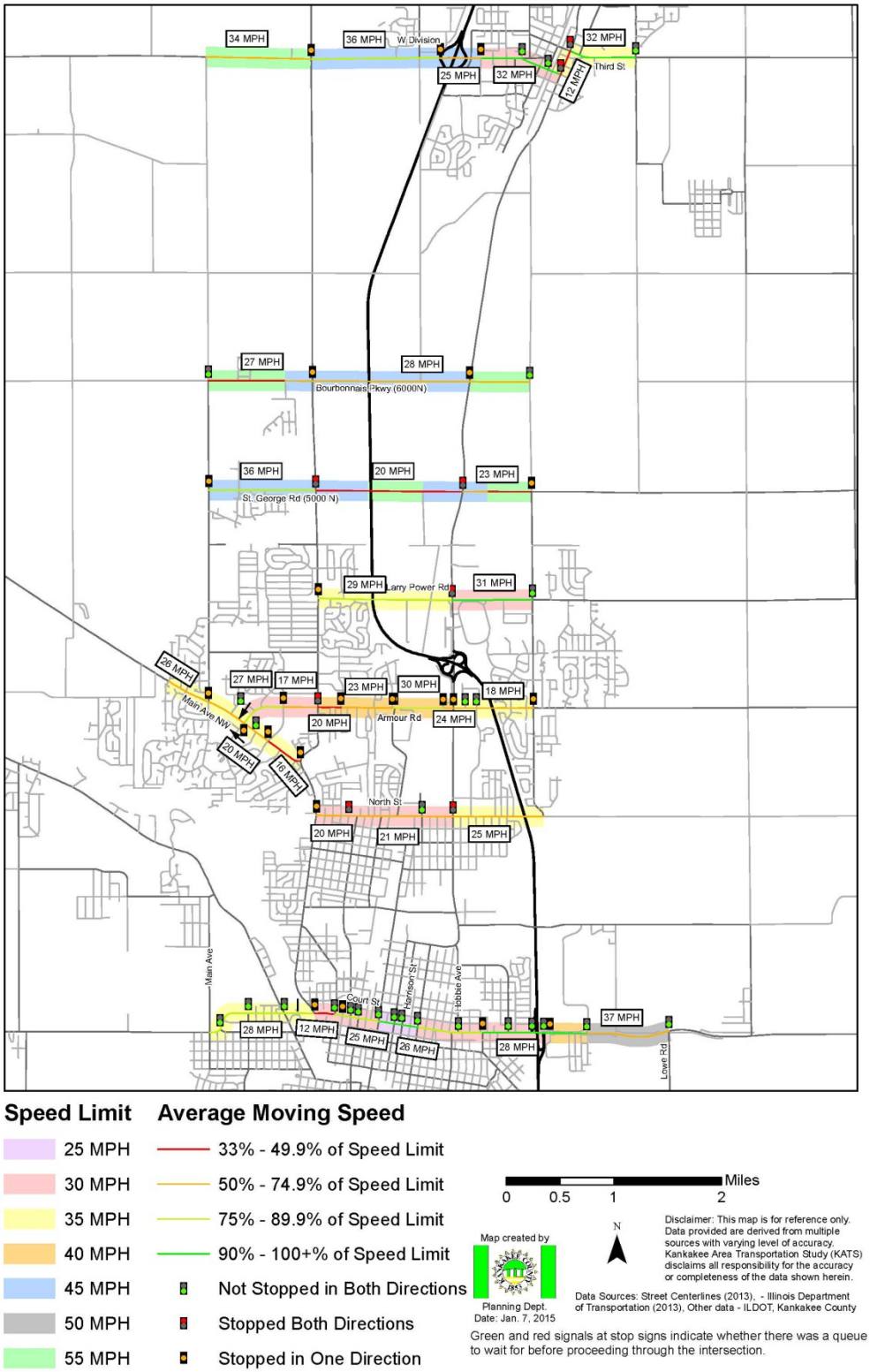


Figure 4-10: Travel Time Survey – Afternoon Combined Average – U.S. Route 45/52 Corridor

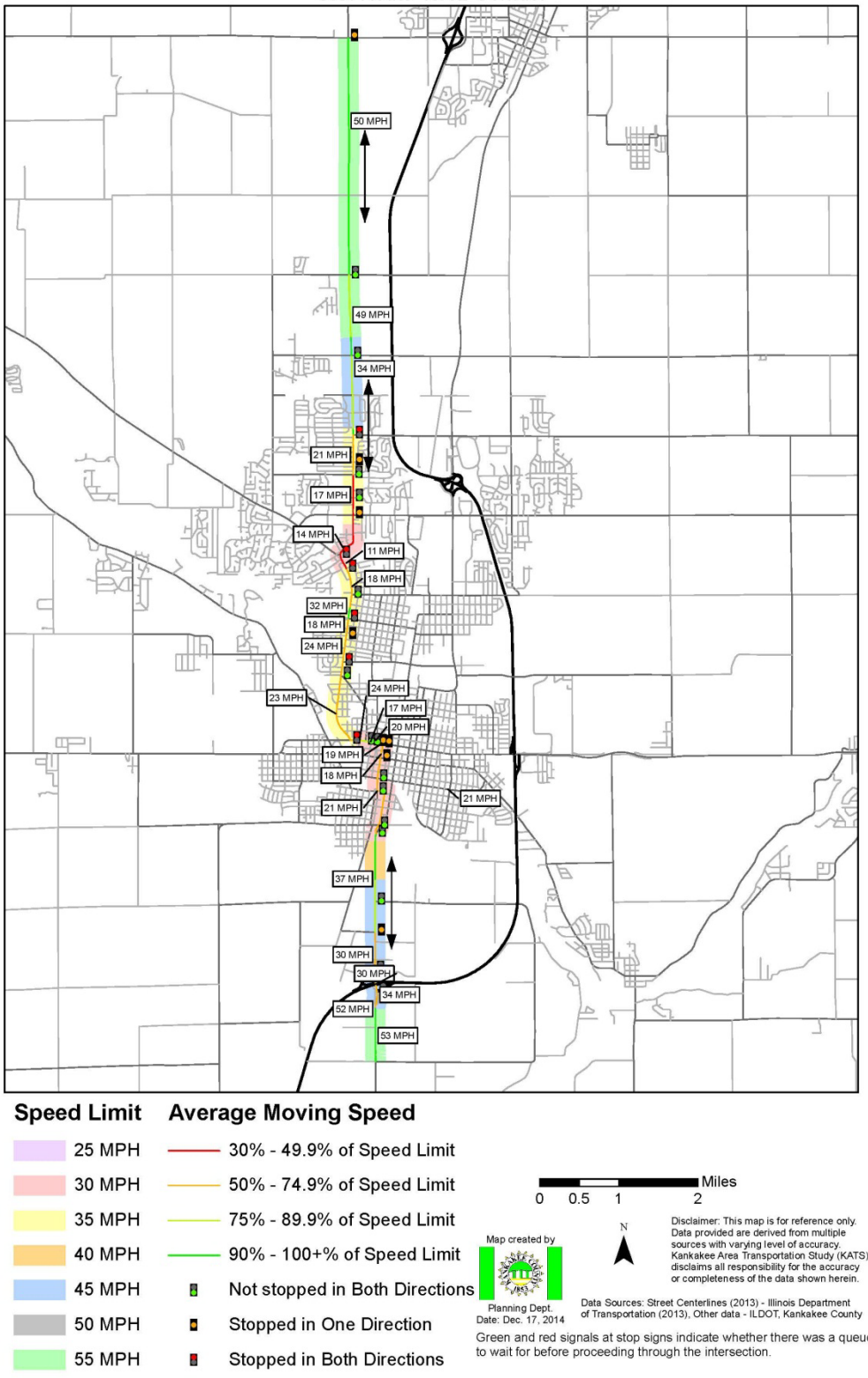
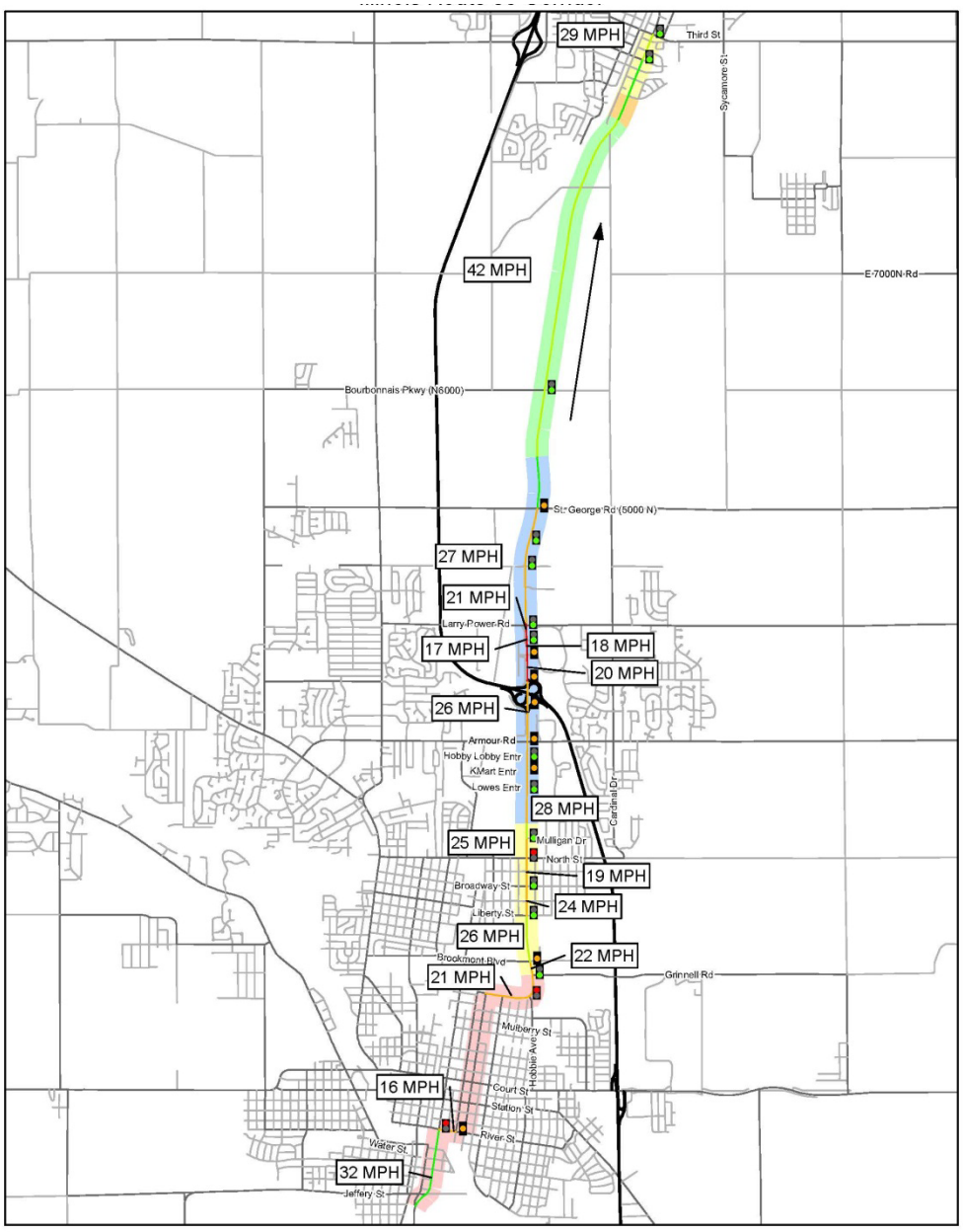


Figure 4-11: Travel Time Survey – Afternoon Combined Average – Illinois Route 50 Corridor



Speed Limit

- 25 MPH
- 30 MPH
- 35 MPH
- 40 MPH
- 45 MPH
- 50 MPH
- 55 MPH

Average Moving Speed

- 38% - 49.9% of Speed Limit
- 50% - 74.9% of Speed Limit
- 75% - 89.9% of Speed Limit
- 90% - 100+% of Speed Limit
- Not stopped in Both Directions
- Stopped in Both Directions
- Stopped in One Direction

0 0.5 1 2 Miles

N

Map created by Planning Dept.
Date: Dec. 31, 2014

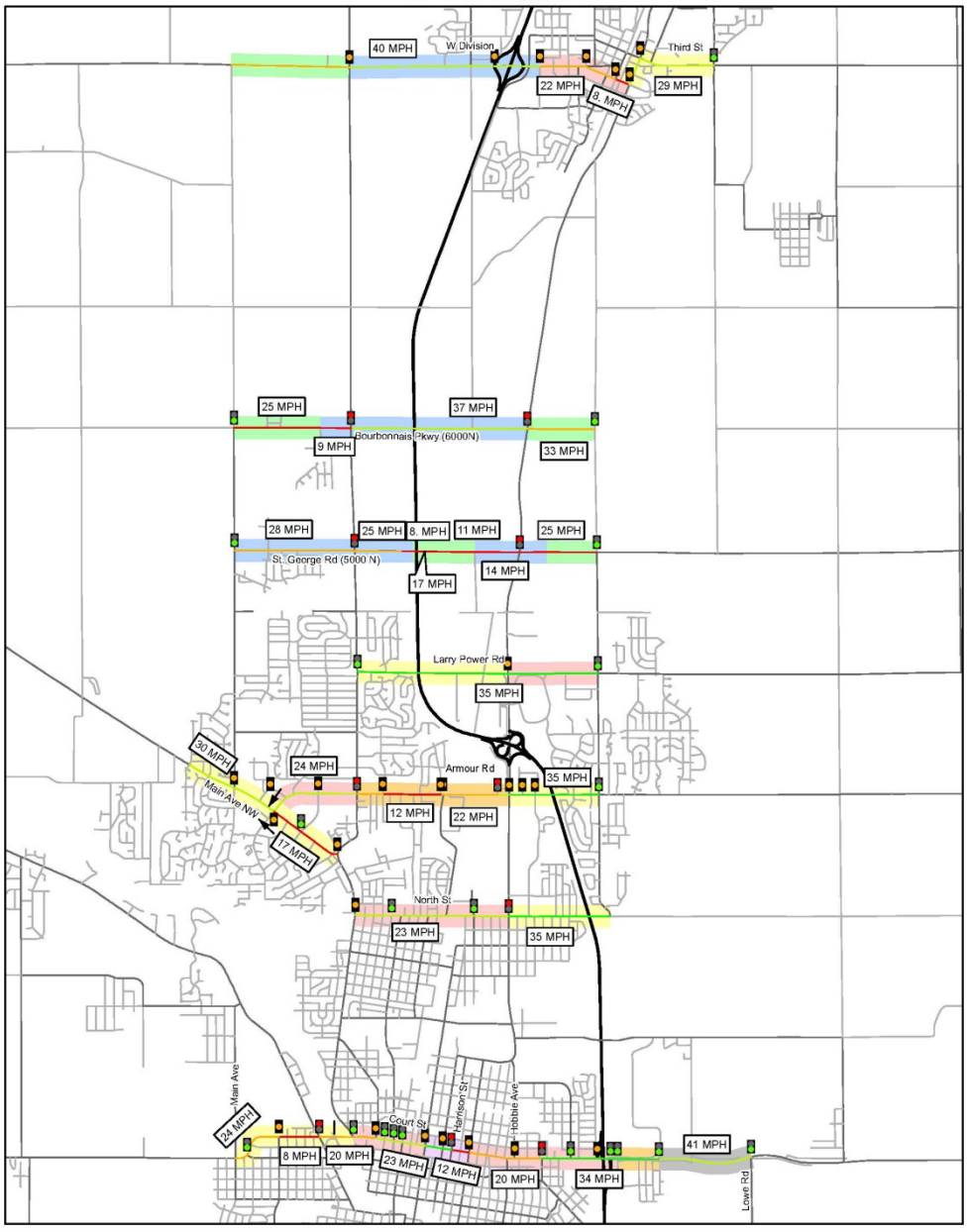
Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying level of accuracy. Kankakee Area Transportation Study (KATS) disclaims all responsibility for the accuracy or completeness of the data shown herein.

Data Sources: Street Centerlines (2013) - Illinois Department of Transportation (2013), Other data - ILDOT, Kankakee County

Green and red signals at stop signs indicate whether there was a queue to wait for before proceeding through the intersection.

Averages were not created for Harrison St. and Indiana St. because both are one way streets and only traveled on one time for measurements.

Figure 4-12: Travel Time Survey – Afternoon Combined Average – East-West Corridors



4.8. Bridge Conditions

MAP-21 eliminated the Highway Bridge Program (HBP) as its own core funding program. Local bridge projects are now funded by the Surface Transportation Program (STP). IDOT has set aside 15 percent of the total STP allotment for rehabilitating and replacing bridges on a roadway with a functional classification of at least a major collector under the STP-Bridge Program. STP-Bridge funds are distributed based on the square footage of deficient bridge deck on county, township, and municipal systems. Rehabilitating and replacing bridges not on federal-aid highways (i.e. located on a minor collector or local road) are funded through the state's STP-Off System Bridge Program. The Illinois Major Bridge Program is a discretionary program for local and state major highway bridges that meet established criteria. All proposed major bridge program projects compete statewide.

According to **Figure 4-13**, as of 2013 there are eight bridge structures in Kankakee County eligible for STP-Bridge funding and three structures in the KATS MPA (See **Figure 4-14**). Maintenance responsibility varies amongst the eight eligible bridge structures. Four bridges are county-owned, three are township-owned, and one is municipal-owned.

Figure 4-13: Bridge Conditions – Kankakee County

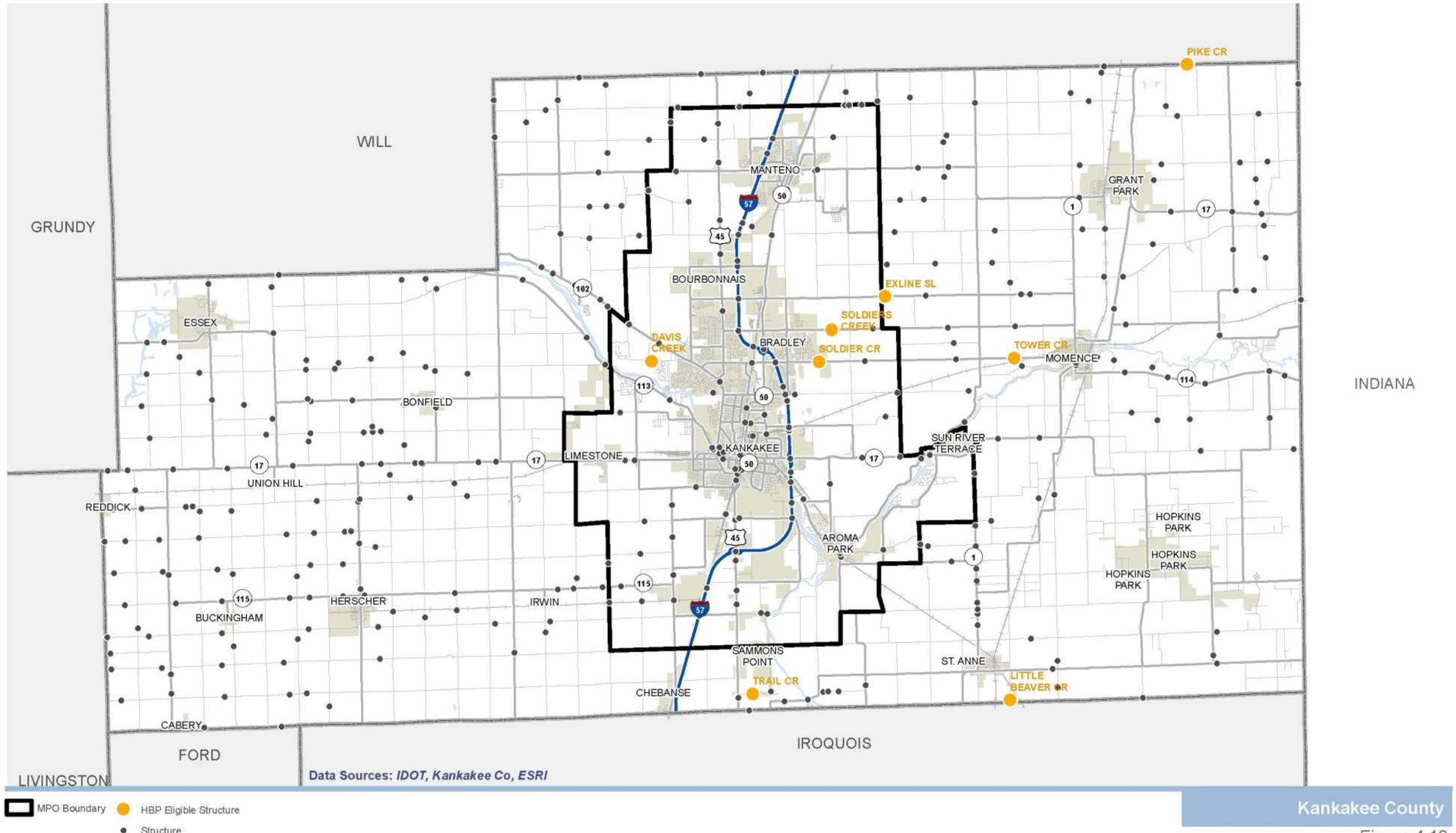
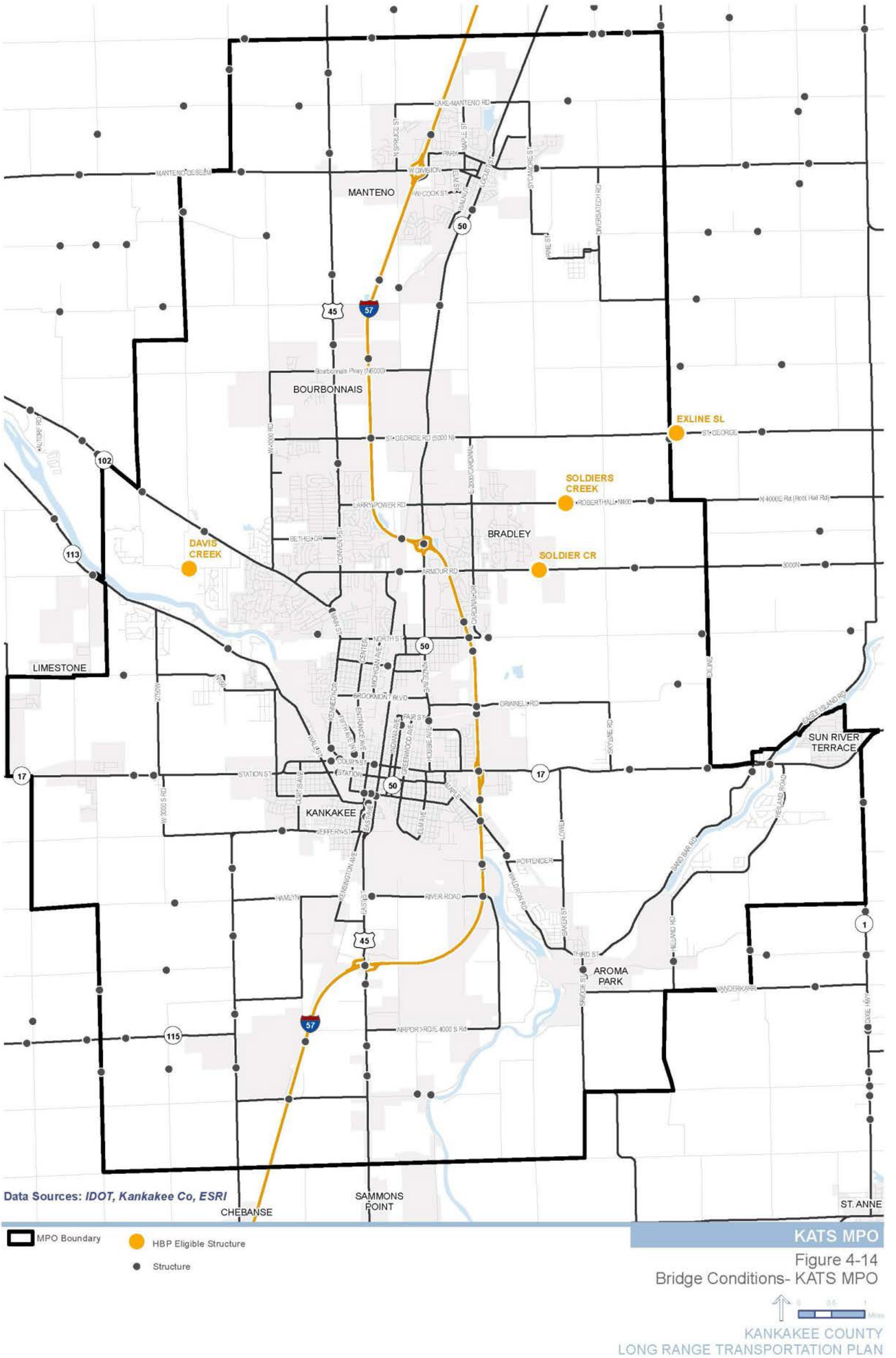


Figure 4-14: Bridge Conditions – KATS MPO



4.9. Intelligent Transportation Systems (ITS)

In coordination with the coming update of the Illinois Statewide Intelligent Transportation Systems (ITS) Architecture, the Kankakee metropolitan area will be developing a regional ITS architecture over the next two years. An ITS architecture is a framework for the coordinated, targeted deployment of various technologies on and around the transportation network, as well as strategies to optimize their use. These technologies include tools that transportation managers can apply to increase safety, reduce congestion, and enhance traveler convenience.

The ITS architecture development process will involve a wide range of stakeholders within the MPA, including representatives from counties and municipalities, public safety and emergency services, transit, major employers, and others that manage and/or rely on the region's transportation network. A series of workshops, interviews, and surveys will be conducted to gather input from these stakeholders to help prioritize potential ITS solutions for the region.

4.10. Roadway Safety

4.10.1. Overview

KATS, and other local agencies, place a high priority on providing safe roadways to accommodate the traveling public and the movement of goods. This priority is reflected in the action by KATS to form a Safety Committee in 2014. The KATS Safety Committee adopted a vision and mission statement at the August 13, 2014 Safety Committee meeting:

Vision Statement

Partnering to create the safest countywide transportation system in Illinois for users of all ages, abilities, and modes.

Mission Statement

The KATS Safety Committee is committed to proactively addressing multimodal transportation safety issues with the goal of reducing crashes, fatalities, and serious injuries within Kankakee County. The Committee consists of professionals in the fields of engineering, law enforcement, emergency response, and education that work together to analyze safety data, trends, and policies toward the common purpose of:

- Enhancing safety for all transportation users
- Increasing the efficiency of the transportation system
- Enhancing quality of life for area residents

The Committee will accomplish its mission through a collaborative process that combines sound technical analysis with aggressive public engagement to raise awareness, educate, and identify solutions.

4.10.2. Injury and Fatal Crashes

A major component to MAP-21 legislation is the focus on reducing serious injuries and fatalities. KATS began development of a crash database in 2008. Data collection has been limited to crashes of either a fatality or injury of an incapacitating nature.

Table 4-3 provides the safety rates in Kankakee County from 2008 to 2012.

Table 4-3: Kankakee County Safety Rate (2008-2012)

	2008		2009		2010		2011		2012	
	#	Change	#	Change	#	Change	#	Change	#	Change
Number of Fatalities	10	150%	7	-30%	5	-29%	7	40%	4	-43%
Number of Serious Injuries	76	-22%	94	24%	92	-2%	101	10%	126	25%
Fatality Rolling Averages	8	7%	7	-13%	5.6	-20%	6.6	18%	6.6	0%
Serious Injury Rolling Averages	107.6	-7%	108.8	1%	100	-8%	92.2	-8%	97.8	6%
Yearly VMT	302,371,819	-1.9%	308,624,923	2.1%	310,361,104	0.6%	310,090,440	-0.1%	310,118,472	0.0%
Fatality Rate (Per HMVMT)t	3.31	155%	2.27	-31%	1.61	-29%	2.26	40%	1.29	-43%
Serious Injury Rate (Per HMVMT)t	25.13	-21%	30.46	21%	29.64	-3%	32.57	10%	40.63	25%

Source: Illinois DOT

Table 4-4 ranks counties in Illinois with a significant number of fatalities and A-type injuries. Kankakee County is ranked 16th amongst all counties in Illinois in the total number of fatalities and A-type injuries. According to the 2010 U.S. Census, Kankakee County's population of 113,449 ranks 18th in Illinois.

Table 4-4: Kankakee County Safety Rate (2007-2011)

Number	County	Fatalities	A-type Injuries	Total	Tier
1	Cook	1,354	22,016	23,370	1
2	DuPage	150	3,943	4,093	1
3	Will	209	2,973	3,182	1
4	Kane	148	2,357	2,505	1
5	Lake	144	2,341	2,485	1
6	Madison	145	1,762	1,907	1
7	St. Clair	164	1,731	1,895	1
8	Sangamon	109	1,473	1,582	1
9	Winnebago	133	1,352	1,485	1
10	McHenry	92	1,293	1,385	1
11	Champaign	85	1,292	1,377	1
12	Peoria	76	1,161	1,237	1
13	Mclean	69	1,031	1,100	1
14	LaSalle	109	959	1,068	1
15	Tazewell	50	913	963	1
16	Kankakee	66	816	882	2
17	Macon	44	749	793	2
18	Williamson	54	703	757	2
19	DeKalb	59	688	747	2
20	Rock Island	35	690	725	2
21	Vermilion	58	578	636	2
22	Franklin	45	570	615	2
23	Jefferson	36	539	575	2
24	Jackson	43	531	574	2
25	Whiteside	34	537	571	2
26	Kendall	46	503	549	2
27	Effingham	42	439	481	2
28	Coles	45	434	479	2
29	Grundy	49	396	445	2
30	Boone	34	359	393	2

Source: Illinois DOT – Kankakee County Strategic Highway Safety Plan (2013)

Figure 4-15 and **Figure 4-16** identify fatal and serious crash locations (2007-2013)

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Figure 4-15: Fatal and Serious Crash Locations (2007-2013) – Kankakee County

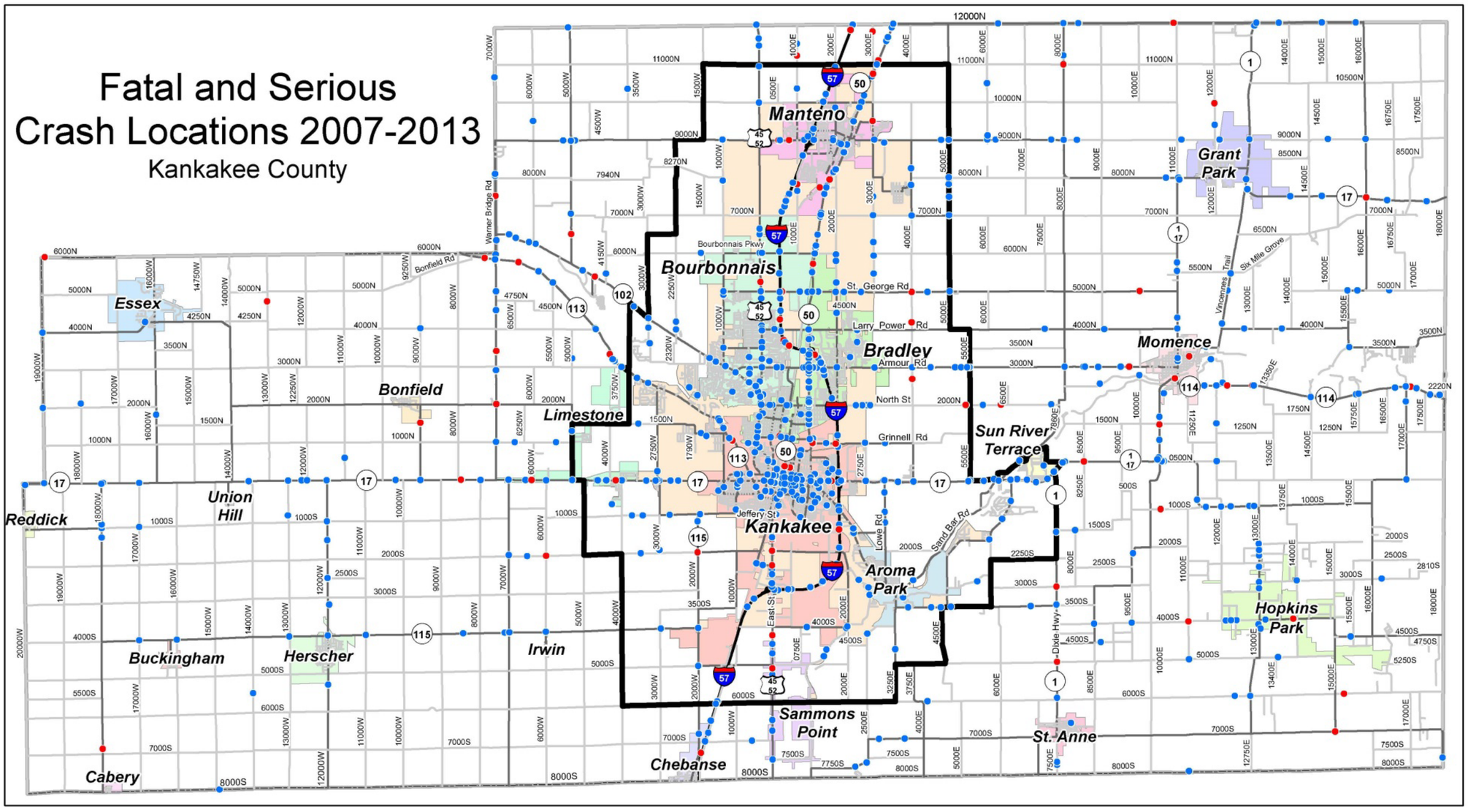


Figure 4-16: Fatal and Serious Crash Locations (2007-2013) – KATS MPO

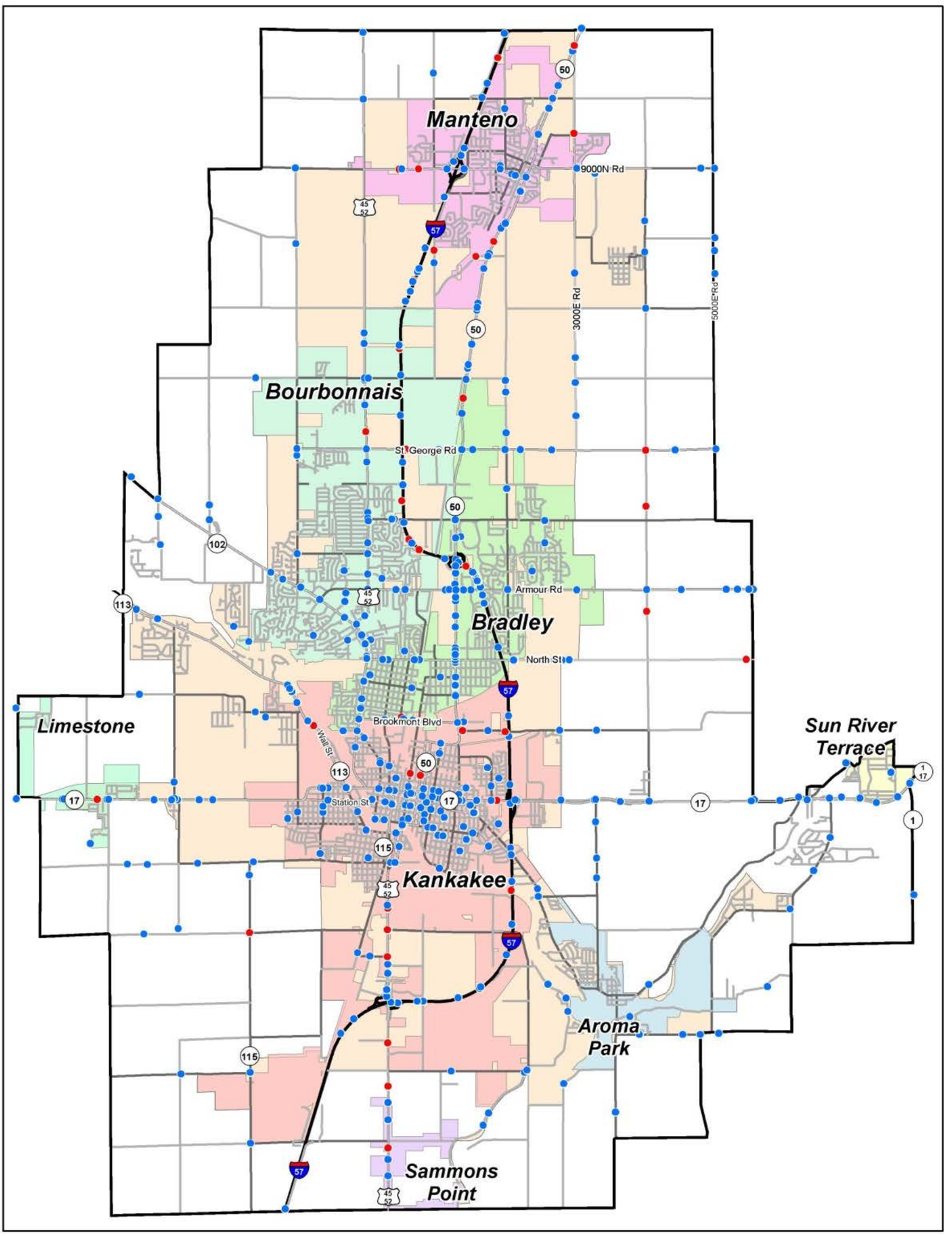


Table 4-5 provides a summary of annual fatalities from 2007 through 2013 with crash characteristics. The data reveals several important trends regarding these crashes:

- There were ninety-eight crashes involving a fatality, the majority happened during daylight hours with clear weather conditions.
- Interchange areas with I-57 yield a high number of incidents, particularly at IL-50.
- A 22-mile stretch of IL-17 from Union Hill on the western end to Sun River Terrace on the eastern end – contains a high proportion of crashes that result in serious injury and fatalities.
- U.S. Route 45/52 through Kankakee/Bourbonnais contains a high proportion of crashes.

Table 4-5: Number of Fatal Crashes by Characteristics (2007-2013)

		2007	2008	2009	2010	2011	2012	2013	Total
	Total Crashes	**17**	**16**	**11**	**8**	**16**	**18**	**12**	**98**
Event	Ran off roadway	7	10	4	3	7	5	5	**41**
	Motor Vehicle in Traffic	7	5	6	4	5	10	4	**41**
	Pedestrian	2	1	0	0	3	1	3	**10**
	Parked Vehicle	0	0	0	0	1	1	0	**2**
	Utility Pole	0	0	1	0	0	0	0	**1**
	Tree or Shrub	0	0	0	0	0	1	0	**1**
	Other Non-Collision	0	0	0	1	0	0	0	**1**
	Other Object	1	0	0	0	0	0	0	**1**

		2007	2008	2009	2010	2011	2012	2013	Total
Location	On Pavement (Roadway)	8	2	3	2	6	8	6	**35**
	Off Pavement - Left	3	6	0	1	2	2	4	**18**
	Off Pavement - Right	4	5	5	2	3	5	1	**25**
	Intersection	2	3	3	3	5	3	1	**20**

		2007	2008	2009	2010	2011	2012	2013	Total
Collision	Pedestrian	2	1	1	0	3	1	3	**11**
	Overturned	2	4	0	0	1	5	1	**13**
	Fixed Object	5	6	5	2	6	1	4	**29**
	Other Object	1	0	0	0	0	0	0	**1**
	Other Non-Collision	0	0	0	1	0	0	0	**1**
	Parked Motor Vehicle	0	0	1	0	1	1	0	**3**
	Turning	1	0	1	2	2	0	2	**8**
	Rear End	1	1	0	0	1	2	1	**6**
	Sideswipe, Same Direction	0	0	0	0	0	0	1	**1**
	Sideswipe, Opposite Direction	1	0	0	1	1	1	0	**4**
	Head On	3	3	1	0	0	2	0	**9**
	Angle	1	1	2	2	1	5	0	**12**

		2007	2008	2009	2010	2011	2012	2013	Total
Weather	Clear	16	12	7	7	16	16	10	**84**
	Rain	0	2	1	1	0	1	0	**5**
	Snow	0	0	1	0	0	0	1	**2**
	Fog/Smoke/Haze	0	0	1	0	0	1	0	**2**
	Sleet/Hail	0	2	0	0	0	0	0	**2**
	Severe Cross Wind	0	0	0	0	0	0	1	**1**
	Other/Unknown	1	0	1	0	0	0	0	**2**

		2007	2008	2009	2010	2011	2012	2013	Total
Lighting	Daylight	8	10	4	7	9	13	6	**57**
	Darkness	8	5	5	0	6	4	5	**33**
	Darkness, Lighted Road	1	1	2	1	1	1	1	**8**

Source: Crash Reports filed with IDOT

4.10.3. Alcohol-Related Fatalities

Alcohol is frequently a contributing factor to the crashes that involve serious injuries and fatalities. Driving while impaired drastically reduces driver's motor skills, judgment and physical ability to react in a timely manner. Law enforcement agencies, alcoholic distributors and manufacturing companies, departments of transportation and others have increased efforts to curb this cause over the past several years through increased advertisements, increased penalties, and educational efforts. In 2012, alcohol-impaired drivers (blood alcohol concentration ≥ 0.08) were involved in 330 fatalities in the State of Illinois. According to IDOT crash reports, of the 330 total alcohol-related deaths in the State of Illinois in 2012, 6 (1.8%) occurred within Kankakee County. Alcohol-related deaths represented 6 of 18 total vehicle fatalities in Kankakee County, or 33%.

4.10.4. Supporting Efforts

The *Kankakee County Strategic Highway Safety Plan* identifies priority locations for making highway-related improvements, in an effort to reduce accidents and injuries and enhance safety. The plan is consistent with best practices of the American Association of State Highway and Transportation Officials (AASHTO), the National Cooperative Highway Research Program (NCHRP), and many other agencies and organizations.

Given the recent passage of MAP-21 into law, states have a responsibility to set targets for the number of serious injuries and fatalities per vehicle miles traveled, as well as devise varying means of achieving these goals. To this end, IDOT has developed a program that focuses on developing Strategic Highway Safety Plans (SHSPs) at the county level. As of 2011, Kankakee County ranked 16th out of all Illinois counties in terms of total number of fatalities and serious injuries. KATS is committed to improving this position.

The plan points out that the number of highway-related fatalities have been continually decreasing over the past 10 years – both nationally and in Illinois, going from approximately 43,000 in 2003 to 32,000 nationally in 2011, and 1,454 in 2003 to 919 statewide in 2011, which is the lowest level in Illinois history since 1921. Specific target areas of focus for crashes are divided into 12 different areas including younger driver, older driver, unsafe driver behavior, speeding and aggressive driving, impaired driver, unrestrained driver, pedestrian, pedalcyclist, motorcycle, heavy vehicle, intersection, and work zone. Each area was evaluated individually and contains its own set of recommended areas of improvements.

Among these areas, heavy vehicles stand out as having both a greater incidence compared to the state average, and greater potential threat of causing additional collisions (i.e. drivers having to dodge cargo from the trailers of semi-trucks that have crashed). Buses also pose a significant threat of higher rates of injuries and fatalities due to the high number of passengers compared with cars and trucks. Kankakee County has a higher percentage of impaired drivers road departures on state and local highways compared to state averages.

In terms of location-specific analyses, two geographic areas represent a significant portion of the 12 types of crashes:

- Geographic Boundaries: Grinnell Road to the north, Jeffery Street to the south, Orchard / Hobbie Avenue to the east, and 6th Avenue to the west.

  This area features the highest percentages of older driver, impaired driver, unrestrained driver/occupant, pedalcyclist, motorcycle, and intersection-related crashes. This area is characterized by the downtown Kankakee commercial district, as well as some higher-density residential areas. The area can generally be described as having a higher number of intersections, slower speed limits, and greater pedestrian connectivity. Illinois Routes 50 and 17 demonstrate a particularly high number of incidents.

- Geographic Boundaries: Larry Power Road to the north, Armour Road to the south, Cardinal Road to the east, and Washington Road to the west. Perhaps not surprisingly given the density of development, both areas are in the Kankakee / Bradley.

  This area features the highest percentages of speeding driver, heavy vehicle, and road departure crashes. This area features a major expressway interchange facility with I-57 where it intersects with Route 50, as well as significant portions of both roadways within the Kankakee Urbanized Area.

4.10.5. Review of Safety Data

As part of the LRTP process, high-crash corridors were reviewed. Each location was designated as an urban or rural corridor and includes descriptions of the corridor under review. Factors tracked include number of crashes, serious injuries, and fatalities. Crash types are also included to help categorize where the safety issue exists within each corridor. The following crash types are included in the assessment:

- Driving Under Influence (DUI)
- Disregarding Stop Sign
- Failure to Yield, Slow Down
- Improper Lane Usage
- Driving Distraction

4.11. Future Roadway Conditions

KATS has been involved in a number of traffic and planning related studies since the adoption of the previous LRTP. The recommendations from recent and future studies will likely impact the development of the regional roadway network for the next few decades. The following discusses the potential future conditions.

4.11.1. 2040 Traffic Volumes and Congestion

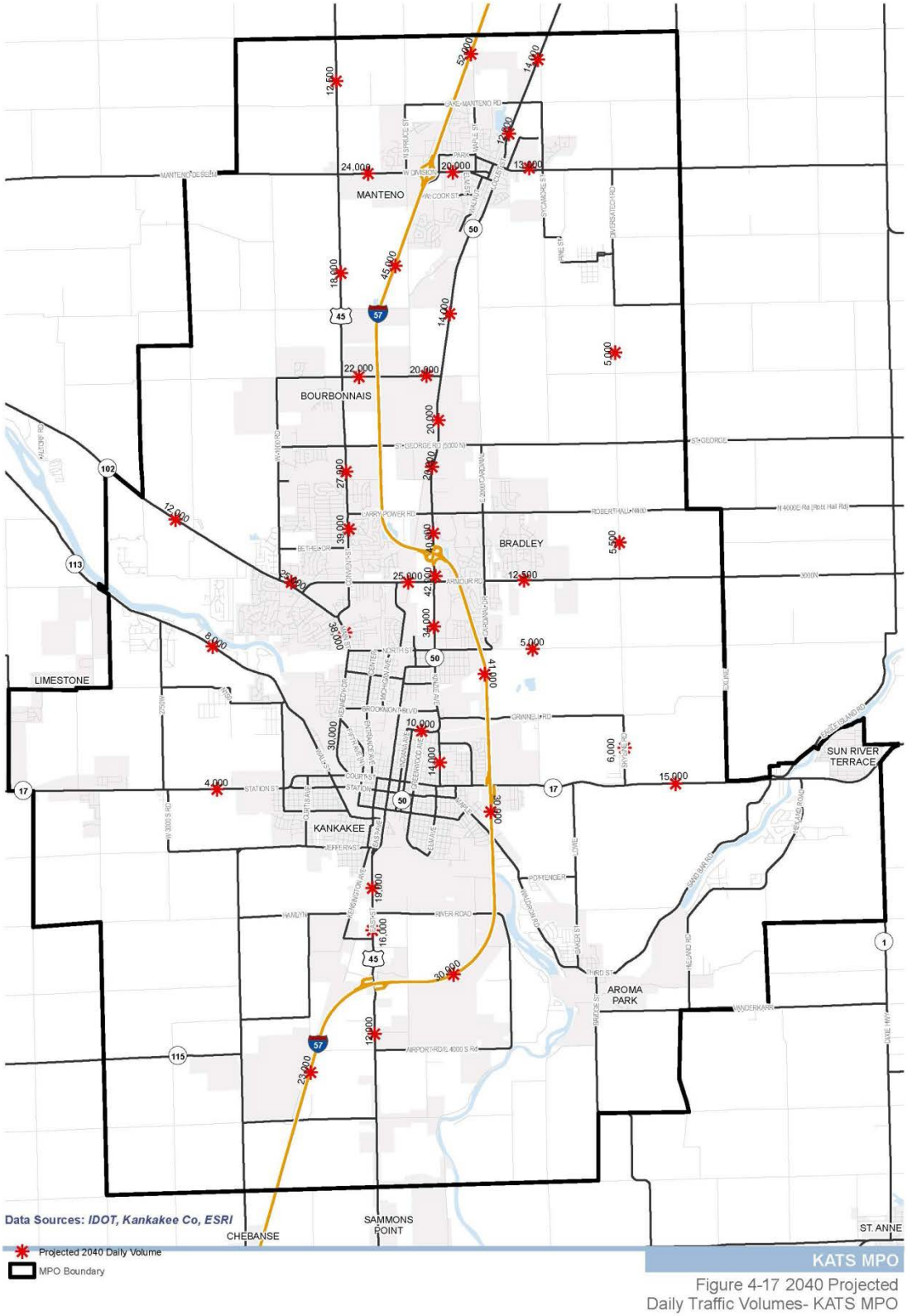
Future traffic counts and congestion are based on historical trends and forecasted roadway volumes. KATS does not have a travel forecasting model; therefore the projected 2040 volumes are based on a review of historical growth rates of traffic volumes. Furthermore, defining congestion varies geographically throughout the KATS MPA and is based on a number of factors. Potential future congestion concerns were identified based on a technical analysis and input from local stakeholders.

Residential and business development is a driving force in projecting traffic and congestion. Most recently, high-growth areas are geographically located between Kankakee and Manteno. Recent development in Bourbonnais and Bradley suggest traffic volumes will rise at a higher rate than other areas of the MPA, particularly after the new I-57 interchange at Bourbonnais Parkway opens. Continued growth in neighboring Will County, including the proposed South Suburban Airport and Illiana Expressway, could also have significant impacts on future traffic and congestion projections in the northern section of the KATS MPA.

Figure 4-17 displays projected 2040 daily traffic volumes along major roadways within the KATS MPA. **Figure 4-18** displays projected 2040 traffic capacity issues within the KATS MPA. Using planning level analysis, traffic congestion was determined leveraging factors such as number of lanes and future traffic volumes to the horizon year of 2040.

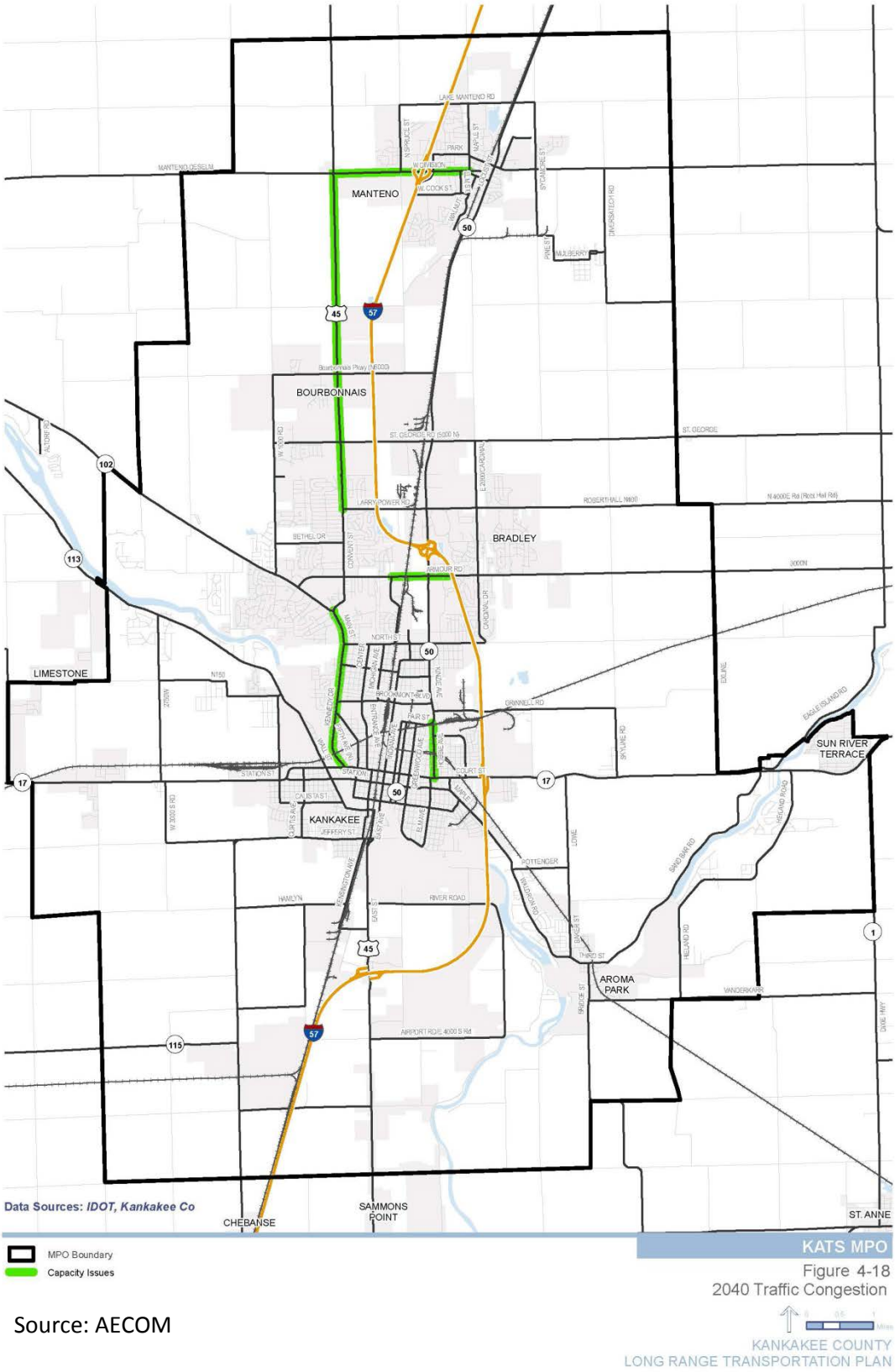
Armour Road and IL 50 – Afternoon Traffic Congestion

Figure 4-17: 2040 Projected Daily Traffic Volumes - KATS MPO



Source: AECOM, Illinois DOT Historical Counts, CMAP Historical Counts

Figure 4-18: 2040 Traffic Congestion



Source: AECOM

4.11.2. Future Network Connectivity

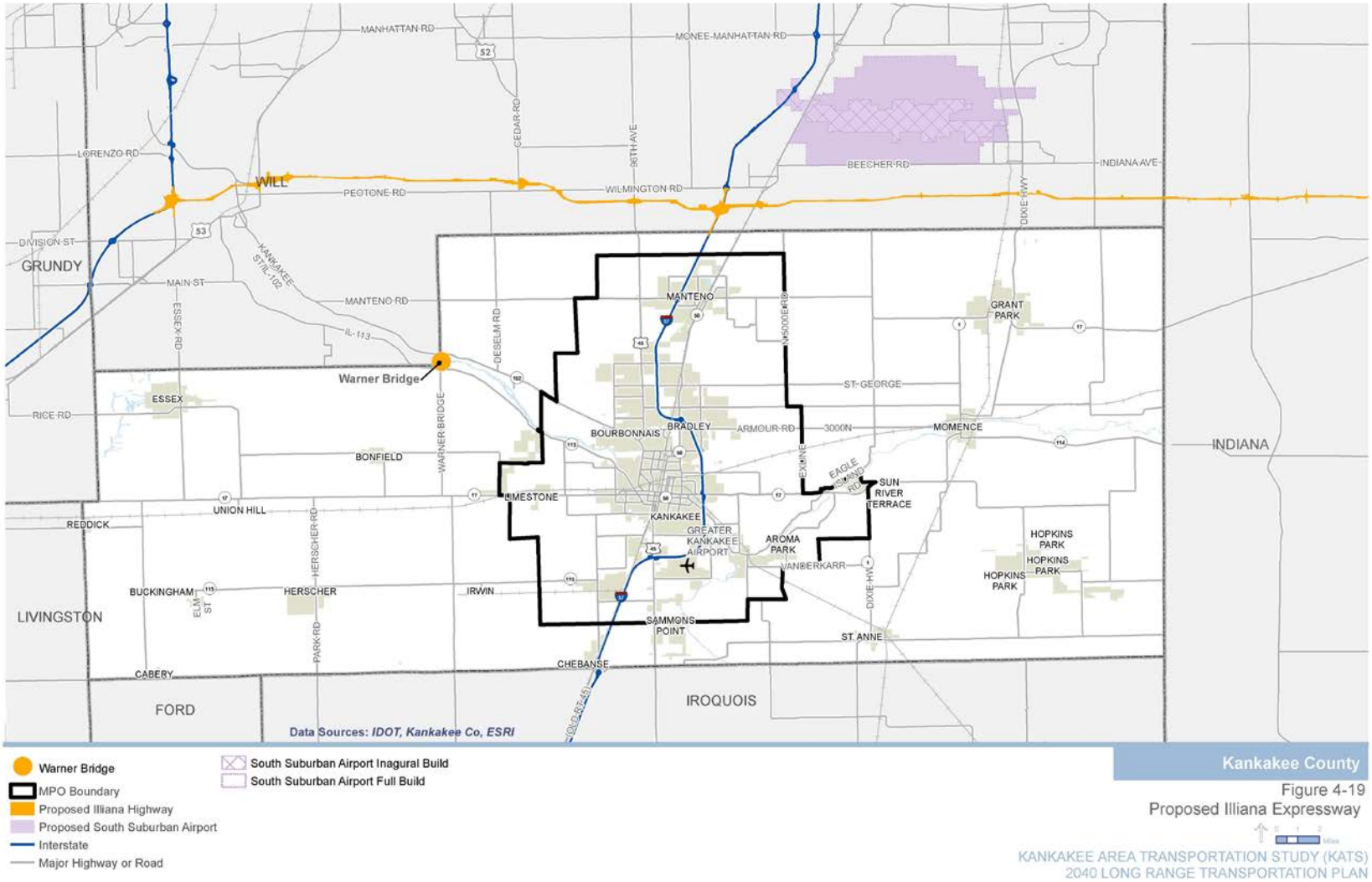
- **Bourbonnais Parkway (I-57 Interchange)**
  The construction of Bourbonnais Parkway (6000N and I-57 Interchange) is included in the IDOT 2014-2019 Highway Improvement Program for Kankakee County. The project is located 3.1 miles north of the Illinois 50 Interchange. Funds are programmed to cover a new interchange, bridge replacement, construction engineering, land acquisition, and a railroad crossing improvement at a cost of $57.5 million. The associated roadway improvements between U.S. Route 45/52 and Illinois Route 50 are funded in the Illinois Jobs Now! capital bill. The costs of the Interchange project and the associated improvements to 6000 N. Road from U.S. Route 45/52 to Illinois Route 50 is included in the FY 2015 TIP.

4.11.3. Regional Traffic Impacts

- **Illiana Expressway** (see **Figure 4-19**)
  IDOT, Indiana Department of Transportation (INDOT), and Will County Land Use Department have studied the Illiana Corridor for a number of years. The Illiana Expressway would consist of a multi-lane, limited-access expressway facility providing an east-west connection between I-55 in Illinois and I-65 in Indiana. The study area is bordered by U.S. 30 to the north and the Kankakee-Will County line to the south. As stated on the project website, the proposed expressway "would provide an alternate route for motorists traveling the I-90/94 corridor, relieving traffic on the I-80 Borman/Kingery Expressway and U.S. 30. It would serve as a bypass for trucks around the congested metropolitan highways, providing access to one of the largest inland port intermodal freight areas in the U.S. and the proposed South Suburban Airport. It would support economic development in this area and the potential for substantial job creation."[3] This project is currently part of CMAP's fiscally constrained plan, but the recent change of the Illinois governor has created an uncertain future.
- **South Suburban Airport (SSA)** (see **Figure 4-19**)
  While not a roadway improvement, the SSA would have a significant impact on Kankakee County and the KATS MPA. The SSA would provide significant economic value to the region and contribute heavily to the number of jobs in the region. The location of the SSA, in southeast Will County, would increase traffic in the region. North-south roads, providing access in and out of Kankakee County, would become very important in accommodating future travel patterns for both the general public and the movement of freight.
- **River Crossing** (see **Figure 4-19**)
  The possibility of a new river crossing within Kankakee County has been discussed for many years. During the development of this plan, Warner Bridge was closed for a portion of the 2013/2014 winter season. This closing once again raised the discussion about the possible long-term need to identify a new river crossing. As part of the LRTP issues identification survey, respondents indicated that there was a need to explore this subject further. It should be noted that this plan does not evaluate the feasibility of a new crossing. However, if one were to be constructed it would likely be constructed outside the current KATS MPA, but would still have significant impacts on and travel patterns.

[3] http://www.illianacorridor.org/about/overview.aspx, June 2, 2014.

Figure 4-19: Proposed Illiana Expressway and South Suburban Airport



4.11.4. Future Roadway Improvements

Potential projects in the KATS MPA were identified using input from KATS committee members and supported by the technical analysis. Projects were identified as local, state, and unsponsored projects that primarily address infrastructure, capacity, and safety issues as they relate to each corridor's assessment. In total, there are 25 local, 12 state, and 6 unsponsored projects identified in future roadway improvements.

Figure 4-20 displays the jurisdiction and location of the potential future roadway projects within the KATS MPA. **Table 4-6** describes the general location of the roadway or intersection. Chapter 11 provides additional detail regarding the project selection process and Chapter 12 outlines the fiscally constrained roadway improvements that are part of the 2040 LRTP.

Interstate 57

Figure 4-20: Potential Future Roadway Projects

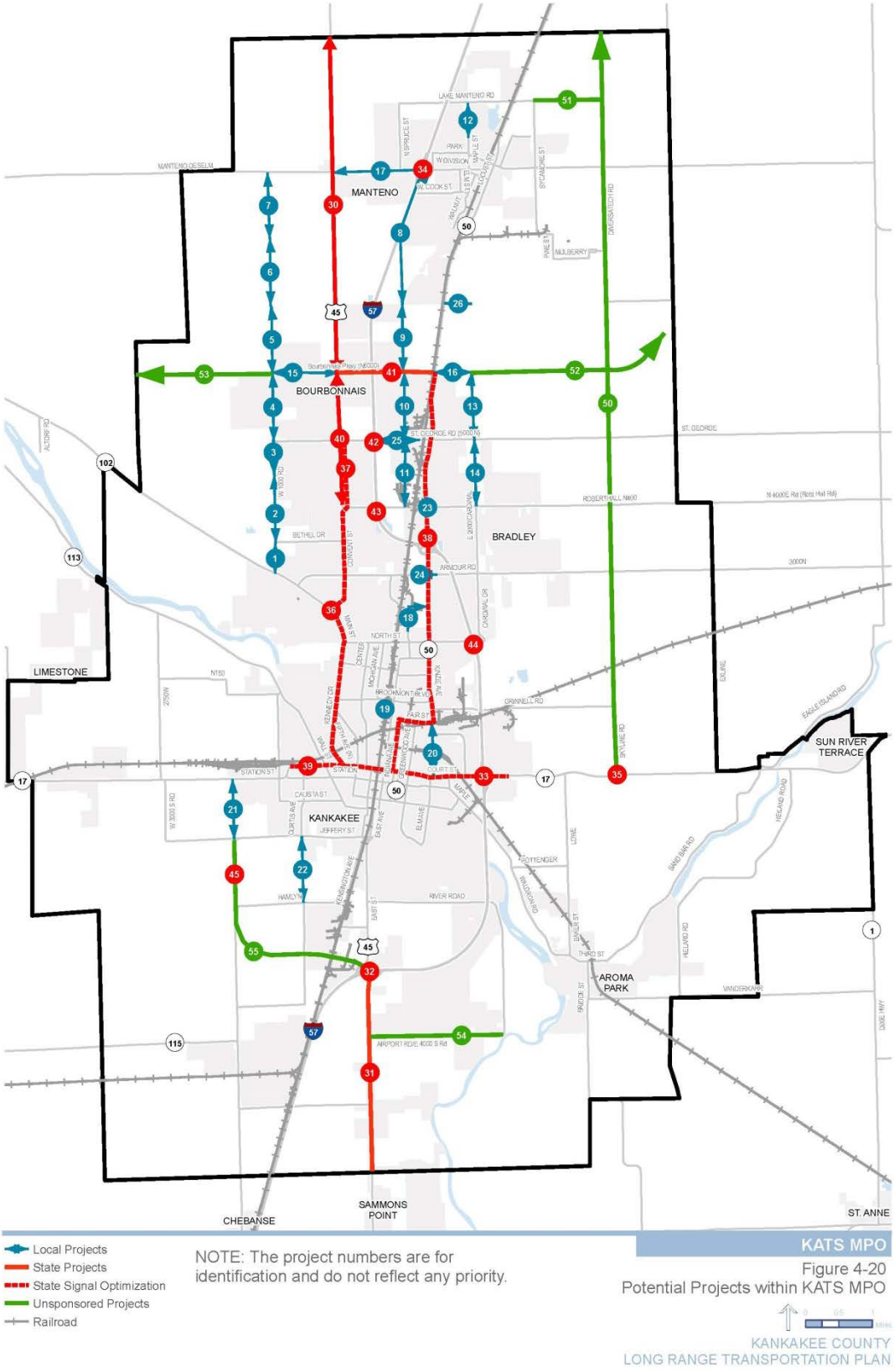


Table 4-7: Potential Future Roadway Projects

Local Projects

ID No.	Roadway	Starting Terminus	Ending Terminus
1	Career Center Rd	Main St NW	Bethel Dr
2	Career Center Rd	Bethel Dr	Burns Rd
3	Career Center Rd	Burns Rd	Indian Oaks Rd
4	Career Center Rd	Indian Oaks Rd	Bourbonnais Pkwy
5	Career Center Rd	Bourbonnais Pkwy	7000N Rd
6	Career Center Rd	7000N Rd	8000N Rd
7	Career Center Rd	8000N Rd	9000N Rd
8	1000E Rd	Division St	7000N Rd
9	1000E Rd	7000N Rd	6000N Rd
10	1000E Rd	6000N Rd	5000N Rd
11	1000E Rd	5000N Rd	Larry Power Rd
12	Maple St	7th St	10000N Rd
13	Cardinal Dr	6000N Rd	5000N Rd
14	Cardinal Dr	5000N Rd	Larry Power Rd
15	Bourbonnais Pkwy	Career Center Rd	Stonebridge Blvd
16	Bourbonnais Pkwy	Cardinal Dr	IL-50
17	Division St	U.S. 45/52	I-57 Interchange
18	Industrial Dr	Existing Industrial Dr	IL-50
19	Brookmont Blvd	Canadian National R.R. Bridge	
20	Hobbie Ave	Court St	Fair St
21	2000W Rd	Station St	Jeffery St
22	Curtis Ave	Jeffery St	2000S Rd
23	Intersection	Route 50 @ Larry Power Rd	
24	Intersection	Route 50 @ Armour Rd	
25	St. George Rd	I-57	IL-50
26	7000N Rd	Route 50	Cardinal Dr

State Projects

ID No.	Roadway	Starting Terminus	Ending Terminus
30	U.S. 45/52	Bourbonnais Pkwy	North MPO Boundary
31	U.S. 45/52	Airport Rd	I-57
32	Interchange	I-57 @ US 45/52 (Exit 308)	
33	Interchange	I-57 @ IL-17 (Court St)	
34	Interchange	I-57 @ Division St. (Manteno)	
35	Intersection	IL-17 @ Skyline Rd	
36	Intersection	US 45/52 @ IL-102 (Main St.)	
37	U.S. 45/52	Court St	St. George Rd
38	IL-50	Court St	Bourbonnais Pkwy
39	IL-17 (Court St)	Merchant St	2750E Rd
40	US 45/52	Larry Power Rd	Bourbonnais Pkwy
41	Bourbonnais Pkwy	US 45/52	IL-50
42	I-57 Overpass	I-57 @ St. George Rd	
43	I-57 Overpass	I-57 @ Larry Power Rd	
44	I-57 Overpass	I-57 @ North St	
45	IL-115	IL-115 @ Gar Creek	

Unsponsored Projects

ID No.	Roadway	Starting Terminus	Ending Terminus
50	Skyline Rd	IL-17	Manteno Rd
51	10000N Rd	4000E Rd	Sycamore Rd
52	Bourbonnais Pkwy	Cardinal Dr	Skyline Rd
53	Bourbonnais Pkwy	Career Center Rd	County Hwy 30/2250W Rd
54	Airport Road	US 45/52	River Rd
55	2000W Rd	Jeffery St	US 45/52

4.11.5. Local Roadway Projects

Career Center Road (1-7): The combined segments of 1 through 7 make up a north-south improvement that would extend from Illinois Route 102 to 9000N Road, one mile west of U.S. Route 45/52. Development has occurred near the south portion of this roadway and future development will make this an important future corridor. This project also becomes an important regional north-south connection once the Bourbonnais Parkway and I-57 interchange opens.

1000E Road (8-11): Improvements to 1000E would provide an alternative to I-57 for north-south travel. East-west freight traffic between U.S. Route 45/52 and Illinois Route 50 need local access to the new interchange.

Maple Street (12): Maple Street provides local north-south access into and out of central Manteno.

Cardinal Drive (13-14): This roadway parallels IL-50 from North Street to 6000N Road, roughly one mile east of IL-50. Development has occurred and will continue along the corridor. This roadway is one of the few local roadways that connect Bradley with Manteno and will become increasingly important to the local transportation system in the future.

Bourbonnais Parkway (15-16): Bourbonnais Parkway, in coordination with the state I-57 interchange project, provides important east-west access and connectivity through the KATS MPA, and extends into rural Kankakee County.

Division Street (17): Division Street has been identified for capacity improvements. However, the scope of this project is heavily contingent on the future of the proposed Illiana Expressway. Currently, projected future traffic volumes indicate Division Street could be constructed as a 4 to 5 lane cross section. However, if the Illiana were constructed, this improvement could relieve traffic along Division Street and potentially reduce the need construct a 4 to 5 lane cross section. Instead, this corridor could potentially be constructed as a 3 to 4 lane cross section.

Industrial Drive (18): Industrial Drive currently functions as a north-south connector to local area businesses. The project would connect the existing Industrial Drive to IL-50. This project would enhance local connections and help alleviate traffic congestion in the area.

Brookmont Boulevard (19): Brookmont Boulevard has seen the expenditure of federal transportation funding twice in the history of the MPO. This roadway has been improved with the exception between Michigan Ave and Schuyler Ave, where a two-lane railroad underpass requires reconstruction. The project lies within the City of Kankakee. As with previous LRTPs, this plan recognizes this as an important local and regionally significant project. KATS strongly endorses the upgrade and improvement of this segment of Brookmont Boulevard but current funding is not adequate to construct the needed improvement.

Brookmont Boulevard Rail Underpass

Hobbie Avenue (20): Hobbie Avenue is a north-south truck-friendly corridor that connects IL-17 to IL-50. This project is identified in the current LRTP as a priority and part of the fiscally constrained plan. Hobbie Avenue currently carries just less than 10,000 AADT and would benefit the movement of freight and enhance safety.

2000W Road (21): This north-south corridor will connect 1000S Road to IL-17. The project also would link up with Segment 55 to the south to provide a southwestern bypass to the City of Kankakee to support the efficient movement of freight both locally and regionally.

Curtis Avenue (22): This north-south corridor will connect 2000S Road to 1000S Road and fill-in a gap in the transportation system. This project would support the efficient movement of freight both locally and regionally.

IL-50 at Larry Power Road (23): The jurisdictions of portions of the roadway lie with the Village of Bourbonnais, Bourbonnais Township, and the Village of Bradley. This improvement would improve the overall traffic operations in the area.

IL-50 at Armour Road (24): Armour Road has seen the expenditure of federal transportation funding once in the history of the MPO. The Village of Bradley, State of Illinois, and Kankakee County jointly financed the improvement of the portion between IL-50 and Cardinal Drive to a four-lane facility. Kankakee County has connected the City of Momence to the Village of Bradley through the completion of Armour Road between the two communities. This project would improve the intersection approaches on Armour Road to address capacity issues.

St. George Road (25): Portions of this roadway have been improved in previous projects funded by the State of Illinois, the Village of Bourbonnais, and Kankakee County. This project would improve the overall traffic operations.

7000N Road (26): This new roadway construction provides increased access to IL-50. As development continues east of IL-50, 7000N Road will become increasingly more important for businesses and residents in the area.

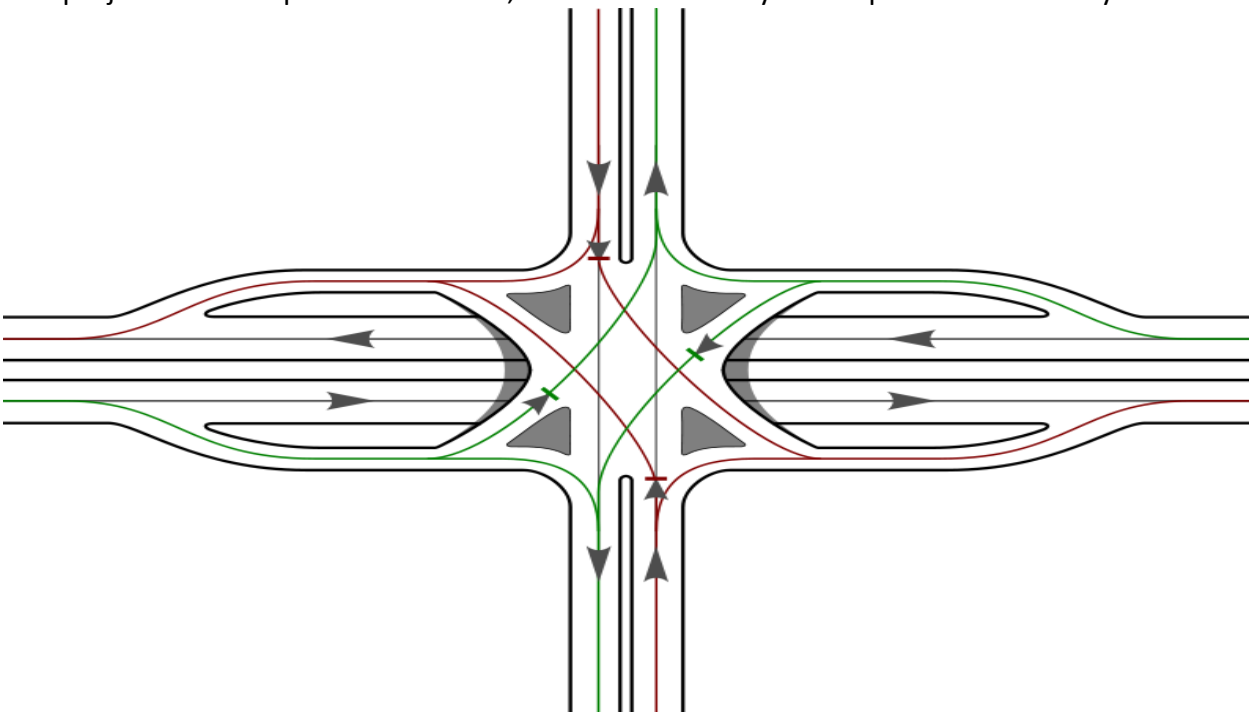
4.11.6. State Roadway Projects

U.S. 45/52 (30): As population and employment continue to grow in the northern portion of Kankakee County, and as Will County continues to grow, improving this major north-south route into and out of Kankakee County will become increasingly important. This project would add capacity to U.S. 45/52 to accommodate projected traffic volumes and future capacity issues.

Interchange - I-57 @ U.S. 45/52 (Exit 308) (31-32): This project would enhance the regional to local connection and increase access to the Greater Kankakee Regional Airport.

Interchange - I-57 @ IL-17 (Court Street) (33): Interchange improvements at I-57 and IL-17 are currently being developed. Current plans call for the reconstruction of this interchange as a

single point urban diamond (see diagram below) in addition to mainline improvements to I-57. This project would improve traffic flow, reduce travel delay and improve traffic safety.



Single-Point Urban Interchange

Intersection - I-57 @ Division Street (Manteno) (34): As a result of continued growth in the northern portion of Kankakee County, the I-57 exit 322 interchange could require capacity improvements. Interchange improvements will help alleviate traffic and congestion and improve safety.

Intersection - I-57 @ Skyline Road (35): This project would consist of intersection improvements to improve safety.

Intersection – U.S. 45/52 @ IL 102 (Main Street) (36): Intersection improvements to enhance safety.

U.S. 45/52 (37): Signal and intersection upgrades to improve traffic efficiency and safety concerns.

IL-50 (38): Signal and intersection upgrades to improve traffic efficiency and safety concerns.

IL-17 (Court Street) (39): Signal and intersection upgrades to improve traffic efficiency and safety concerns.

U.S. 45/52 (40): Improving this major north-south route into and out of Kankakee County will become increasingly important. This project would add capacity to US 45/52 to accommodate projected traffic volumes and future capacity issues.

Bourbonnais Parkway (41): Bourbonnais Parkway, in coordination with the proposed local projects to the east (#16 and #52) and west (#15 and #53), provides important east-west local access and connectivity through the KATS MPA. It also increases access into rural Kankakee County. This provides important freight access and an alternative to crossing the railroad to the east.

I-57 Overpass @ St. George Road (42): Bridge replacement to provide safety and better preserve connectivity within the system.

I-57 Overpass @ Larry Power Road (43): Bridge replacement to provide safety and better preserve connectivity within the system.

I-57 Overpass @ North Street (44): Bridge replacement to provide safety and better preserve connectivity within the system.

IL-115 (45): Bridge replacement to provide safety and better preserve connectivity within the system.

4.11.7. Unsponsored Roadway Projects

Unsponsored projects were identified through the planning process. These projects are primarily conceptual in nature and require further study to identify the project details. These projects are likely long-term projects and they do not currently have a sponsoring agency.

Skyline Road (50): One of the primary concerns within Kankakee County is the inefficient and inconsistent movement of freight. To a large extent, truck traffic in eastern Kankakee County travels along roadways that are not constructed to handle the heavy wear and tear. Improving Skyline Road would provide an enhanced north-south connection that could also function as a primary truck route.

10000N Rd (51): This connection would tie into an improved Skyline Road and would also support increasing traffic expected from the proposed Illiana Expressway and South Suburban Airport.

Bourbonnais Parkway (52-53): These two projects would be completed to support the new I-57 and Bourbonnais Parkway interchange project. Together, these improvements would help establish an additional east-west route that would enhance local and regional travel flow.

Airport Road (54): This improvement would enhance east-west access to and from the Greater Kankakee Regional Airport and support future growth and development in the area.

2000W (55): This project, when combined with Segment 21, forms a bypass option that would enhance the movement of freight within the region. This project would also benefit downtown Kankakee by relieving truck traffic on IL-17.

5. Chapter 5: Public Transportation

Primary forms of public transportation within the KATS MPA include River Valley METRO Mass Transit District and SHOW BUS Public Transportation. River Valley METRO provides urban transit service while SHOW BUS provides rural transit service. Together, these two entities provide transit service for residents and employees throughout the region.

5.1. Existing Transit Service

5.1.1. Urban Transit Service

Transit service for the Kankakee Urbanized Area is provided by River Valley METRO Mass Transit District, commonly referred to as METRO, established in September 1998. METRO provides service to the municipalities of Kankakee, Aroma Park, Bourbonnais, Bradley, Manteno, and Manteno Township (as well as Kankakee County). Fixed-route bus service operates every 30 minutes or one hour and also includes an ADA/paratransit service called METRO Plus. This service runs on the same schedule as the fixed-route but requires advanced registration by 4:00pm the day before, with 24-hour notice recommended. METRO also runs service to the University Park Metra Station and to Midway Airport.

5.1.2. Rural Transit Service

Kankakee County's rural transit system has been operated by SHOW BUS since 1999. SHOW BUS has been providing public transportation service to central Illinois counties since 1979, and is also available to residents of rural DeWitt, Ford, Iroquois, Livingston, Macon, and McLean counties. Service is made possible by funding from FTA, through IDOT, and a coalition of local governments, community groups, churches, civic groups, and others. Technical support for SHOW BUS is provided by Kankakee and McLean Counties.

SHOW BUS operates demand response service and the Momence deviated fixed route service within Kankakee County on weekdays. SHOW BUS varies its service depending on the day of the week. One variation serves Leesville, Hopkins Park, St. Anne, Sun River Terrace, and Aroma and Otto Townships. The other variation serves Cabery, Buckingham, Herscher, Irwin, Chebanse, Otto Township, Momence, and Grant Park. Round trip fares cost $4.00 for demand response service. The Momence deviated fixed route fare is $2.00 roundtrip.

5.2. Transit Service

Service coverage area and bus stop locations are intended to maximize access to and from employment and housing centers within the KATS MPA. Forecasting future housing and employment trends is important to ensure an appropriate level of service. The service area is planned to maximize potential ridership. **Figure 5-1** illustrates public transportation within a regional context. **Figure 5-2** includes largest area employers in relation to METRO service.

Figure 5-1: Public Transportation-Regional Context

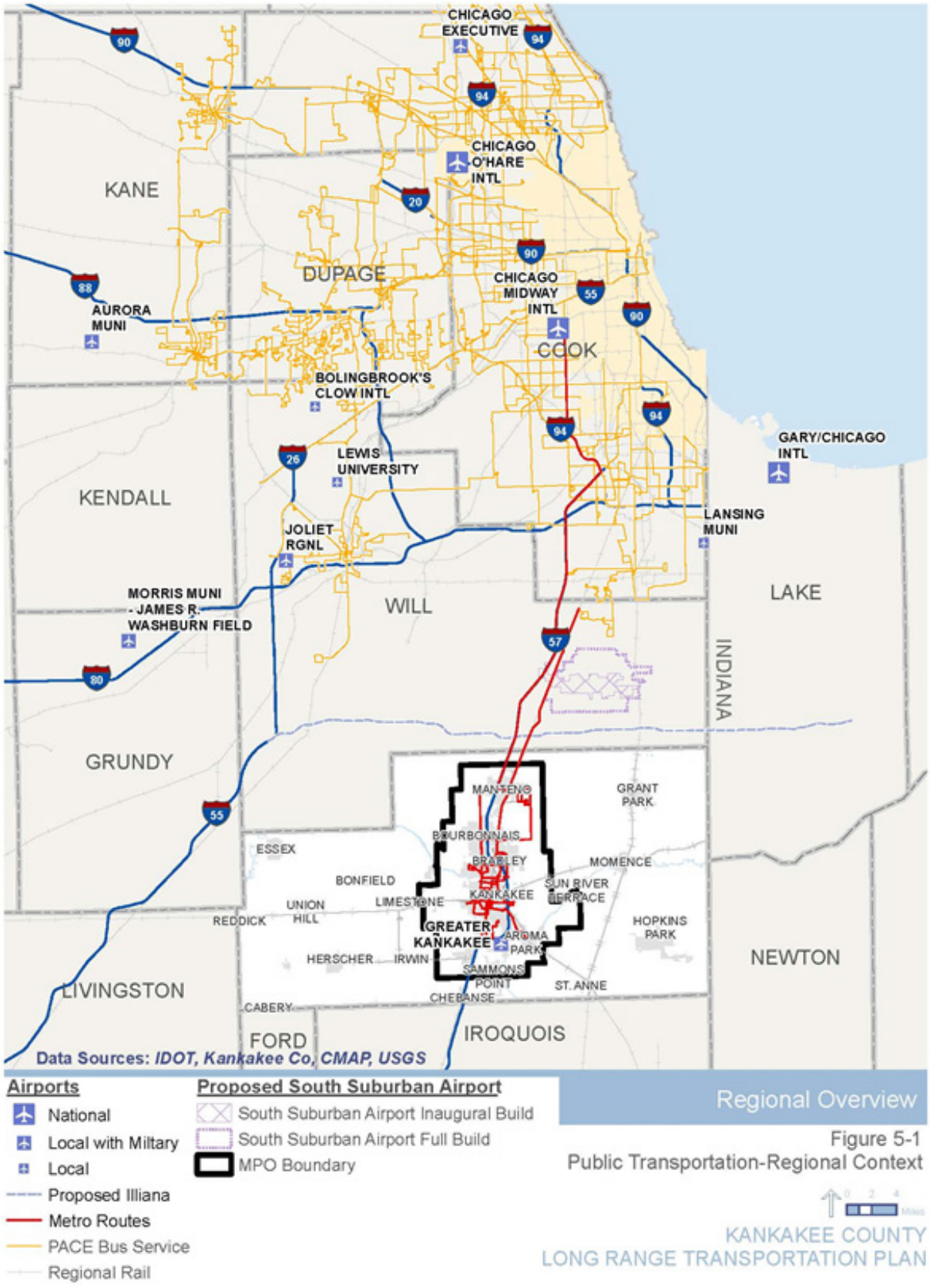
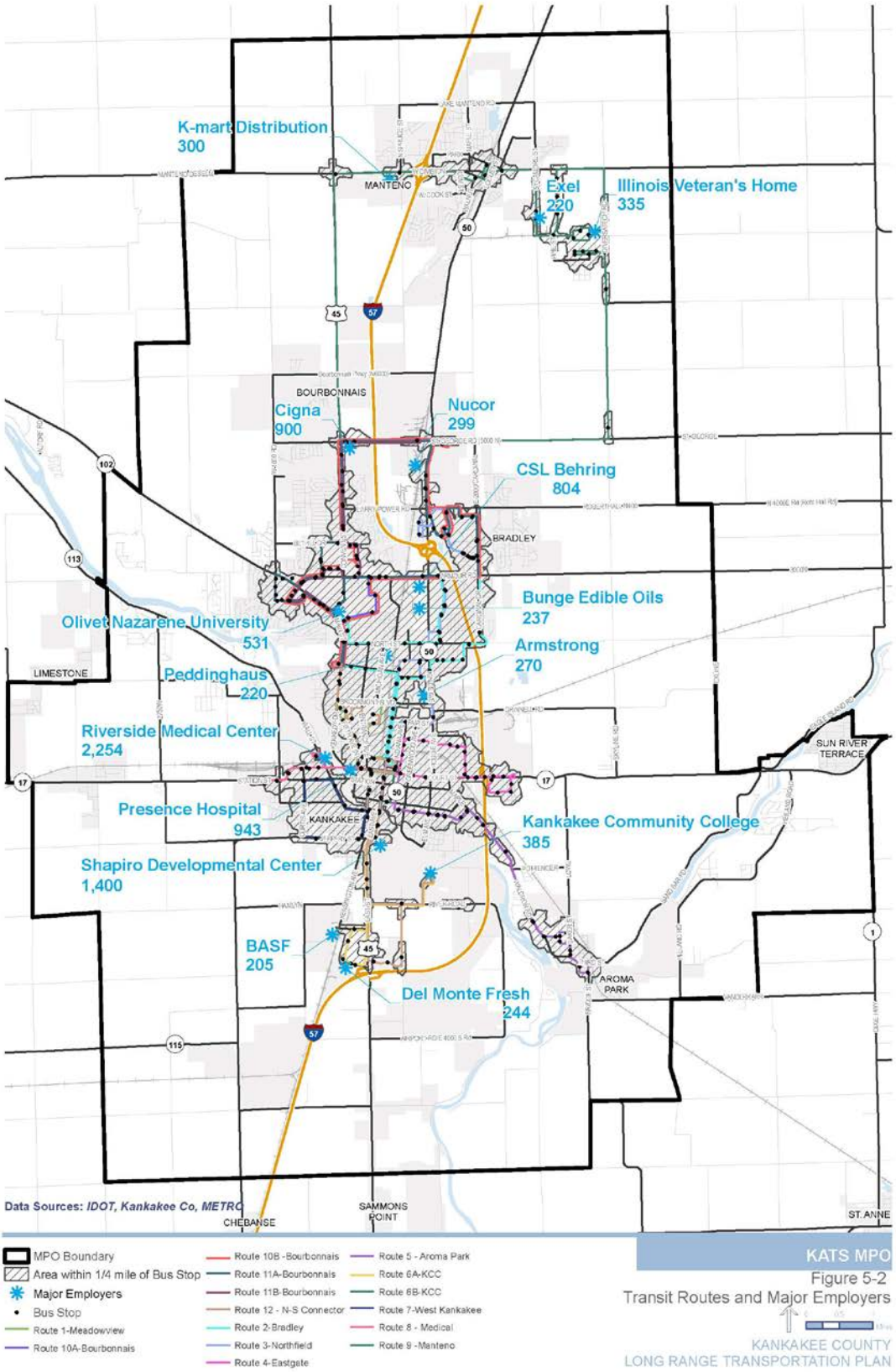


Figure 5-2: River Valley METRO Transit Routes and Major Employers



* 16 of 20 major employers depicted in Kankakee MPO

METRO provides a total of 12 fixed-route bus services, listed in **Table 5-1**. This table also lists the route service area, headways, number of stops, scheduled time-points, and total route running time for each route. As reference, headway is the scheduled time interval between any two revenue vehicles operating in the same direction. Running time is the time assigned for the movement of a revenue vehicle over a route on a route segment basis.

Table 5-2 lists "other service routes" with route information and ridership statistics. **Table 5-3** lists major destinations associated with each METRO Route.

Table 5-1: River Valley METRO – Fixed Route Transit Route and Ridership Statistics (2012)

Route			Statistics			
Route Number	**Route Name**	**Service Area**	**Headway (Minutes)**	**Bus Stops**	**Scheduled Timepoints**	**Running Time (Minutes)**
1	Meadowview	Kankakee	30	24	8	30
2	Bradley	Kankakee	60	44	9	60
3	Northfield Square Mall	Kankakee	60	47	8	60
4	Eastgate	Kankakee	30	26	6	30
5	Aroma Park	Kankakee	60	39	10	60
6	Kankakee CC [1]	Kankakee	30	30	7 (A); 6 (B)	30
7	West Kankakee	Kankakee	60	24	7	30
8	Medical Center	Kankakee	60	16	5	30
9	Manteno	Kankakee	60	32	8	60
10	Bourbonnais [2]	Bourbonnais	60	53	10 (A & B)	60
11	Bourbonnais [2]	Bourbonnais	60	53	11 (A & B)	60
12	North South Connector	Kankakee	60	34	13	60

[1] Kankakee Community College features A-B Service; A-Festival Drive, B-Riverstone Parkway (both have 30 minute headways and run times)

[2] Bourbonnais Features A-B Service; each contains two sections where the route branches and rejoins

Table 5-2: River Valley METRO – Other Transit Routes and Ridership Statistics (2012)

Route		Statistics			
Route Name	**Service Area**	**Headway (Minutes)**	**Bus Stops**	**Scheduled Time Points**	**Running Time (Min)**
University Park	Bourbonnais, Manteno, University Park	(Varies)	3	3	45 #
Midway Commuter	Manteno, Chicago	180 (appx)	2	2	75 (appx)

Running Time listed for one-way segment of the round-trip route

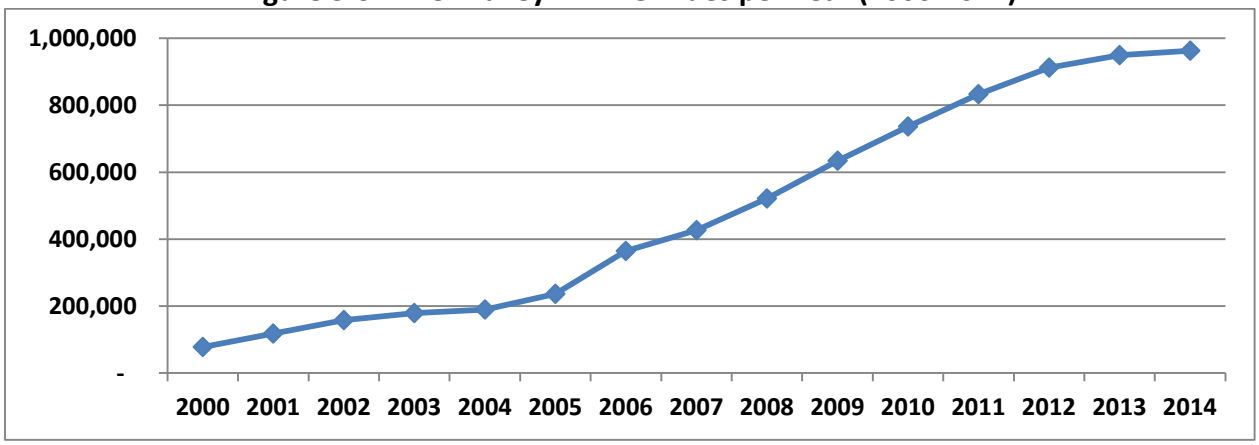
Table 5-3: River Valley METRO –Transit Routes and Major Destinations

Meadowview – Route 1	Bradley West School, Oak Orthopedic, First American Bank, Meadowview Shopping Center, MacNamara High School, Brookmont Bowling Center, Ultra Foods, Azzarelli Apartments, Kankakee Kommons, Lafayette Primary School, Presence St. Mary's Hospital, Paramount Theater
Bradley – Route 2	Olivet Nazarene University, Bradley West School, BBCHS, KCTC, Paramount Theater, Bradley East School, Menards, Hobby Lobby, Kmart and Lowe's, Village Square Shopping Center and Library
Northfield Square Mall – Route 3	Northfield Square Mall, Target, Michaels's, Hidden Cove Sportsplex, Menard's, Kmart, Lowe's, Bradley East School
Eastgate – Route 4	Paramount Theater, County Courthouse, Salvation Army, King Middle School, River Valley Supportive Living, East Court Village, Mark Twain School, Kankakee Junior High
Aroma Park – Route 5	Grace Baptist School, Aroma Park Village Hall, Aroma Park Grade School
KCC – Route 6	Paramount Theater, Amtrak, Kankakee City Hall, Shapiro ,Ace Hardware, Prairieview Estates, Economy Inn and Greyhound Station, Aldi's, Hilton Garden Inn, Wal-Mart, GAR Creek Trail and Prairie, Kankakee Community College
West Kankakee – Route 7	Paramount Theater, Library, Amtrak, Jewel, Kennedy Middle School, Kankakee High School, Taft Elementary School
Medical Center – Route 8	Kankakee County Health Department, KC CASA, Riverside Medical Center and Riverside Hospital, Presence St. Mary's Hospital, Amtrak, County Courthouse, Library, Paramount Theater
Manteno – Route 9	Oak St. Shelter, Village Hall, Oakridge Manufactured Homes, Sears Logistics, Kmart Distribution, METRO Center Transfer Station, Wal-Mart, Manteno Golf Course, Illinois Veteran's Home, Heritage Woods, Indian Oaks
Bourbonnais – Route 10	Bourbonnais Upper Grade Center, Library, VA Clinic, Kroger, Wal-Mart, METRO Center Transfer Station, Cigna, Riverside Fitness, Riverside Medical Plaza, Presence St. Mary's, Shabbona School, Alan Shepard School, Robert Frost School, Bourbonnais, Village Hall, Jewel, Olivet Nazarene University, St. Vincent DePaul Transfer Center, Bradley West School, Northfield Square Mall
Bourbonnais – Route 11	Bourbonnais Upper Grade Center, VA Clinic, Kroger, Wal-Mart, METRO Center Transfer, Cigna, Riverside Fitness, Riverside Medical Plaza, Presence St. Mary's, Noel Lavasseur School, Bourbonnais Village Hall, Robert Frost School, Perry Farm, St. Vincent DePaul Transfer Center, Bradley West School, Olivet Nazarene University, Alan Shepard School, Shabbona School, Aldi's, Northfield Square Mall
North South Connect – Route 12	St. Vincent DePaul Transfer Center, Meadowview Center, Walgreens, Ultra, Azzareli Towers, Kankakee Kommons, Chestnut and Schuyler Transfer Center, Walgreens, Jewel, Shapiro, Ace Hardware, Prairieview Estates, Economy Inn and Greyhound Bus Station, Hilton Garden Inn, Wal-Mart, Splash Valley, Kankakee Community College

5.3. Transit Analysis

METRO ridership since 2000 has steadily increased each year. As illustrated in **Figure 5-3**, METRO ridership has increased from 77,128 annual rides in 2000 to 962,785 annual rides in 2014. This steady growth can be attributed to factors such as KATS MPA population growth, route expansion, and METRO adapting to meet mobility needs.

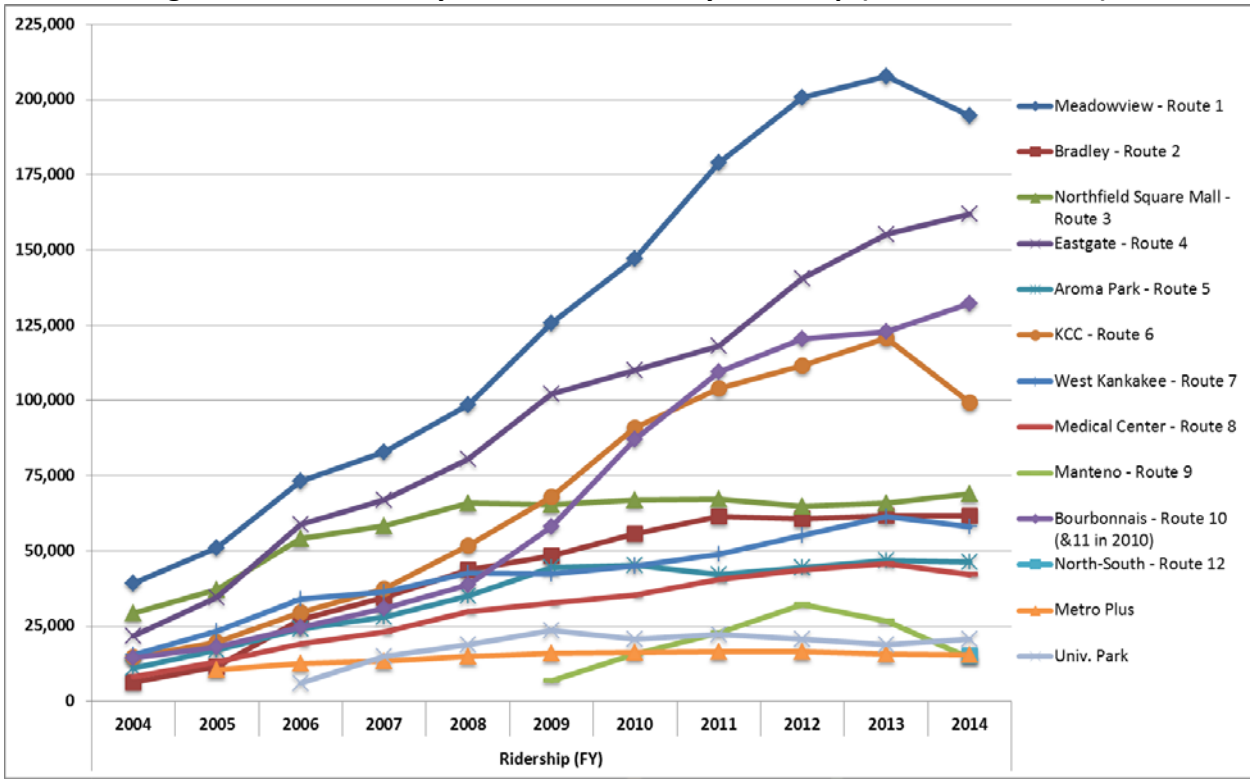
Figure 5-3: River Valley METRO Rides per Year (2000-2014)



Source: River Valley Metro Mass Transit

Ridership by route from FY 2004 to FY 2014 reveals positive trends and they all experienced increased ridership from FY 2004 to FY 2014. Route 1 has the highest annual ridership with 194,784 rides in 2014. Ridership for Routes 1 (Meadowview) and 6 (K.C.C.) have decreased since the introduction of Route 12. **Figure 5-4** displays the ridership for River Valley METRO routes from FY 2004 to FY 2014.

Figure 5-4: River Valley METRO – Routes by Ridership (FY 2004 - FY 2014)



Source: River Valley Metro Mass Transit

Figures 5-5 and **5-6** displays population and employment densities within and adjacent to the Kankakee MPO within ¼ mile of the METRO service area.

Figure 5-5: 2010 Population within ¼ Mile of METRO Bus Stops

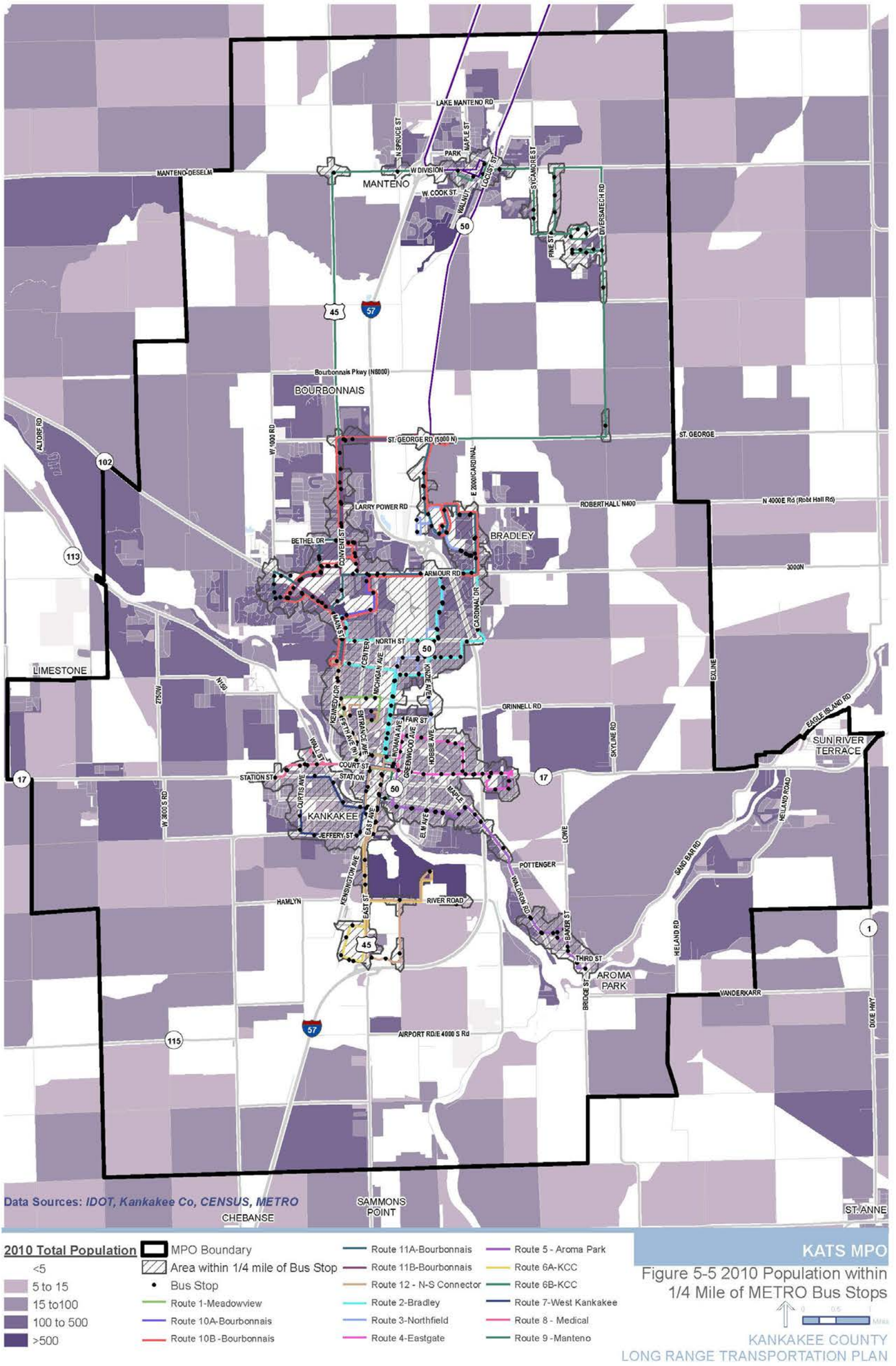
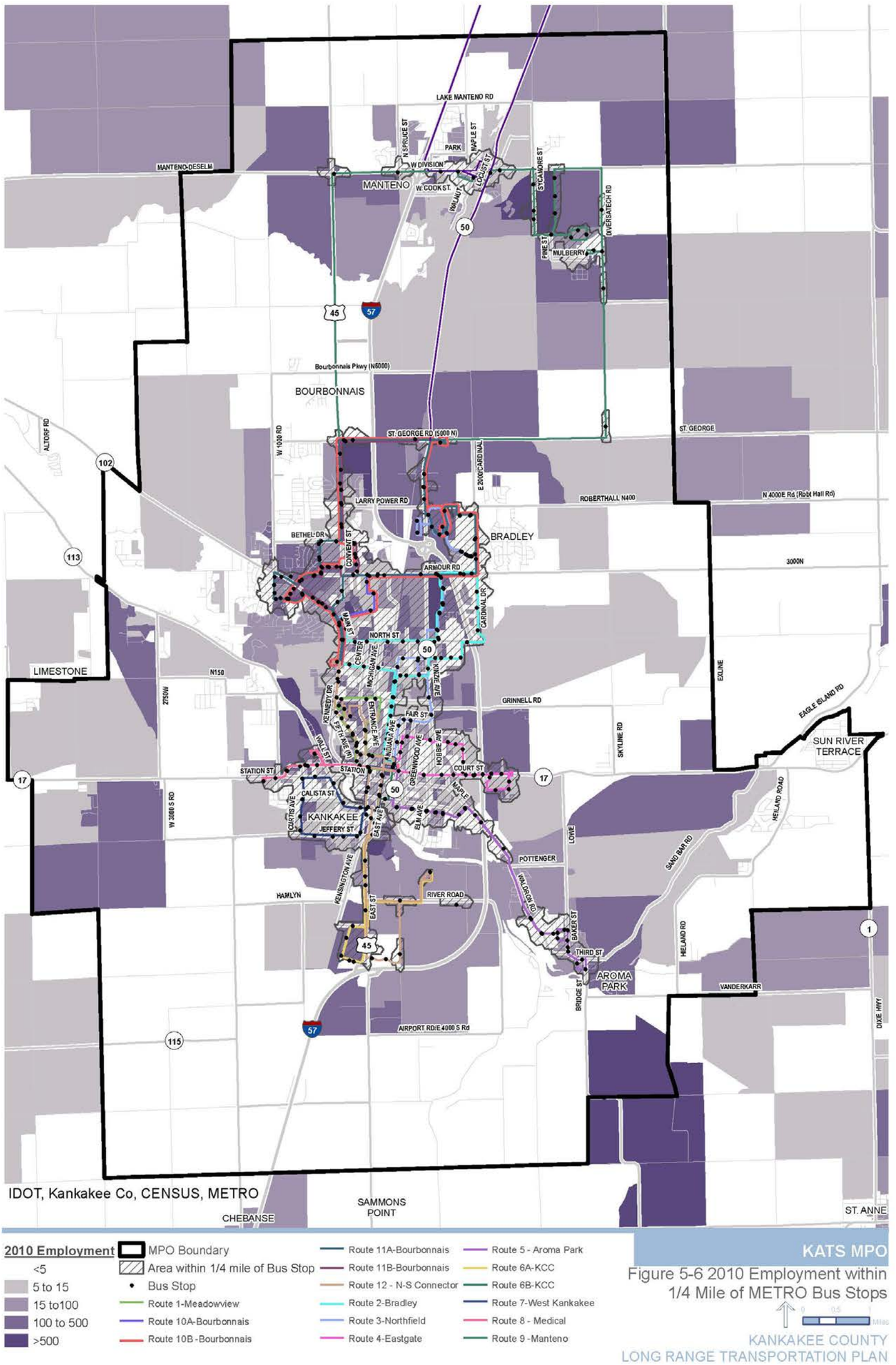


Figure 5-6: 2010 Employment within ¼ Mile of METRO Bus Stops



5.4. Peer Evaluation

Transit performance metrics are a key indicator as to how efficient a transit system is operating. The following performance metrics provide a good indicator as to how efficient METRO is operating in comparison to other Illinois transit operators:

- **Revenue Miles per Service Area Population (2007-2012)**
  In 2012, Kankakee's METRO ranked second to Moline with an average of 15 revenue miles per service area population. Vehicle revenue miles in 2012 totaled 978,126 for a service area population of 66,386. This represents a significant improvement in Kankakee since 2007 where Kankakee had an average of 10 revenue miles per service area population.
- **Hours of Operation per Week (2012)**
  Kankakee ranks tied for first in hours of operation per week in 2012. Bloomington-Normal and Kankakee both operate an average of 112 hours per week.
- **Operating Expense per Revenue Mile (2012)**
  Revenue miles are the miles traveled when a vehicle is available to the general public for service. Kankakee ranks sixth with an expense of $5.31 per revenue mile. This places Kankakee in the middle amongst its peers with other service providers ranging from $2.90 to $7.34 per revenue mile.
- **Operating Expense per Revenue Hour (2012)**
  Revenue hours are the hours traveled when a vehicle is available to the general public for service. Kankakee ranks fourth with an expense of $74.70 per revenue hour. This places Kankakee toward the top amongst its peers with other service providers ranging from $65.97 to $117.20 per revenue hour.
- **Percent Change in Revenue Hours (2007-2012)**
  Kankakee's revenue hours from 2007 to 2012 have increased 47%. Kankakee ranks second amongst its peer transit providers. The average increase in revenue hours amongst all systems stands at 18%.

Figures 5-7 to **5-11** illustrate Kankakee's transit service in comparison to Illinois transit operators.

Figure 5-7: Revenue Miles per Service Area Population (2007-2012)

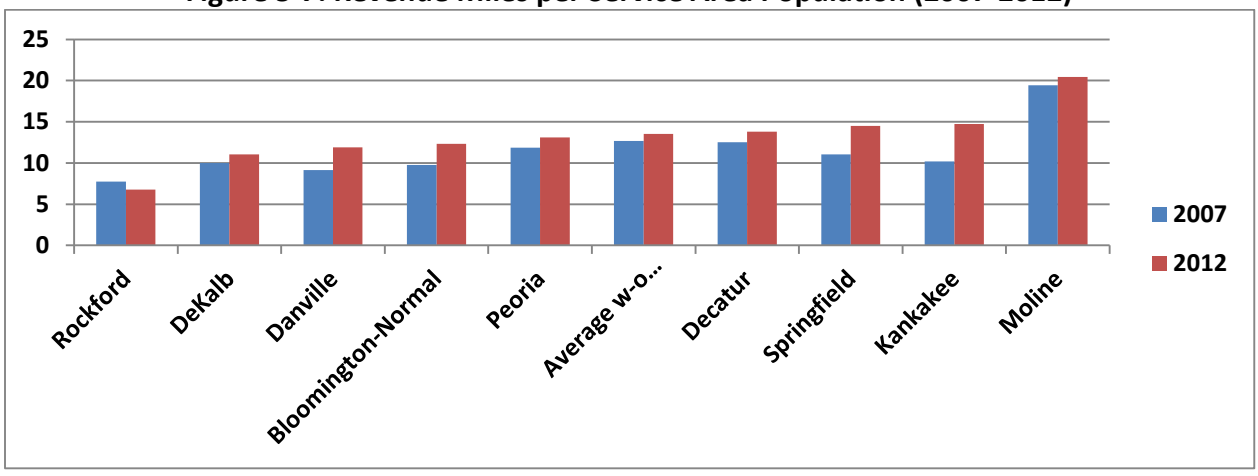


Figure 5-8: Hours of Operation per Week (2012)

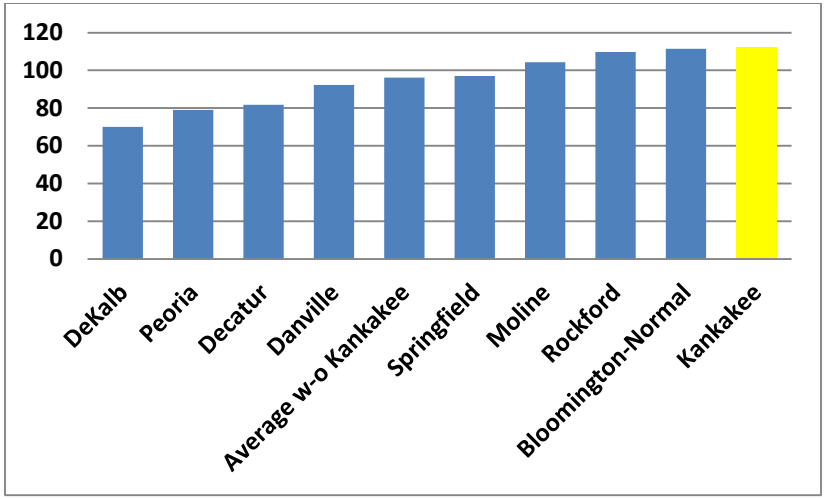


Figure 5-9: Operating Expense per Revenue Mile (2012)

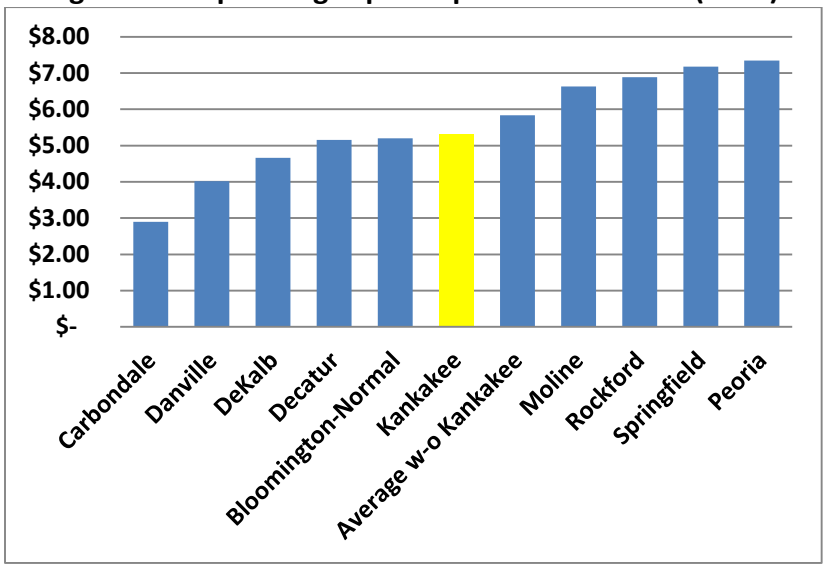


Figure 5-10: Operating Expense per Revenue Hour (2012)

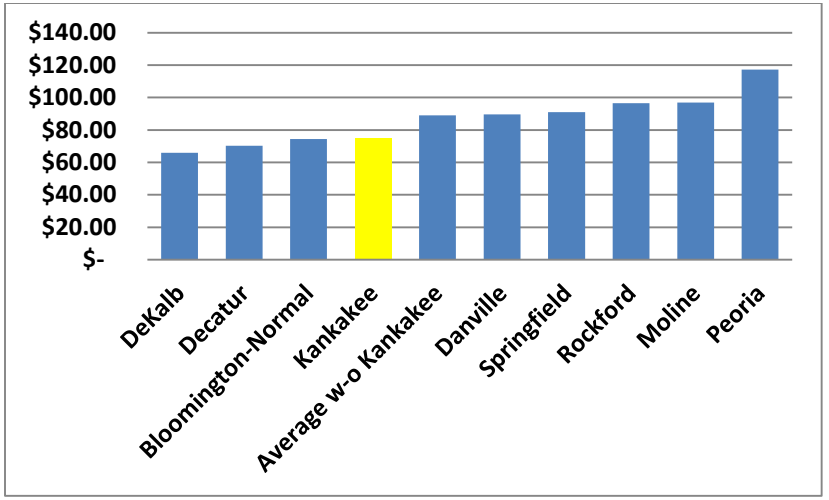
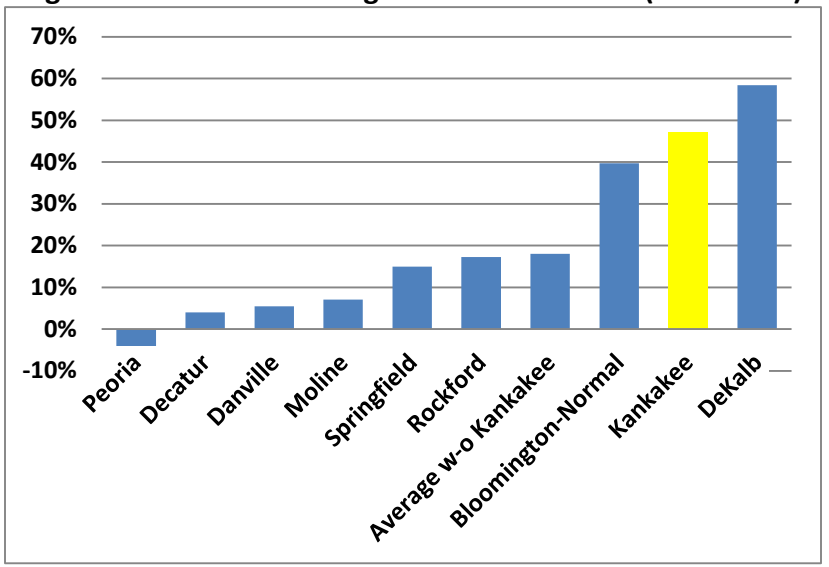


Figure 5-11: Percent Change in Revenue Hours (2007-2012)



5.5. Fares

METRO provides two options for paying transit fares – one way / per ride and monthly passes. The agency provides discounts for children less than 6 years old, students, older adults, and persons with disabilities. Free transfers are provided within one half hour of each other, up to a maximum of three, for one-way trips. Different fare structures apply to the regular urban fixed routes and commuter services. **Table 5-4** summarizes the METRO fare structure.

Table 5-4: River Valley METRO Fare Structure

Passenger Type	Fare Price
Regular (6+ Years of Age)	$1.00
Children Under 5 years	Free
Circuit Breaker	Free
Disabled	$0.50
University Park Commuter	$2.00
Disabled / Elderly University Park	$1.00

5.6. Transit Fleet

METRO operates a transit fleet of 25 vehicles with 3 vehicles used for service, maintenance, and customer care purposes. One of these vehicles is a super-duty, twelve are heavy-duty, eleven are medium-duty, and one is a car. The thirteen super-duty and heavy-duty vehicles are 30-35 foot long buses used for fixed-route service. Eight transit vehicles are medium-duty vehicles which are also designated for fixed-route service. Four were manufactured in 2007 and the remaining four in 2008. Miles logged on these vehicles are considerably lower than the heavy-duty fleet, ranging from 146,000 to 212,000. The remaining four vehicles are medium- to light-duty vehicles intended for both fixed-route and paratransit service; this includes one car and three 14-passenger vans.

Of the 25 fleet vehicles, two were manufactured in 1999, one was manufactured in 2002, ten were manufactured in 2004, six were manufactured in 2007, and six were manufactured in 2008. The average age of the fleet is 9.9 years old. Most of the fleet vehicles have logged under 300,000 miles; however, three 2004 models have logged over 500,000 miles. The average mileage for the entire service fleet is 287,913 miles.

There is a number of replacement vehicles planned for procurement and delivery. These include two 14-passenger vans (delivered in mid-2014), four 25 to 35 passenger buses (delivered in mid-2014), three bus rapid transit (BRT) vehicles (planned for delivery in mid-2015), and three 35+ passenger buses (planned for delivery in mid-to-late 2015). Of these, only one of the 35+ passenger buses has funding committed. **Table 5-5** summarizes the existing and planned METRO fleet.

Table 5-5: Existing and Planned Transit Fleet

Existing Fleet			
Manufacture Date	Vehicle Type	Mileage	IDOT replacement Funds
5/1/1999	Heavy Duty	467,272	Yes
11/1/1999	Heavy Duty	462,707	Yes
7/15/2002	Medium-Duty (14-pass)	326,030	Yes
7/15/2004	Heavy Duty	261,159	No
7/15/2004	Heavy Duty	302,585	No
7/15/2004	Heavy Duty	239,604	No
7/15/2004	Heavy Duty	270,661	No
7/15/2004	Heavy Duty	291,068	No
7/15/2004	Heavy Duty	231,324	No
7/15/2004	Heavy Duty	320,717	No
9/1/2004	Heavy Duty	534,198	Yes
9/1/2004	Heavy Duty	546,831	Yes
9/1/2004	Heavy Duty	554,680	Yes
3/1/2007	Medium-Duty Fixed Route	210,951	No
3/1/2007	Medium-Duty Fixed Route	198,441	No
3/1/2007	Medium-Duty Fixed Route	212,907	No
3/1/2007	Medium-Duty Fixed Route	194,214	No
6/1/2007	Service Vehicle	53,201	No
7/15/2007	Super Medium-Duty (22-pass)	334,752	Yes
7/15/2007	Medium-Duty (14-pass)	162,069	No
3/1/2008	Medium-Duty Fixed Route	169,099	No
3/1/2008	Medium-Duty Fixed Route	157,704	No
3/1/2008	Medium-Duty Fixed Route	150,860	No
3/1/2008	Medium-Duty Fixed Route	146,474	No
7/15/2008	Medium-Duty (14-pass)	163,602	No
7/15/2008	Car	109,035	No
7/15/2010	Other	24,634	No
9/15/2012	Other	45,225	No
Planned Fleet			
Planned Delivery Date	Vehicle Type	Quantity	Funding Committed
7/15/2014	Medium-Duty (14-pass)	2	No
7/15/2014	Medium Bus (25-35 pass)	4	No
7/15/2015	BRT Vehicle	3	No
7/15/2015	Large Bus HYBRID (>35 pass)	1	Yes
12/15/2015	Large Bus HYBRID (>35 pass)	2	TBD

Source: River Valley METRO (2014)

5.7. Coordinated Human Services Transportation Plan

The Kankakee Urbanized Area Human Services Transportation Plan (HSTP) was developed partly in response to the passage of MAP-21. It is intended to:

> "Bring service providers, transportation funders, clients, customers, and the community to a realization of improved efficiency and equity of transportation throughout the Kankakee urban area and significantly reduce obstacles to citizens with special needs, particularly low income persons, persons with disabilities, persons in zero vehicle households, older adults, and youth. The aim is to improve accessibility and mobility and minimize gaps and duplication in service." [4]

Regarding public transit, the plan details not only services provided by METRO and SHOWBUS, but also 11 other human service agency transportation providers. Most of these are privately-operated seniors and veterans homes but also includes private medical care providers (dialysis treatment) and religious organizations. The plan mentions there is limited taxi, Greyhound, and Amtrak services provided in the Kankakee Urbanized Area.

The plan explains that travel times for transit users are roughly twice the duration of private vehicles. City of Kankakee users have the lowest average travel times at 41 minutes (compared to 20 minutes for private vehicles). Manteno and Bourbonnais had the longest travel times at 82 and 78 minutes respectively, compared with 32 and 21 minutes for private automobile. Bradley also experienced long commute times of 72 minutes via transit and 23 minutes via private automobile. With the exception of City of Kankakee, each town experienced significantly higher transit travel times than the Illinois average of 49 minutes and U.S. average of 48 minutes (28 minutes and 26 minutes for private automobiles respectively).

With respect to major trip generators, nearly all are located in the Kankakee Urbanized Area. These include schools, shopping centers, medical facilities, public service centers, major employers, and others. Four of the top twenty major employers are located in Momence, outside of the urban area, employing more than 1,500 workers.

The plan provides details on unmet transportation needs within the urbanized area. An emphasis on the conditions for disadvantaged populations details the lack of fixed-route service to link neighborhoods in the eastern and central areas of Kankakee to major destinations. These areas contain the highest concentrations of low-income, disabled, youth populations, and zero-car households.

An important note on accessibility is the sidewalk conditions in many different locations of the urbanized area make access to transit particularly difficult.

5.7.1. Americans with Disabilities Act (ADA)

The Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, funded by the FTA, is a program designed to improve mobility for seniors and individuals with

[4] Kankakee Human Services Plan (HSTP), page 5. (January, 2014)

disabilities by removing transportation barriers and providing transportation services and expanding available mobility options.

Eligible projects include those that are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. It may also be used for public transportation projects that exceed the requirements of the Americans with Disabilities Act of 1990 as amended that improve access to fixed-route service. It can also be used to decrease reliance by individuals with disabilities on complementary paratransit and provide alternatives to public transportation that assist seniors and individuals with disabilities. For a project to be considered eligible for MAP-21 Section 5310 funding, it must be derived, as defined by FTA, from a locally developed Coordinated Public Transit- Human Services Coordinated Plan (HSTP). In accordance to the eligibility requirements described, Kankakee County's transit operator, River Valley METRO, is eligible and able to pursue Section 5310 funding.

5.8. Future Transit Scenarios

5.8.1. Overview

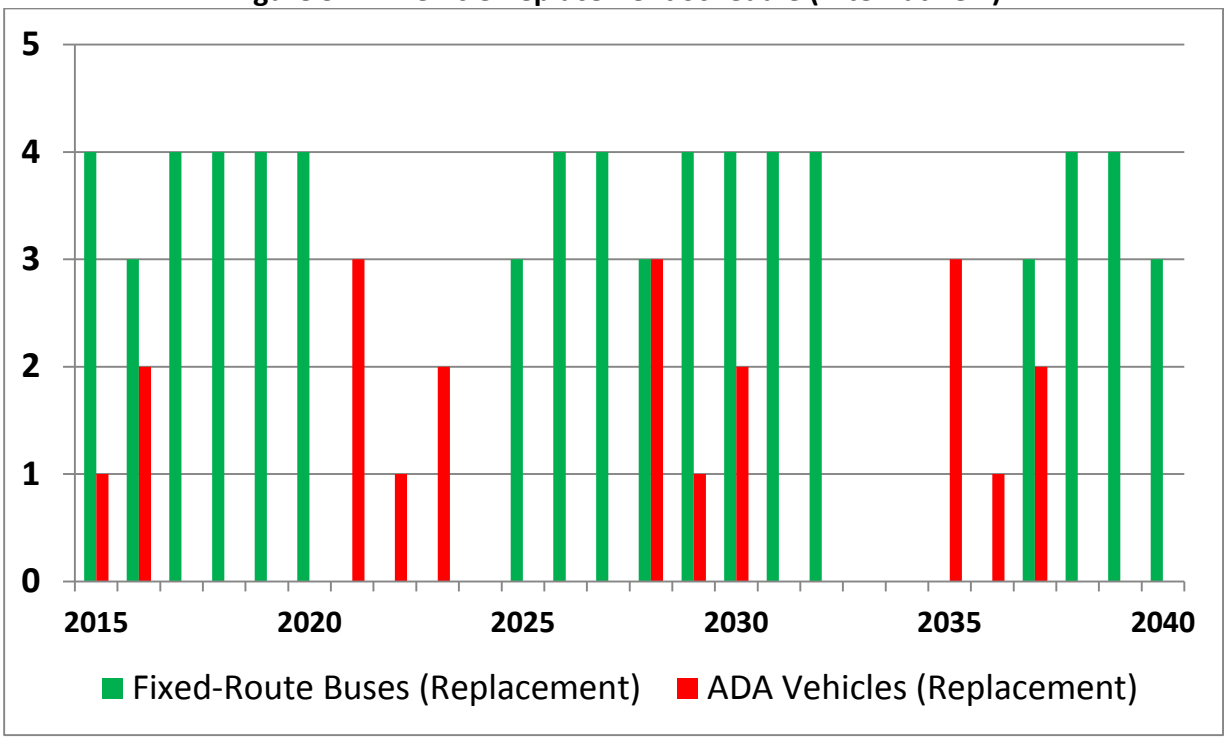
As part of the 2040 LRTP, the project team met with the METRO Board and staff to discuss future mobility issues and to identify potential long-term transit scenario investments. The following provides a summary of the scenarios.

5.8.2. Alternative 1 – Maintain Current Level of Service (Baseline Scenario)

Alternative 1 represents a baseline condition which assumes 2015 current level of service will continue to 2040. It is currently METRO's policy to be proactive and to strategically identify short-term and long-term transit improvements. This process includes annually reviewing existing services and routes to ensure adequate coverage and sufficient headways. This scenario would do little to grow the local transit services to accommodate the future mobility needs of the region.

Another important aspect on evaluating future transit scenarios is identifying the capital needs. One of the largest capital needs for a transit operator is the regular replacement of vehicles. **Figure 5-12** identifies the projected replacement schedule of both fixed-route and ADA vehicles in the KATS MPA.

Figure 5-12: Vehicle Replacement Schedule (Alternative 1)



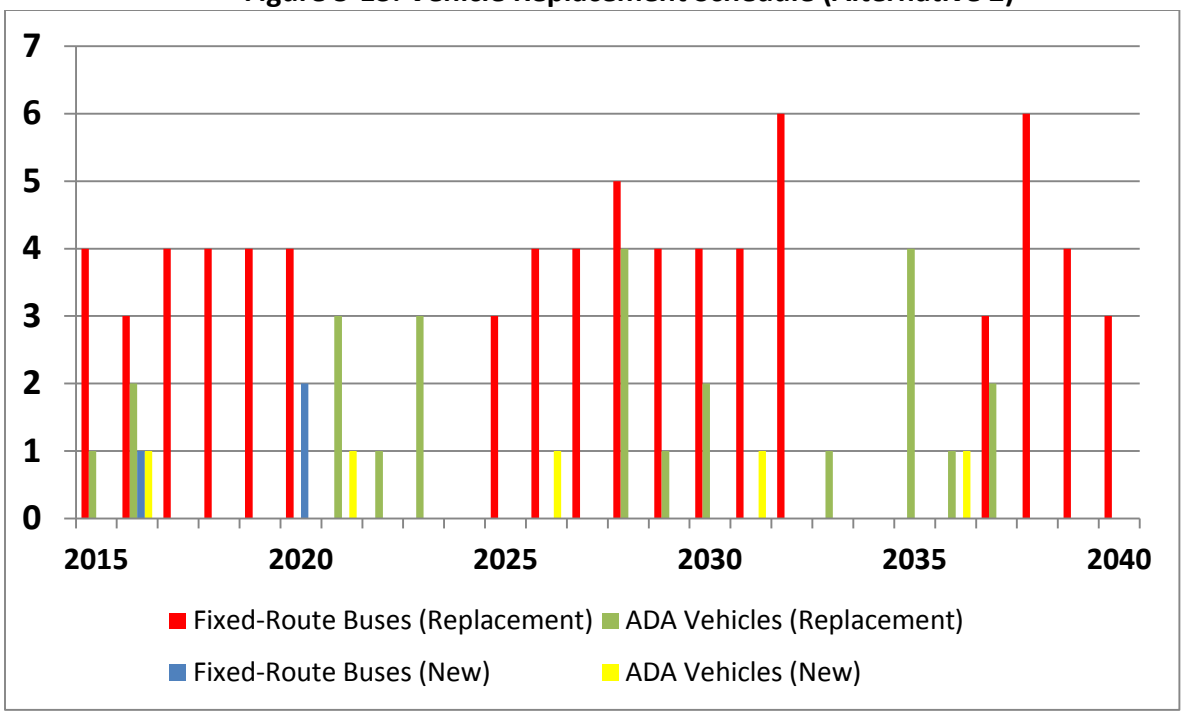
5.8.3. Alternative 2 – Strategic Investment to Meet Future Demand

Alternative 2 represents a strategic investment approach to address future travel demand and mobility needs. This scenario reflects an approach where METRO would identify opportunities to implement targeted investments to meet future travel needs. This scenario assumes additional service is added to meet projected demand and changing mobility needs which could potentially include the following:

- One new ADA vehicle and route added every 5 years (2015)
- Additional Midway Airport route (2016)
- New route serving regional airport (2020)
- New route serving Will County (2020)
- Additional Transit Officer (2016 & 2021)
- Additional Mechanic (2021)
- Kankakee Transfer Center Construction (2019)
- Assumes 7% increase Federal formula based on midline LRTP population (2022 & 2032)

In terms of capital costs, this scenario would require the purchase of new vehicles, in addition to maintaining and replacing the existing transit fleet. **Figure 5-13** identifies the projected replacement schedule of both fixed-route and ADA vehicles and the purchase of new vehicles.

Figure 5-13: Vehicle Replacement Schedule (Alternative 2)



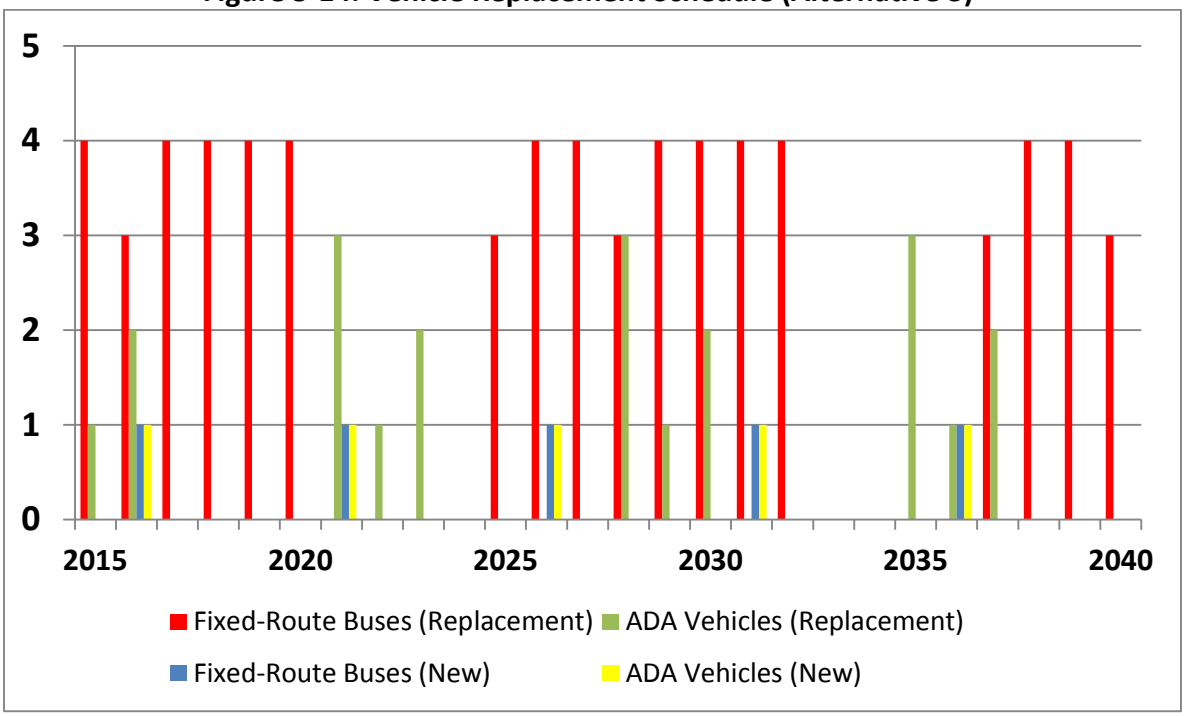
5.8.4. Alternative 3 – 30-Minute Headway for Entire System

Alternative 3 represents a concept that has been identified in previous LRTPs. This concept calls for the implementation of 30-minute headways on all fixed-routes. Currently, five routes do not operate on 30-minute headways. The following assumptions were made regarding this scenario.

- One route increased to ½-hour every five years (beginning in 2016)
- One additional ADA vehicle/route every five years (beginning in 2016)
- One additional mechanic (2026)
- Assumes loss of two productivity categories for Small Transit Intensive Cities (STIC) funds (2017)
- Assumes 7% increase Federal formula based on midline LRTP population (2022 & 2032)

In terms of capital costs, this scenario would require the purchase of new vehicles, in addition to maintaining and replacing the existing transit fleet. **Figure 5-14** identifies the projected replacement schedule of both fixed-route and ADA vehicles and the purchase of new vehicles.

Figure 5-14: Vehicle Replacement Schedule (Alternative 3)



5.8.5. Vehicle Replacement Scenarios

The following table represents the estimated capital costs associated with the three scenarios. Generally speaking, finding sufficient funds to replace old vehicles has been and will continue to be a challenge. Scenarios 2 and 3 would require new vehicles to be added to the fleet. These new vehicles would need additional replacement vehicles which require additional funds.
Table 5-6 displays the vehicle placement schedule.

Table 5-6: Vehicle Replacement Schedule

	Scenario 1	Scenario 2	Scenario 3
Fixed-Route Buses (Replacement)	67	73	67
Fixed-Route Buses (New)	0	3	5
ADA Vehicles (Replacement)	21	25	21
ADA Vehicles (New)	0	5	5
Total Vehicles	**88**	**106**	**98**

	Scenario 1	Scenario 2	Scenario 3
*Fixed-Route Buses (Replacement)	66.9	73.8	66.9
*Fixed-Route Buses (New)	0	2.3	4.8
*ADA Vehicles (Replacement)	3.2	3.8	3.2
*ADA Vehicles (New)	0	0.7	0.7
Total (Fixed-Route and ADA)	**70.1**	**80.6**	**75.6**

* In millions of dollars, annual inflation rate applied

5.8.6. Summary

The Three alternative future transit scenarios were evaluated to identify the potential financial capacity to implement different services. The findings of the alternative scenarios analyses support that the capital needs for all three scenarios are substantial. METRO, like most transit providers across the country, struggles to find sufficient funding to regularly replace vehicles that have exceeded their service life. This situation by itself makes it difficult to implement extensive service enhancements.

METRO's current funding condition is heavily dependent on operational performance. For several years METRO has received funding from the Small Transit Intensive Cities funding (STIC) (10% of income) which rewards smaller transit agencies with funding if certain performance measures are comparable or exceed the performance levels of larger transit operators. If METRO were to implement service expansion, such as those discussed in scenarios 2 and 3, there is the possibility that the agency might not be able to maintain the same performance levels and as a result could lose STIC funds. If this were to occur, additional local funding would need to be identified to fill the funding gap and avoid potential service reductions.

Another funding mechanism worth exploring is the availability of Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds. ADA bus replacement

through the urban HSTP process is a significant funding mechanism worth pursuing and can improve anticipated funding gaps.

The recommended approach for future transit investment is for METRO to continue with strategic review of planning needs. This investment strategy could include some new service, or the possibility of increasing specific routes to 30-minute headways. The actual investment will be decided based on need and travel demand.

6. Chapter 6: Non-Motorized

This chapter provides an overview of the non-motorized transportation network for the KATS MPA. The KATS region consists of a well-established parkway and urban trail system within Kankakee County and KATS MPA. There is also the potential to expand non-motorized connections throughout the KATS MPA through new trail connections as well as additional on-street facilities.

Figure 6-1 displays existing trails within the MPA. **Figure 6-2** depicts the existing land use for the KATS MPA and Kankakee County. **Figure 6-3** depicts the anticipated land use patterns for 2040. To understand opportunities for future growth, the figure illustrates where growth is most likely to occur.

Figure 6-1: Existing Trails and Urban Greenway – KATS MPO

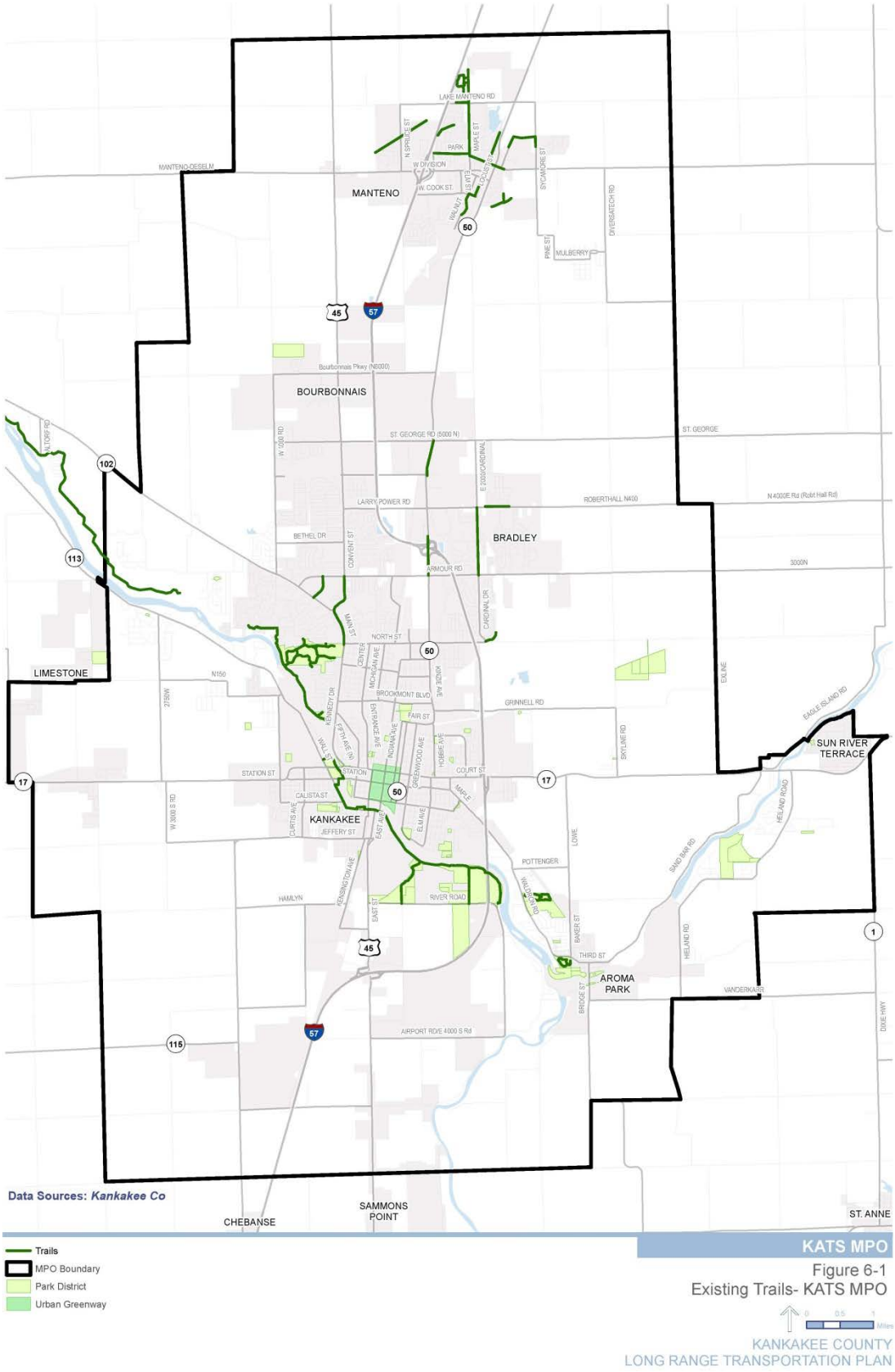


Figure 6-2: Kankakee County Existing Land Use Pattern

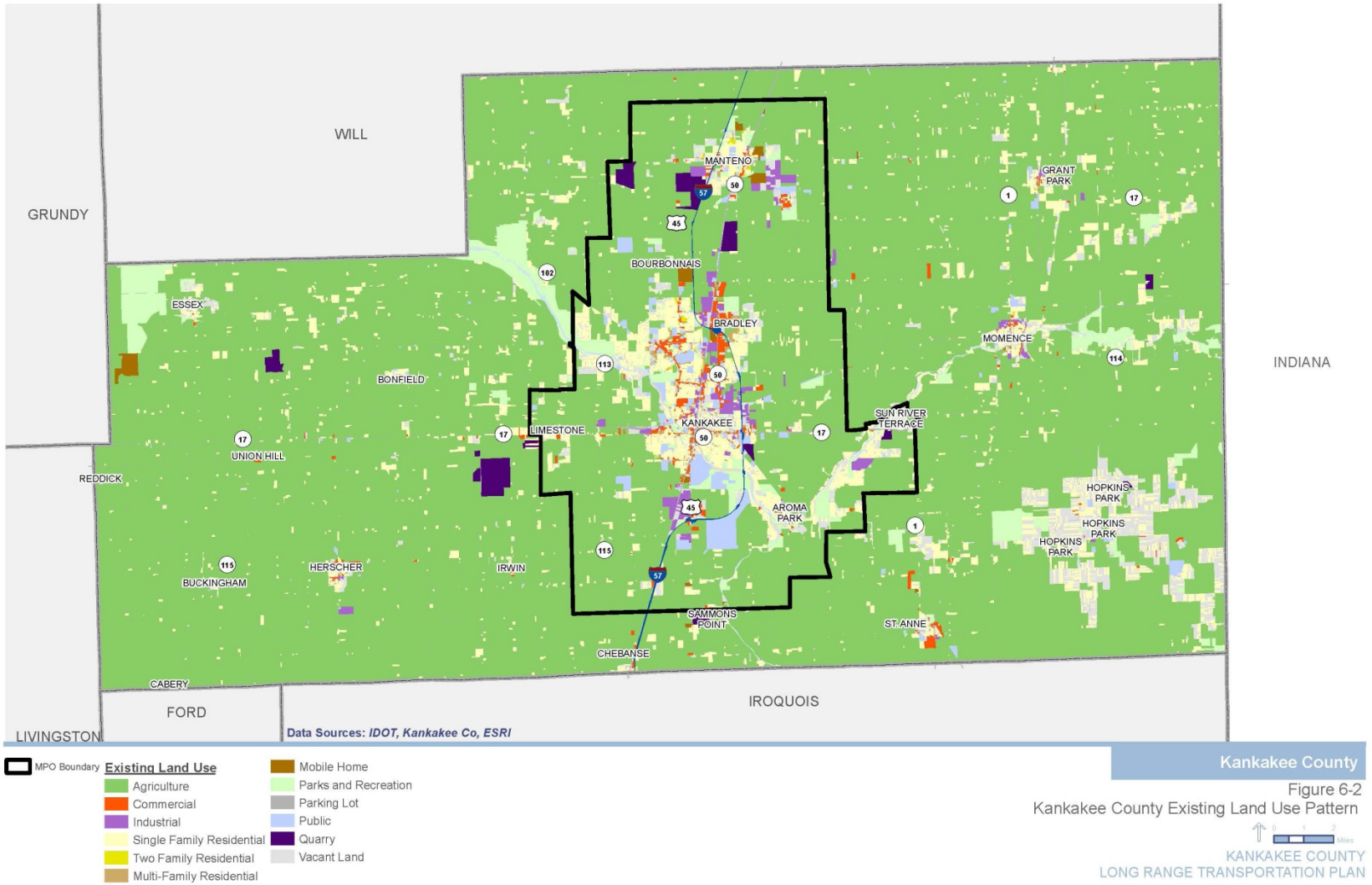
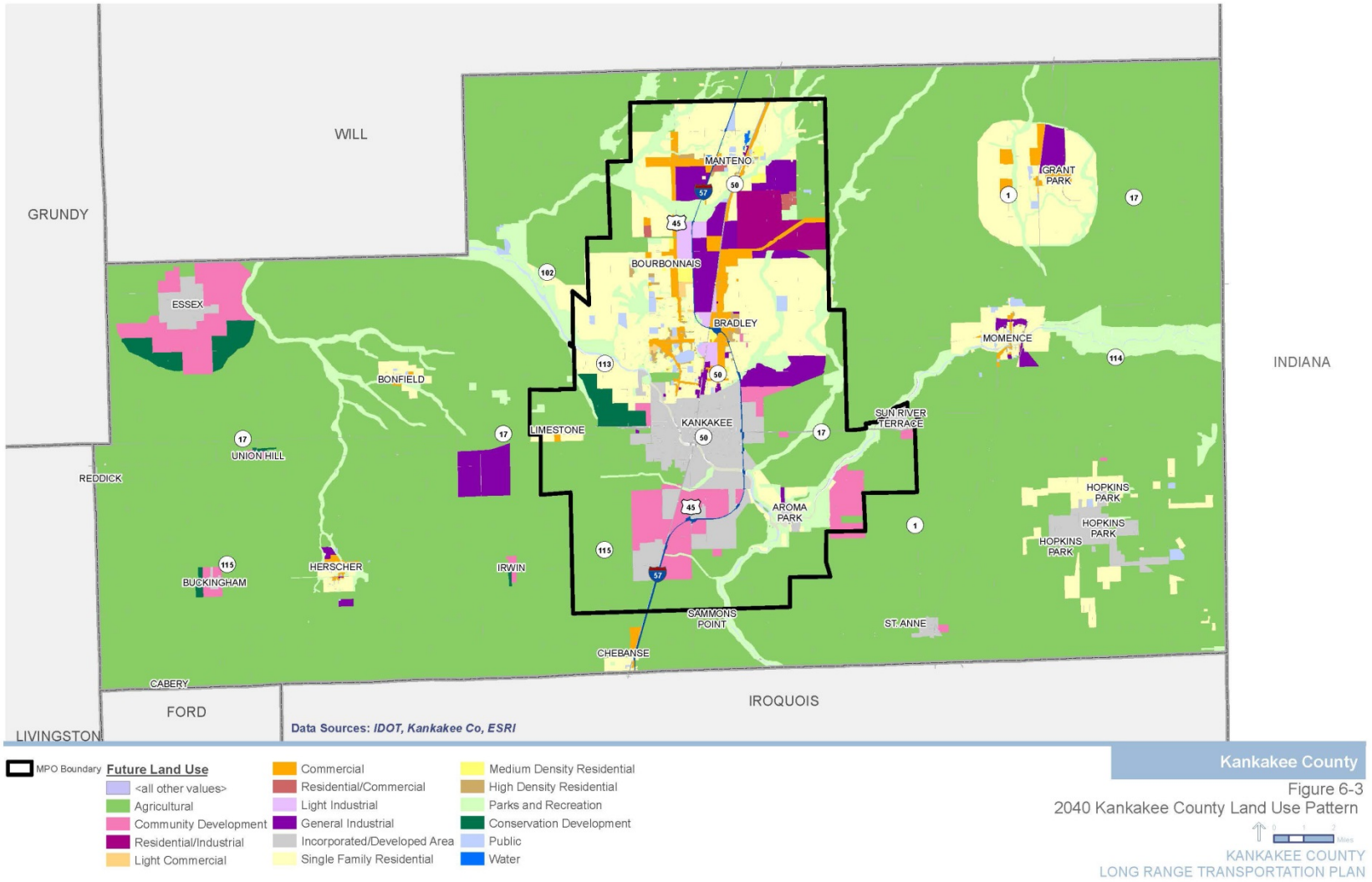


Figure 6-3: 2040 Kankakee County Land Use Pattern



6.1. Non-Motorized Plans

6.1.1. Kankakee Bicycle Master Plan (Draft – February 20, 2015)

In 2012, the Kankakee City Council adopted Ordinance 2012-57 establishing a Complete Streets policy. The policy is intended to create a safe, convenient, and comfortable roadway system for a spectrum of roadway users, including cars, pedestrians, bicyclists, and public transportation. The ordinance directs relevant City departments to incorporate Complete Streets practices in routine operations and transportation projects and programs. One component of the ordinance called for development of a non-motorized plan. The following is a summary of Kankakee Bicycle Master Plan.

Complete Streets – Standards for Design and Development

In recent years, agencies from all levels of government have developed policy and planning tools to ensure road project designs accommodate those who walk or bike. In 2010, IDOT adopted design policy changes to implement the Complete Streets Law for Illinois roadways and the U.S. Department of Transportation (USDOT) issued a policy statement accommodating Complete Streets with bicycle and pedestrian support.

- **City Maintained Roads**
  The implementation of Complete Streets to accommodate local road design standards will likely be modified. For example, to incorporate bike lanes and shared lane markings onto roadways will be based on road type (arterial, local residential, minor collector, etc.), parking or no parking, traffic volumes, speed limit, etc. Bicycle accommodation road design standards should be developed to incorporate and accommodate bicycles.

- **Development Ordinances**
  Guidelines to assist new developments in the City to become more pedestrian and bicycle friendly. Topics, though not all inclusive to increase more bicycle and pedestrian friendly facilities include:
  - Consider bicycle and pedestrian traffic and facilities during the traffic impact analysis process.
  - Install bikeways as part of any required roadway improvements, and consult Kankakee's Bicycle Master Plan for specifically defined bikeway improvements.
  - Install sidewalks (minimum preferred width of 5 ft.) according to FHWA New Sidewalk installation guidelines.
  - Consider bicycle and pedestrian access within the development as connections to adjacent properties.
  - Build out bicycle and pedestrian facilities concurrent with road construction to prevent gaps due to undeveloped parcels.

Kankakee Bicycle Plan – Guiding Principals

The Kankakee Bicycle Master Plan considered a network of bikeways that will direct bicyclists to favorable routes, especially for mid- and long distance trips. The draft Kankakee Bicycle Master Plan bike network establishes priority improvements to provide bike lanes, sidepaths, striping for bike lanes, etc. The bikeway network developed and described in the Kankakee Bicycle Plan has different opportunities for input including:

- *Public Involvement*: A public brainstorming workshop was conducted on May 15, 2014 with the purpose of gathering local resident knowledge on biking needs, prioritizing road corridors and other routes to study for potential improvements, and building community support for the plan and its implementation.
- *Consultation with Steering Committee and Staff*: Two meetings were conducted with the Steering Committee (City staff, elected officials, City residents, and private enterprise). The Steering Committee directed the project approach as well as the guiding principles designed to provide input and make recommendations in the Kankakee Bicycle Master Plan.
- *Bicycle Level of Service (BLOS) Analysis*: The BLOS quantifies the "bike friendliness" of a roadway designed to remove the high level of subjectivity that goes along with determining a useful bike network. The BLOS specifies the adult bicyclist comfort level for specific roadway geometries and traffic conditions. Roadways with a lower score are more appealing and usually safer for cyclists. The BLOS in the Kankakee Bicycle Master Plan is used to measure existing and future conditions, to set standards for the bikeway network, and to justify recommendations.
- *Review of Standards, Guidelines and Best Practices*: The Kankakee Bicycle Master Plan draws heavily from AASHTO, the MUTCD, and NATCTO.

The following Guiding Principles serve as the foundation in the development and implementation of the Kankakee bicycle network:

- Plan for a target audience of casual adult cyclists. At the same time, address the needs of those who are more advanced and those who are less traffic-tolerant, including children.
- Strive for a network that is continuous, forming a grid of target spacing of ½ to 1 mile to facilitate bicycle transportation throughout the City.
- Whenever possible, choose direct routes with lower traffic volumes, ample width, stoplights for crossing busy roads, and some level of traffic control priority (minor collectors or higher classification) so that cyclists do not encounter stop signs at every street.
- Look for spot improvements, short links, and other small projects that make an impact.
- Be opportunistic, implementing improvements during other projects and development.

An example is restriping during resurfacing. Widening a road to add an on-road bikeway will be considered as part of a major road reconstruction, but not as a standalone project.

Based on the aforementioned Guiding Principles, recommendations were made for specific route segments:

- Consider both on- and off-road improvements.
- Where on-road bikeways are recommended, it is encouraged to achieve a BLOS rating C (marginal), B (ideal), or better for designation in the bike network.
- For on-road segments within the bike network, increase the priority of filling in sidewalk or sidepath gaps on at least one side of the road.
- Where sidepaths are recommended, use design techniques to reduce to reduce risks at intersections.
- Taking into account there is sufficient width and length, and speeds are moderate to low, striping should be incorporated to improve on-road cyclist comfort level. Depending on available width and parking occupancy, the striping may be in the form of either dedicated bike lanes or combined bike/parking lanes (CBPL). Where roadways have insufficient width for striping, shared lane markings (SLMs) or bike route wayfinding signs are recommended, depending on parking occupancy, and assuming an on-road comfort level meeting the target BLOS.
- Utilize SLMs and bike signal actuation pavement markings to indicate proper on-road bicycle position. SLMs should be used in straight ahead lanes, intersections where turn lanes require the interruption of striped bike lanes and CBPL.

Bikeway Type Design Standards

Expanding a bicycle network beyond off-road and sidepath systems requires the determination of appropriate bikeway choices based on the context of the use and roadway geometry. The following summaries include bikeway types, existing and proposed.

- **Bike Lanes**
  Bike Lanes are typically between five and six feet wide (including gutter) on one or each side of the roadway buffered by striping, signage (Bike Route, No Parking) and pavement markings. Roadways that have parking and bike lanes should be striped between the parking space and travel lanes. Parking is not permitted in designated bike lanes.

- **Combined Bike/Parking Lanes (CBPL)**
  CBPL are typical on residential collector streets with wide lanes to allow parking; generally fewer than five percent parking occupancy. In this scenario, either side of the roadway is striped seven to eight feet from the gutter to allow parking and bicycle use. The roadway should provide signage indicating a “Bike Route,” but will not include designated bike lane signage or pavement markings.

- **Sidepaths**
  Sidepaths are trails running parallel to a roadway, and is best described as a widened sidewalk. Compared to trail systems that have their own right-of-way, most sidepaths have a greater percentage of use (bicyclist and pedestrian use).

- **Shared Lane Markings/Sharrows**
  Shared lane markings (SLMs), or sharrows, guide bicyclists for lane positioning. SLM positioning on roadways should be positioned on roadways with speed limits of 35mph or lower and be positioned to avoid conflicts with vehicles at intersections and potential car doors opening into traffic. SLMs are generally supplemented with wayfinding signage.

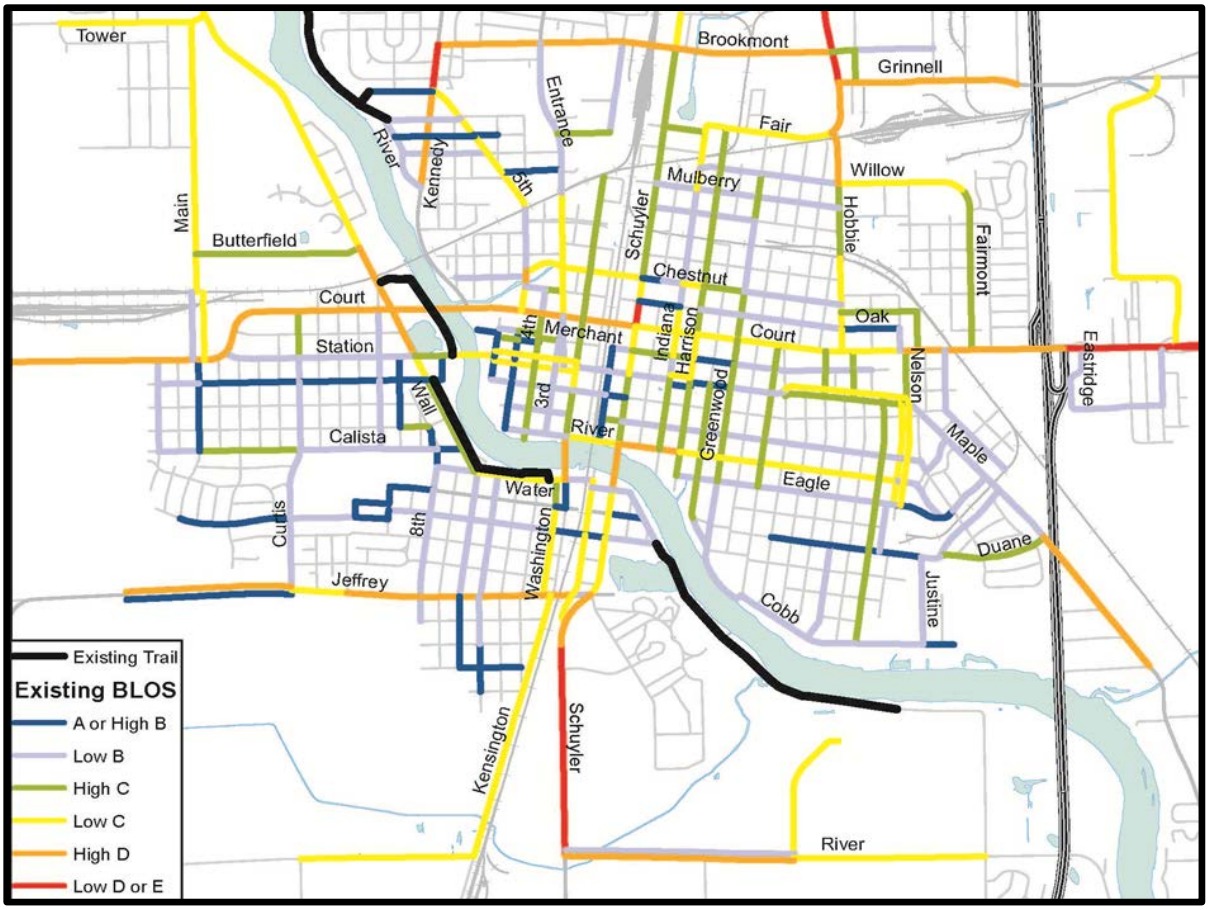
- **Signed Bike Routes**
  Signed shared roadways are generally applied where there is not enough room and/or less of a need for dedicated bike lanes. A road does not require a specific geometry to be signed as a bike route, providing flexibility. Additionally, a bike route may be a striped or unstriped street with paved shoulders.

- **Trails**
  Multi-use trails are physically separated from motor vehicle traffic on easements and/or their own right-of-ways. Multi-use trails, as the name applies, accommodate a variety of users including pedestrians, bicyclists, and jogger.

Bikeway Network Recommendations
The following provides a summary of expanding the network of bicycle routes within and beyond the City of Kankakee. The Kankakee Bicycle Master Plan's maps (**Figures 6-4 through 6-7**) provide an overview of needs and recommendations.

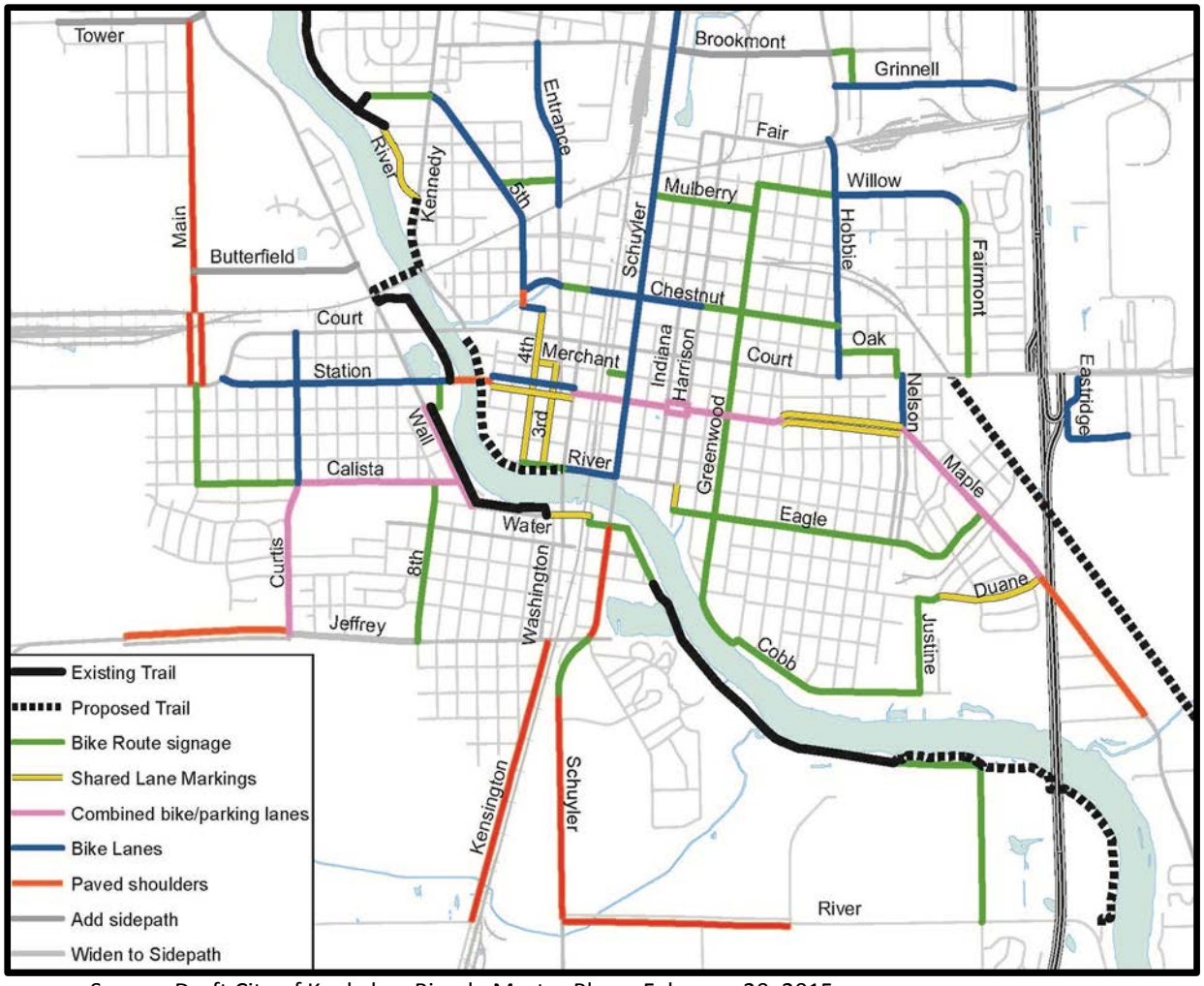
- **Figure 6-4 Existing Conditions – Trails and On-Road Comfort Level:** Depicts existing on-road trail and sidepath conditions for bicyclists on studied routes for the bike network.
- **Figure 6-5 All Existing and Recommended Bikeways:** Depicts recommended on- and off-road bike facilities, including long-term future projects as well as low priority projects resulting in only minor improvements.
- **Figure 6-6 Existing High/Medium Priority Recommended Bikeways:** Depicts a subset of the previous figure without the long-term and low priority projects.
- **Figure 6-7 Future Conditions – Trails and On-Road Comfort Level:** Depicts how the on-road BSOL and off-road trail system will look in the event recommended projects are implemented.

Figure 6-4: Existing Conditions – Trails and On-Road Comfort Level



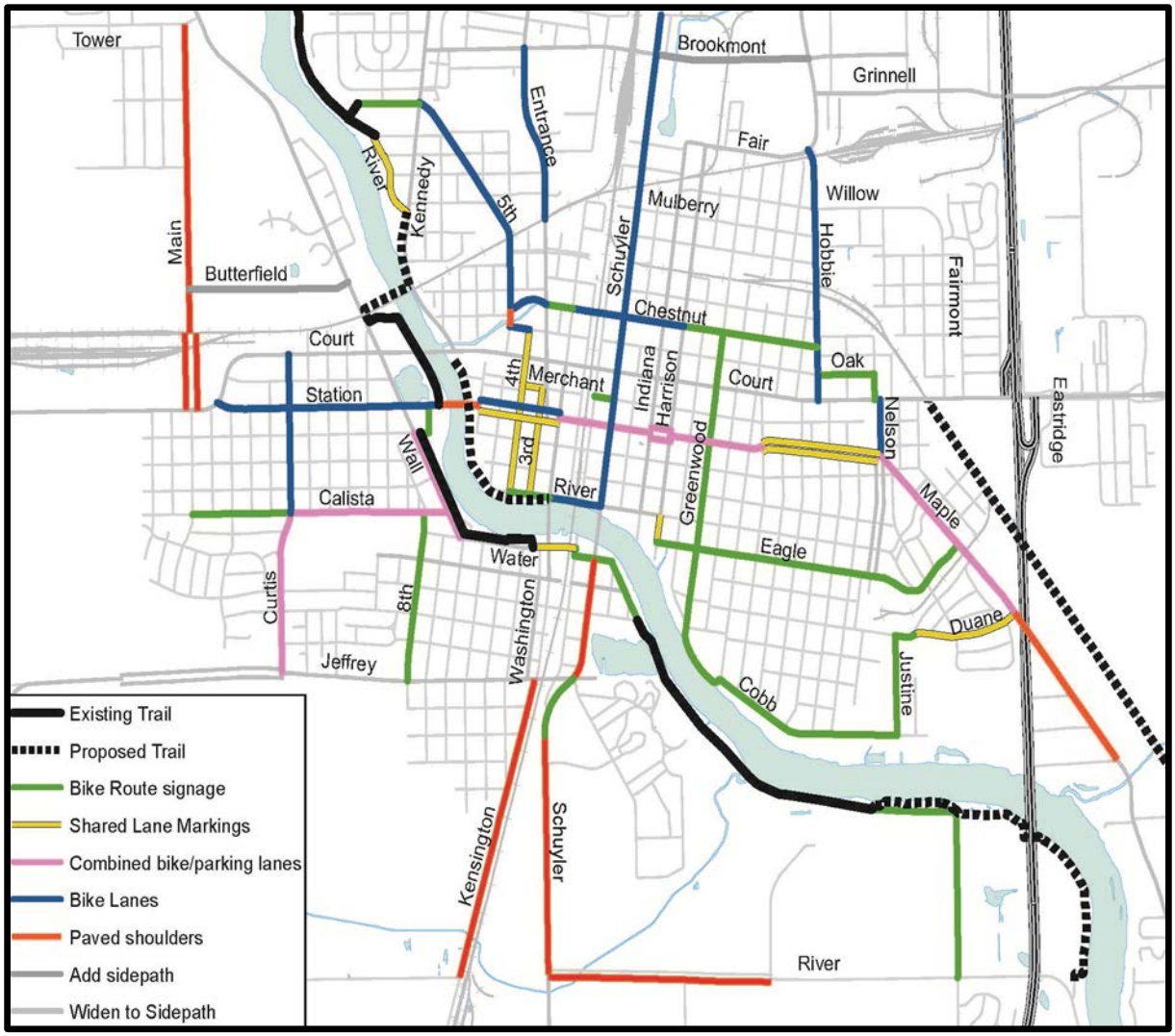
Source: Draft City of Kankakee Bicycle Master Plan – February 20, 2015

Figure 6-5: All Existing and Recommended Bikeways



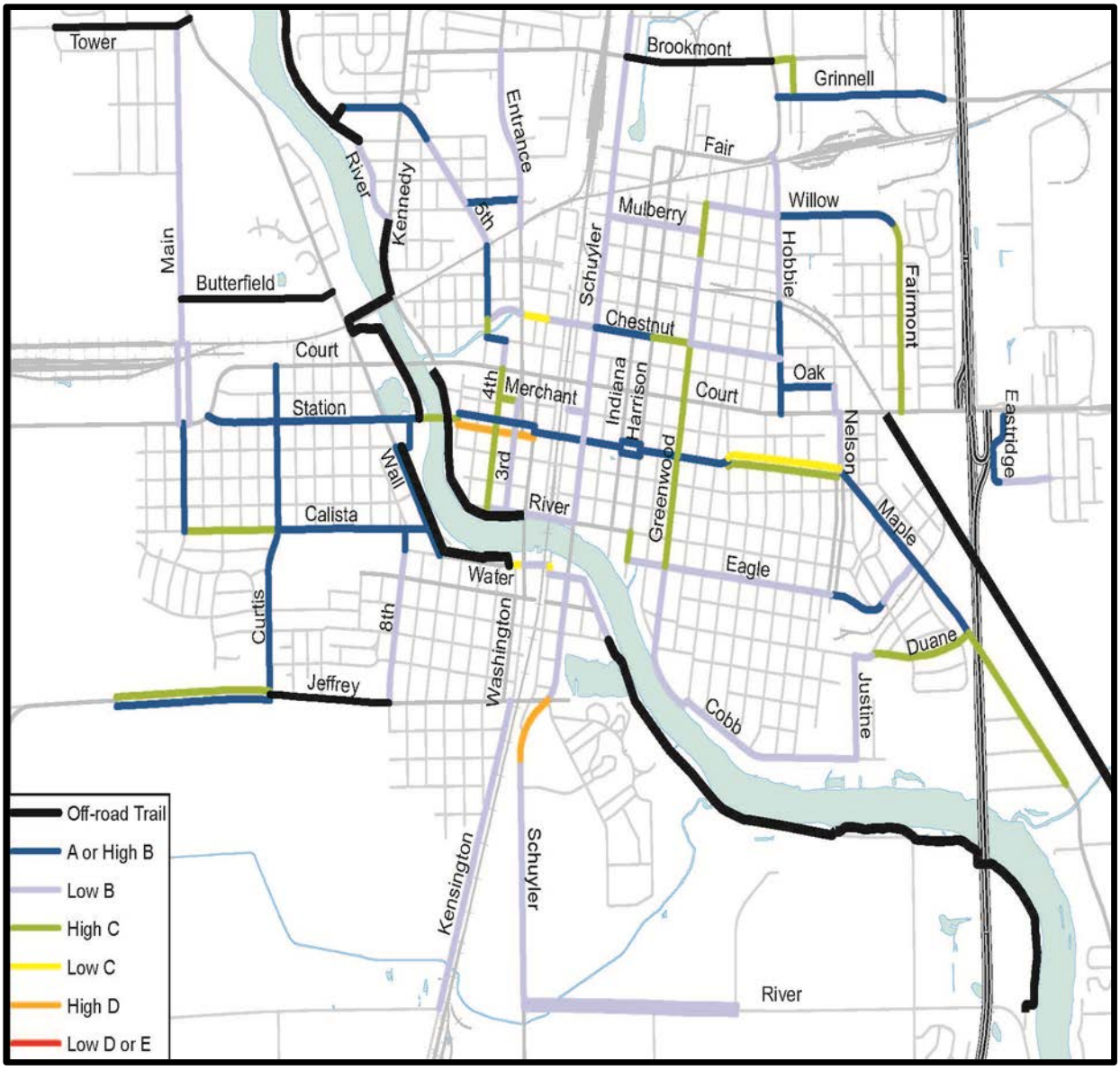
Source: Draft City of Kankakee Bicycle Master Plan – February 20, 2015

Figure 6-6: Existing High/Medium Priority Recommended Bikeways



Source: Draft City of Kankakee Bicycle Master Plan – February 20, 2015

Figure 6-7: Future Conditions – Trails and On-Road Comfort Level



Source: Draft City of Kankakee Bicycle Master Plan – February 20, 2015

Implementation

The Implementation of the Kankakee Bicycle Master Plan is a process of cooperation and collaboration of City staff, outside agencies, and stakeholders, that will require time and financial commitments over several years. The following are recommendations identified in the Kankakee Bicycle Master Plan.

- **Bicycle/Pedestrian Coordinator and Advisory Commission**
  Dedicating a portion of an existing City staff member's time to fill the role of Bicycle and Pedestrian Coordinator, responsibilities would include moving forward with implementing the Plan and collaborate with other City staff and relevant agencies to ensure policies and projects are in accordance with the bicycle master plan.

  The bicycle master plan also recommends establishing the Kankakee Bicycle and Pedestrian Advisory Commission (BPAC). The BPAC would report to the Planning Board and/or directly to the City Administrator/Mayor's Office. BPAC members would comprise no more than eight individuals of bicyclists, interested citizens, City staff, and stakeholders (bike clubs, running clubs, etc.). The BPAC should be involved and given the opportunity to provide input for:

  - Capital Improvement Program – Incorporation of bicycle and pedestrian facilities with development and roadway projects. Provide input into standalone bicycle and pedestrian projects for incorporation into CIP.
  - Site design and other development review – Provide perspective from bicyclists and pedestrians to the Planning Board's review of new development or redevelopment projects.
  - Maintenance – The BPAC should periodically review conditions of the City's bikeway system and determine priority maintenance recommendations.

- **Multi –Year Work Plan**
  Review listed recommendations and draft a five year work plan. Projects identified might be those that are components of larger projects in the CIP. Other projects may be standalone retrofit efforts. Projects not completed in a particular year move forward into the work plan of the following year. This type of work plan provides an implementation process over a span of years and is typically more manageable, especially from a funding standpoint.

- **Implementation Funding**
  Implementation of bikeway projects range from low cost improvements to major capital investments. It is generally advantageous, from a cost effective approach, to address bicycling improvements as part of larger projects (roadway projects, residential/business development projects). Cost estimates for bikeway types are noted in **Table 6-1**.

Table 6-1: Bikeway Cost Estimates

Bikeway Type	Cost Estimate	Notes
Trail or Sidepath	$125,000/mile for a soft surface trail. $2,000,000/mile (or more) in an urban area for paved trail.	Cost varies according to land development costs, new structures, type of trail surface, width of trail, facilities provided for trail users.
Bike Lane	$28,000/mile – Lanes on both sides of the road, where two stripes are needed. $48,000/mile – Four stripes are required due to adjacent parking.	Costs include stripe painting, bike lane pavement markings, and bike lane signage. Cost does not include removal of existing striping, and is most cost effective to create bike lanes during reconstruction or resurfacing.
Combined Bike/Parking Lanes	$25,000/mile.	Includes two stripes and no markings, and CBPL on both sides of the roadway.
Signed Bike Routes	$200/installation. $2,500/mile for both sides of the road.	Signs can be installed at any time.
Shared Lane Markings (Sharrows)	$4,500/mile.	Includes pavement markings every 250 feet plus wayfinding signage at decision points. Shared lane markings can be done with other roadwork.
Paved Shoulders	$140,000/mile.	Paving four feet of existing aggregate shoulders on each side of the road assuming no grading or other major changes.
Maintenance	Varies.	Programmed and ongoing.

Source: Draft City of Kankakee Bicycle Master Plan – February 20, 2015

- **Technical Resources and Training**
  City staff should have access to up-to-date resources to help with the details of design and implementation. In addition to including the printed resources below in the City planner's and engineer's library, seek out opportunities to participate in webinars and workshops on best practices. Examples of manuals and websites follow:

  - *AASHTO Guide for the Development of Bicycle Facilities*, 4th Edition, 2012. Available at www.transportation.org.
  - *Bicycle Parking Guidelines, 2nd Edition: A Set of Recommendations from the*
  - *Association of Pedestrian and Bicycle Professionals***,** 2010, available at www.apbp.org.
  - *NACTO Urban Bikeway Design Guide.* Online at www.nacto.org.
  - *Manual on Uniform Traffic Control Devices.* Online at mutcd.fhwa.dot.gov.

- The Pedestrian and Bicycle Information Center: Offers a wealth of information on engineering, encouragement, education, and enforcement, including archived webinars and quarterly newsletters: www.pedbikeinfo.org.
- The Association of Pedestrian and Bicycle Professionals: provides continuing education, technical resources, and an online forum for exchanging questions and ideas. www.apbp.org.
- League of Illinois Bicyclists: A planning and advocacy resource with many on-line materials focused on best practices (nationally as well as issues unique to Illinois): www.bikelib.org.

- **Bicycle Friendly Community Designation**

  A goal of plan implementation should be official designation as a "Bicycle Friendly Community" (BFC). This national League of American Bicyclists award program has Honorable Mention, Bronze, Silver, Gold, Platinum, and Diamond gradations. The program comprehensively assesses a community based on Engineering, Education, Enforcement, Encouragement, and Evaluation.

  The League of Illinois Bicyclists, a longtime observer and local reviewer for the BFC program, believes Kankakee could achieve the Bronze level within 4 years, with steps such as:

  - Adopting this plan, officially naming a Bicycle/Pedestrian Coordinator, and creating a Bicycle (or Bicycle/Pedestrian) Advisory Commission (described previously).
  - Providing clarity to the Complete Streets Policy by adopting bicycle and pedestrian friendly road design standards.
  - Adopting a bike parking ordinance.
  - Implementing several more high-priority segments along on-road bikeways, especially bike lane sections.
  - Implementing at least two of the education recommendations from the Kankakee Bicycle Master Plan.
  - Implementing at least one of the enforcement recommendations from the Kankakee Bicycle Master Plan.
  - Proclaiming Bike to Work Day, Week, or Month, with some accompanying public educational outreach.

  The Bicycle and Pedestrian Advisory Commission members could lead several efforts.

- **Annual Evaluation**

  To keep momentum and public support moving forward is to plan for a yearly evaluation and celebration of plan progress. For example, publish a yearly plan status report in conjunction with a ribbon cutting ceremony or community event (Bike to Work Day or Bike to School Day, a community bike ride, or other event). This keeps local stakeholders focused on the progress that has been made and energizes everyone to keep moving forward. Finally, consider updating this plan every 5-10 years to reflect progress and reevaluate priorities.

6.1.2. Kankakee County Greenways and Trails Plan (2009)

In January of 2009, the Kankakee County Planning Department received a grant from the Illinois Department of Transportation for the purpose of updating its Greenways and Trails Plan. The Planning Department formed a Citizens Advisory Committee that was tasked with this endeavor. The Committee reviewed the 1999 Plan accomplishments and the new trail technologies, new construction techniques, and new development practices. This information was then used to examine each of the proposed greenways and trails to determine if modifications were appropriate. The Committee also looked at the continuity of the system to determine if the proposed greenways and trails were still viable and if additional routes were necessary. After completion of this review, the Committee formulated the 2009 Greenways and Trails Plan which was adopted by the Kankakee County Board on August 11, 2009.

- **Goals**

  As part of the updated Greenways and Trails Plan, the Committee reviewed the Goals of the Plan and adopted the following new/updated goals:

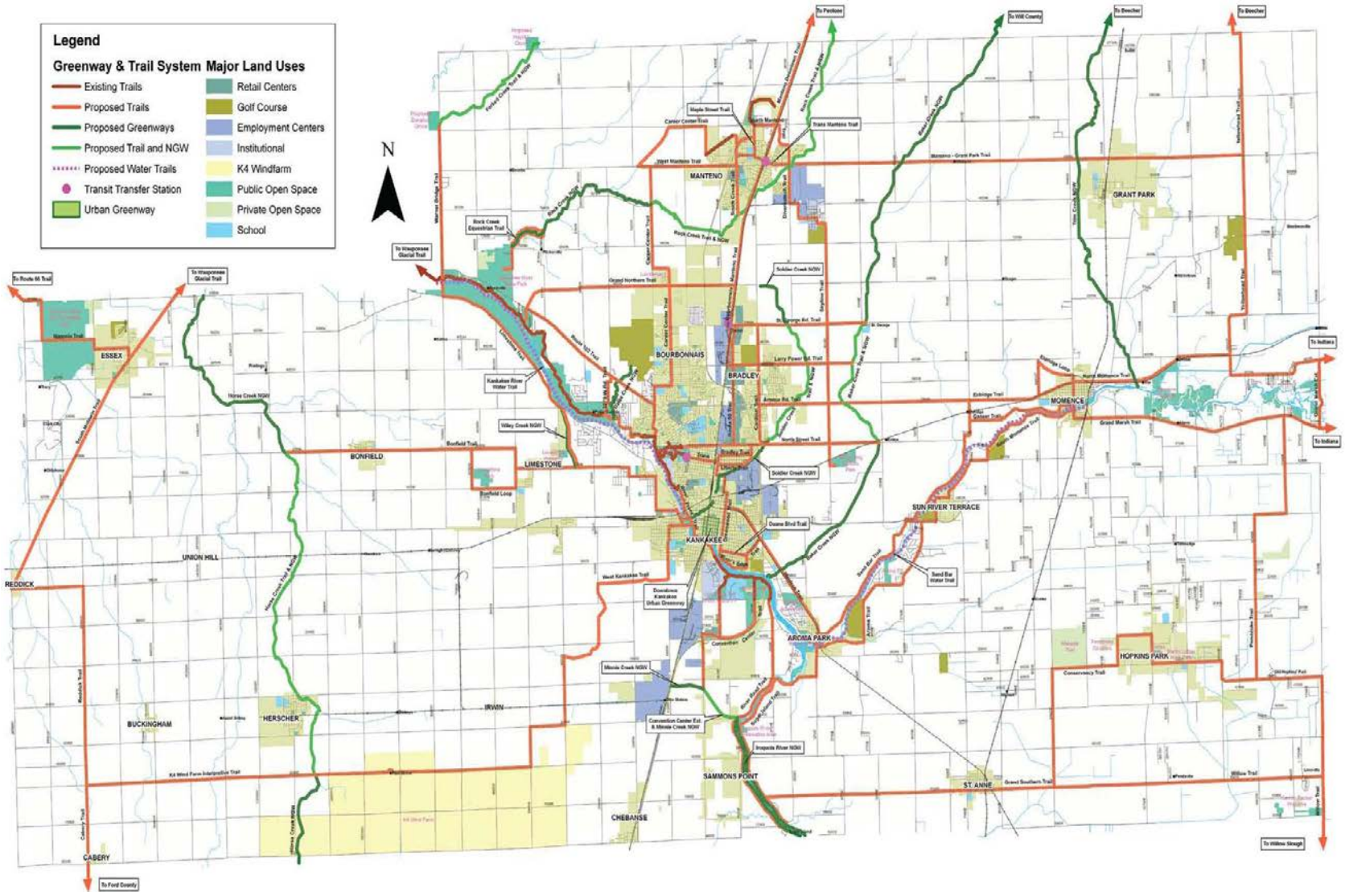
  - Create a network of greenways to provide an alternative to motorized transportation.
  - Create recreational opportunities.
  - Preserve the natural and unique features of the County's landscape.
  - Protect the County's natural environment.
  - Improve wildlife habitat.
  - Create partnerships with other governmental bodies, citizen groups, and organizations.

- **Plan Summary**

  The planning process provided Kankakee County with 60 proposed trails. These trails represent 324.75 miles of new multipurpose trails for the county. See **Figure 6-8**, Greenway & Trail System Major Land Uses. The trails serve destinations throughout Kankakee County and its municipalities while providing both transportation and recreational opportunities. They link the county's parks with commercial districts, schools, neighborhoods, and public facilities.

  Twelve natural greenways and one urban greenway have also been identified in the Plan. The twelve natural greenways follow water courses and protect them from encroachment of development, protect their water quality, provide stormwater retention, and provide habitat for wildlife. An area of downtown Kankakee has been designated an urban greenway. While this urban greenway is not necessarily a physical location on the ground as a traditional greenway would be, it is an area in an urban setting where green technologies and infrastructure will be utilized and encouraged. This may include the use of green roofs, permeable surfaces, the addition of amenities such as park benches and planters, energy efficient buildings, alternative energy sources, or the inclusion of additional open space in development projects. All of the greenways and trails identified in the Plan were evaluated and each was ranked based on a set of criteria to determine the priority for their construction. This priority system will assist decision makers in deciding which greenways and trails to construct and in which order.

Figure 6-8: Kankakee County Greenway & Trail System Major Land Uses



Source: Kankakee County Greenway and Trails Plan (2009)

6.1.3. Riverfront Trail Initiative (2009)

Perhaps the greatest natural asset in Kankakee County is the Kankakee River, which is a focal point for development, recreation, and transportation, but also an attractive scenic amenity that is best experienced by boat, bike, or foot. The genesis of a formalized trail along the Kankakee River came from the Kankakee County Greenways and Trails Plan adopted in 1999 (Updated 2009), which sought to link together the various parks and existing trails that stretch from the border with Iroquois County to the south and to the border of Will County to the west. This northwest to southeast orientated corridor formed the study area of the *Riverfront Trail Initiative.*

Besides identifying the main route that this trail would take along the river, this plan provides connections to other trail systems including the Kankakee River State Park system, and the American Discovery Trail which provides a national, coast-to-coast route. The trail itself is envisioned mostly as a Class III trail which is characterized by at least four feet of paved surface directly adjacent to both sides of an existing roadway and separated by striping. However, certain sections of the trail are designated as Class I which is completely separated by roadways and is 8 feet or greater in width.

6.1.4. 2030 Kankakee County Comprehensive Plan (2005)

The 2030 Kankakee County Comprehensive Plan was adopted by the Kankakee County Board on November 8, 2005. The 2030 Comprehensive Plan is Kankakee County's official policy guide to future land use, development, and conservation through 2030. The Plan addresses county needs and opportunities, while placing an emphasis on physical development, transportation, and services and facilities for the County and municipalities. It is geographically comprehensive in coverage by applying to all unincorporated areas of the County. It is long term in scope, and intended to express general goals, policies, and implementation actions. The Comprehensive Plan is also specific enough to guide day-to-day land use and development activities in the County.

Kankakee County performed an update of the Comprehensive Plan for the County from 2003-2005, culminating in adoption by the Kankakee County Board in November of 2005. Demographics and land use have changed since then. The Plan upholds three main planning policies designed to generate new development while revitalizing established communities. The Plan focuses on supporting and fostering the start-up and operation of local Main Street revitalization programs through the use of several key public outreach and consensus-building efforts. Incentives are also in place to foster urban infill and assist municipalities in reusing vacant properties.

The Plan also calls for providing technical assistance and support for the creation of tax-increment financing (TIF) districts as well as devising strategies to reduce the amount of unincorporated land currently zoned for commercial use which may be drawing new businesses away from the downtowns of local municipalities rather than reinvesting in them.

The Kankakee County 2030 Comprehensive Plan includes an element known as the Land Use Plan that builds upon current major land use patterns of the County. Because the County is vastly agricultural in character, a key element of the Land Use Plan is agricultural conservation and protection. While the Kankakee County planning program allows for limited development to support agricultural services, the County seeks to direct new development to existing communities. Further, the Land Use Plan emphasizes the need to provide adequate services and facilities with new development, and encourages community annexation and infill development.

6.1.5. Village of Bradley – 2020 Comprehensive Plan

The 2020 Comprehensive Plan explains pedestrian and bicycle focus should be on safe access for all age groups to schools, institutions, parks, and major commercial destinations. The plan identifies the need to expand sidewalks, street crossings, and bicycle networks that will better connect the Village of Bradley and adjoining municipalities.

6.2. Non-Motorized Conditions

6.2.1. City of Kankakee

The City of Kankakee, with the help of a coalition of local governments and citizens, has made significant progress in the planning and construction of the Riverfront Trail project. According to the Community Foundation of Kankakee River Valley, Phase I of the Kankakee Riverfront Trail has begun. This 6.5 mile trail will enhance local access to the Kankakee River and connect the City of Kankakee with Kankakee River State Park.

Once the entire project is completed, the Riverfront Trail will provide continuous, non-motorized vehicle transportation routes from River Road in Kankakee to the trail system in the Kankakee River State Park. This connection, coupled with future extensions to the Wauponsee Glacial Trail in Will County, will connect the citizens of Kankakee County with access to an extensive network of trails in Will County. Trail development is a collaborative effort by the City and County of Kankakee working with community stakeholders

6.2.2. Village of Bradley

The Village of Bradley has taken positive steps to create trail segments to serve the community:

- The most significant trail is the Riverfront Trail extending through Helgeson Park along the Kankakee River to Perry Farm.
- Cardinal Drive – 10-foot concrete multi-use trail from Larry Power Road to Meadows Road.
- Soldier Creek – North Street to about one half mile north to the end of Edge Brook Subdivision.
- A Pedestrian connection is planned to link Olivet Nazarene University to West Broadway St.

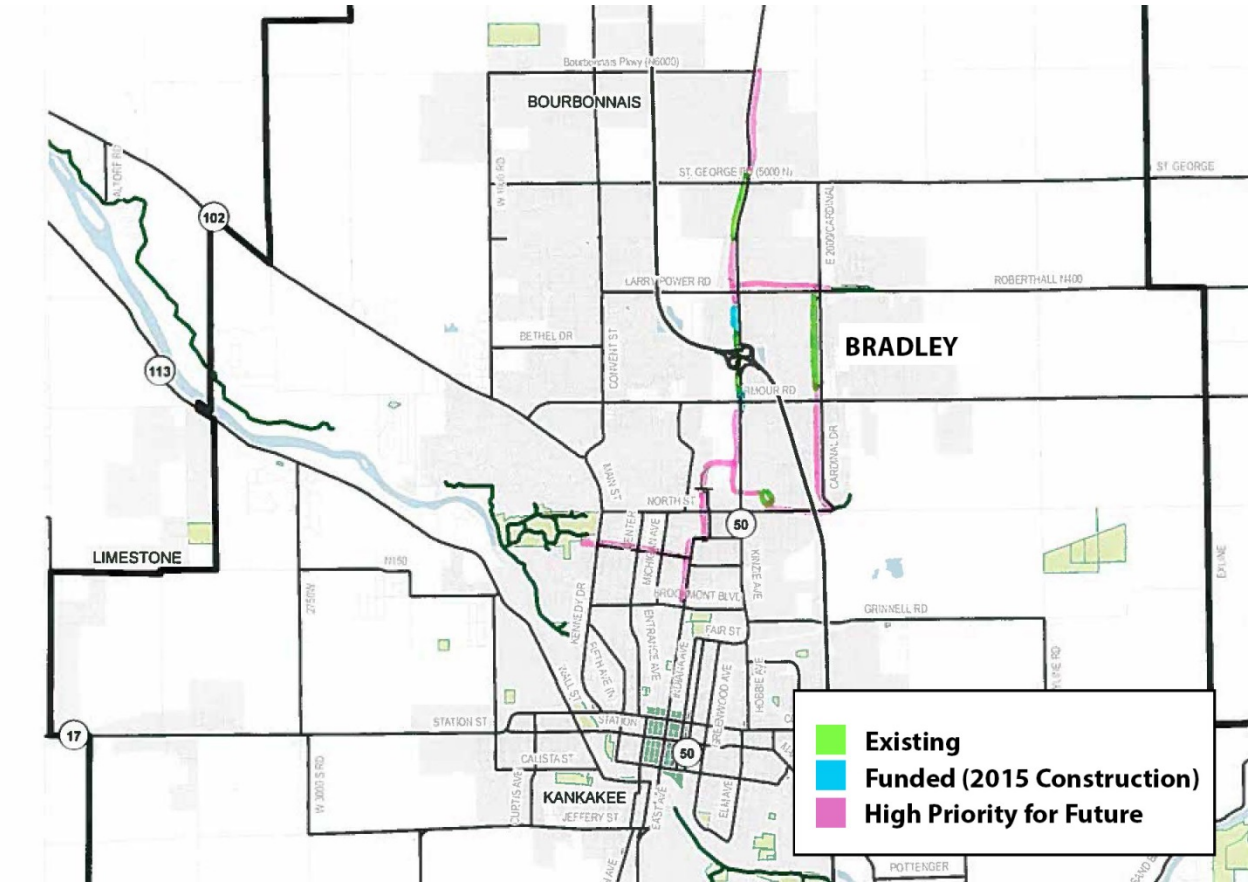
The key planned bike and pedestrian improvement is along IL-50. The state constructed a multi-use path on the east side of IL-50. The Village of Bradley has an Illinois Transportation Enhancement Program (ITEP) grant to extend that path south to Armour Road and north to the

shopping mall entrance. The Village of Bradley is currently working with the Economic Alliance to propose a similar path on the west side of IL-50 from Armour Road to North Street.

Bike lanes or multi-use paths on or along the grid system network within the village should are planned. Past preference has been dedicated paths adjacent to the roadway but striped lanes are a possibility.

Figure 6-9 provides a non-motorized overview of the Village of Bradley's comprehensive plan.

Figure 6-9: Village of Bradley Non-Motorized Plan



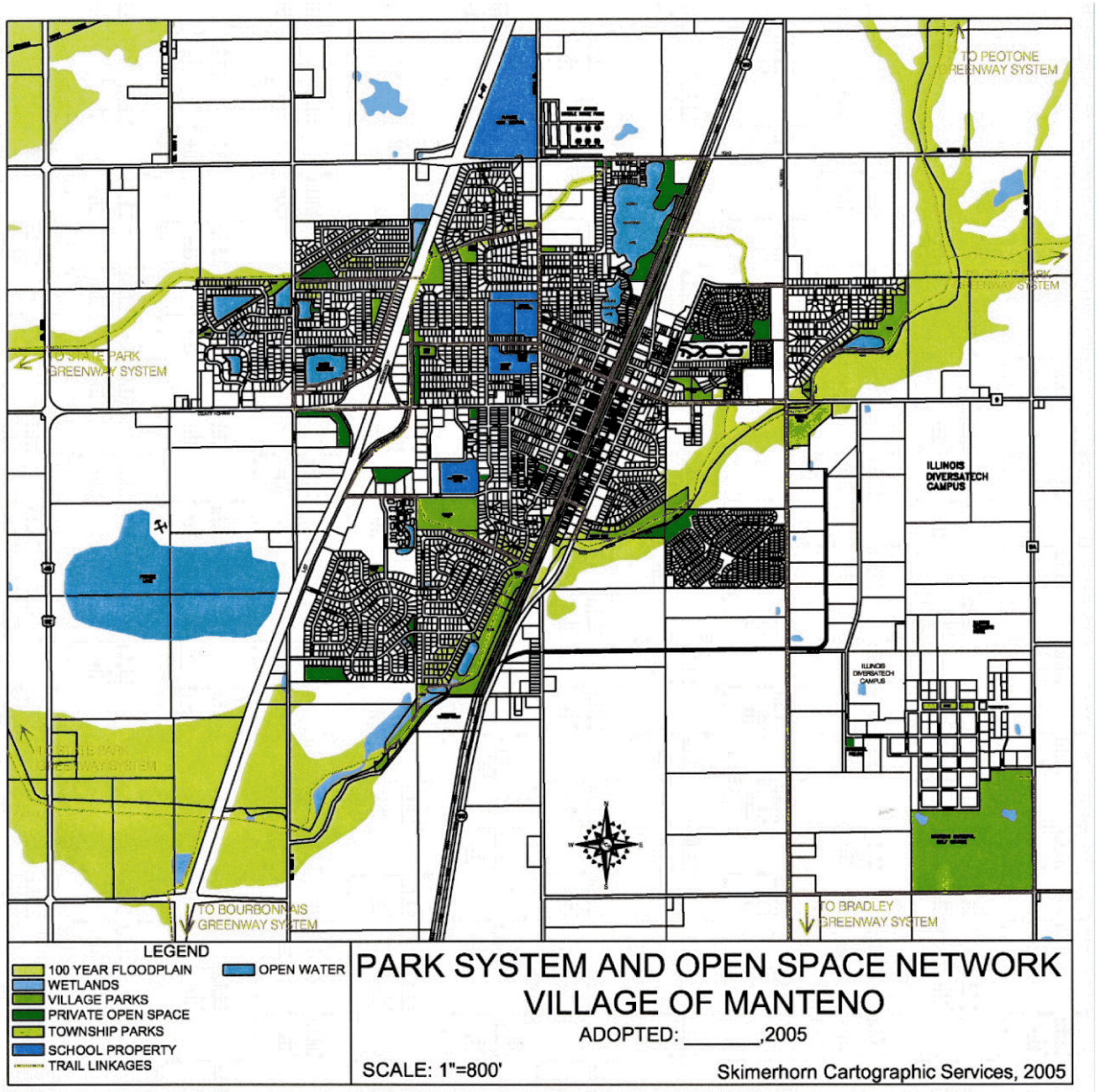
6.2.3. Village of Manteno

The Village of Manteno has created one trail and is in the planning process of several others. The Village has established a trail network in Heritage Park located in South Creek Subdivision. In the future, the Village intends to extend this trail along the drainage way to the park area along the Canadian National Railroad. In addition, a path and bridge is slated for construction over Rock Creek near the Oak Ridge Mobile Home Park to provide residents with access to downtown Manteno with the assistance of a $400,000 grant from the Illinois Department of Natural Resources.

The Village of Manteno is also creating a park, approximately 60 acres, located at the intersection of I-57 and Lake Road that will have an entire trail network within its boundaries. This trail is planned to extend into a private development just east of the park and will eventually terminate near the Canadian National Railroad just north of Lake Road. Another trail that has been constructed by the Village of Manteno is located in Eagles Landing and Wind Field Estate Subdivisions on the west side of the Village. This trail is approximately half a mile in length and travels in a northeast - southwest direction. The Greenways and Trails Plan intends to use this segment of trail as part of the Career Center Trail.

Figure 6-10 provides a non-motorized overview of the Village of Manteno's comprehensive plan.

Figure 6-10: Village of Manteno Non-Motorized Plan



6.2.4. Village of Bourbonnais

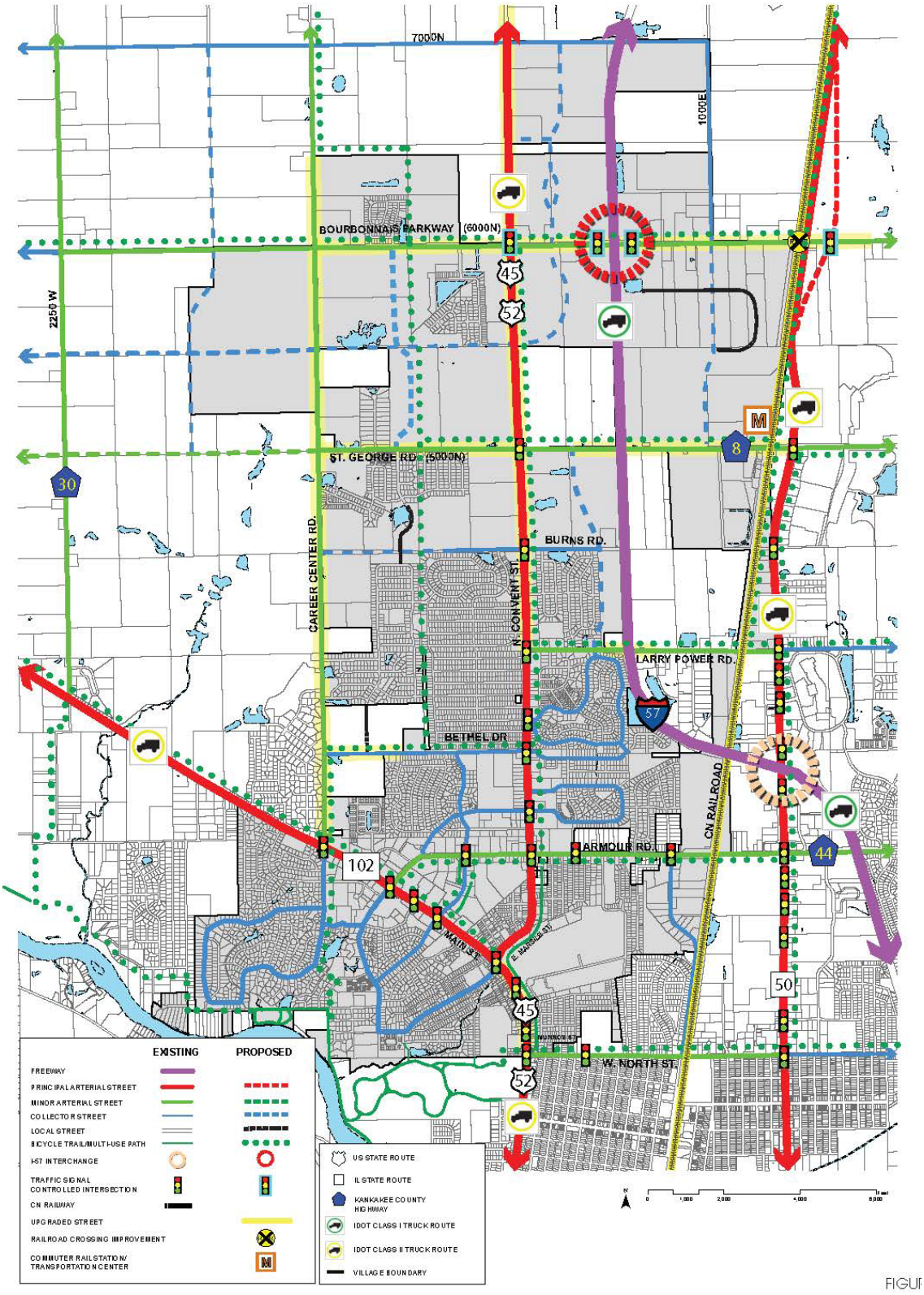
The Village of Bourbonnais has obtained right-of-way from developers for segments of the Career Center Trail that travels along the electric utilities lines on the east side of Career Center Road. These segments will eventually be turned into a trail once all of the pieces have been acquired.

The Village of Bourbonnais has also added trails through Cavalier De LaSalle Park and Riverfront Park. These new trails were built with Open Space Land Acquisition and Development (OSLAD) Grants and are part of the Riverfront Trail's Phase 3.

The Bourbonnais Township Park District has extended the trail system within the Perry Farm Park northward to connect to Cavalier De LaSalle Park. This extension is part of the Riverfront Trail's Phase 3.

Figure 6-11 provides a non-motorized overview of the Village of Bourbonnais' comprehensive plan.

Figure 6-11: Village of Bourbonnais Transportation Plan

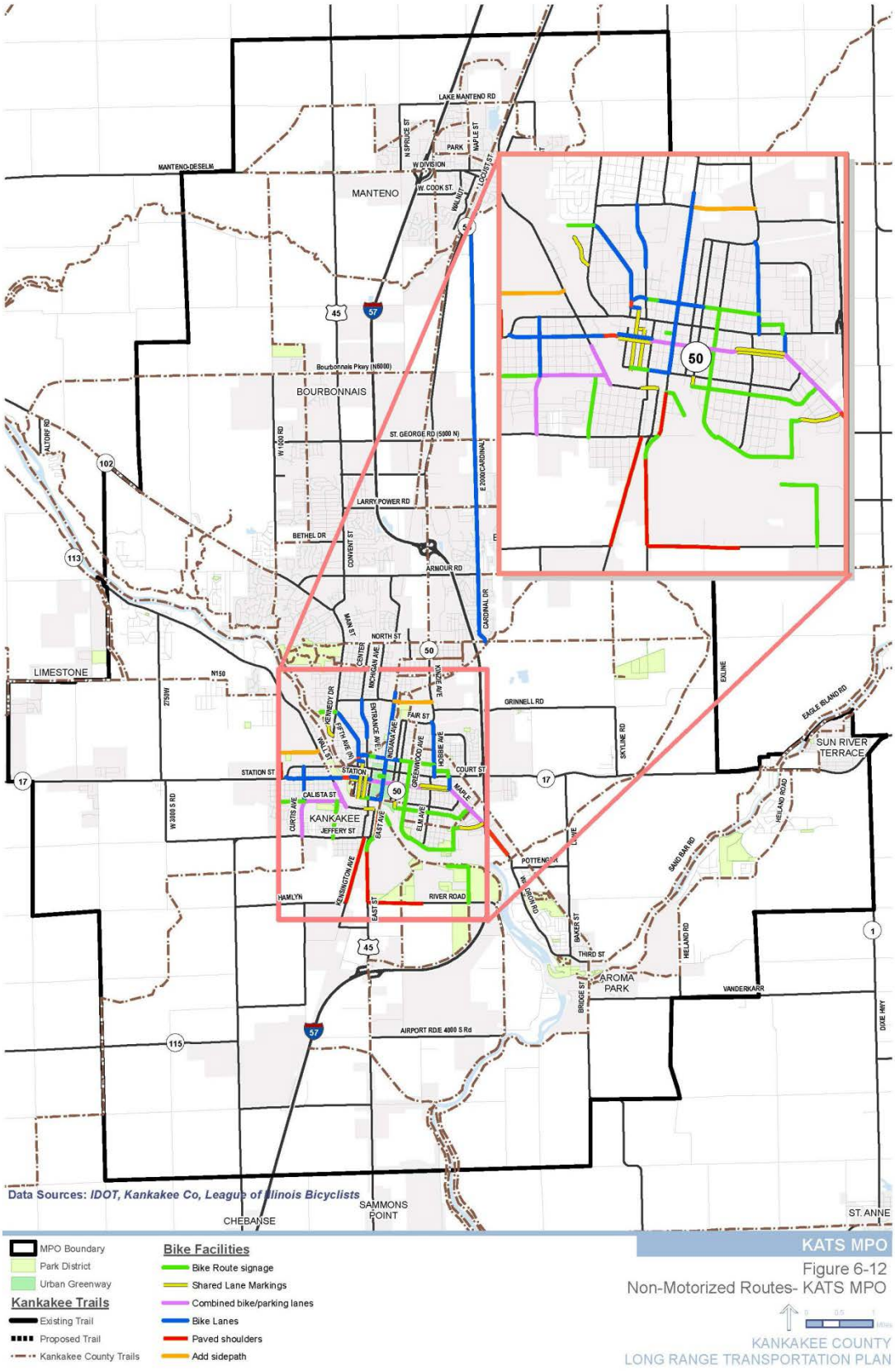


6.3. Future Greenways and Trail Networks and Connections

Kankakee County, through its Greenways and Trails Plan created in 1999, updated in 2009, has made significant progress in planning, designing, and constructing networks and connections of greenways and trails countywide, and within the KATS MPO. However, many components of the network and connections of the greenways and trails within the KATS MPA and the County are slow to advance. As noted in the following sub-sections, opportunities to expand greenways and trail network and connections may be limited due to a lack of municipal regulations which do not address greenways and trail development, as well as the absence of a countywide entity capable of developing greenways and trails.

Figure 6-12 displays existing and proposed trails within the MPA.

Figure 6-12: Existing and Proposed Trails and Urban Greenway – KATS MPO



As part of the implementation of the Kankakee County Greenways and Trails Plan, a list of guidelines or criteria based on a "Priority Ranking System" was developed. Greenways are ranked one (1) to eight (8), with 1 being a low priority and 8 the highest priority. Criteria included for the Greenway priority rankings:

1. *Benefits Multiple Communities* – Directly benefits multiple communities or a large segment of population. The greenway will serve more than one community or neighborhood.
2. *Completes Existing Greenway* – Segment completes an existing greenway.
3. *Creates New Connections* – Creates a new connection between greenways and/or trails.
4. *Assists Wildlife* – Provides habitat and migration paths for wildlife especially threatened or endangered species.
5. *Preserves Water Quality* – Has an ecological function such as floodplain (water storage/recharge) or filter strip.
6. *Prevents Flood Damage* – Protects developed areas threatened by flood damage.
7. *Buffers Existing Preserves* – Provides a natural extension of an existing park, preserve, or currently protected area.
8. *Scenic or Historic Areas* – Protects important scenic or historic areas from development.

Trails are ranked in a similar manner with rankings on a scale of one (1) to nine (9) based on criteria noted below:

1. *Benefits Multiple Communities* – Directly benefits multiple communities or a large segment of population. The trail will serve more than one community or neighborhood.
2. *Completes Existing Trail*– Segment completes an existing trail.
3. *Creates New Connections* – Creates a new connection between greenways and/or trails.
4. *Provides Trail Opportunities* – Suitable for trail development with few conflicts, such as, ownership issues or major design problems.
5. *Provides Access to Schools* – Provides trail access to within a few blocks of a school. Consideration should be given if the trail is within five (5) blocks of a school and the remaining distance to the school is covered by residential streets.
6. *Connects Multiple Public Facilities* – Connects more than one park, preserve, library, school, or public facility.
7. *Reasonable Length* – The trail is short enough in length to make it reasonably affordable.
8. *Provides Travel Alternative* –The trail is designated for transportation purposes rather than recreational purposes, although either purpose could most likely be enjoyed.
9. *Major Structures and Facilities* – A trail that crosses or utilizes a major structure or facility such as a major bridge, ramp, overpass, viaduct, railroad crossing, or an interchange. Also included are trails that are adjacent to high traffic roadways.

6.3.1. Proposed Greenways and Trails – KATS MPO

The Kankakee County 2009 Greenways and Trails Plan identified 60 proposed trails in Kankakee County. Thirty-five of those trails cross the KATS MPA. **Table 6-2** provides a summary of the proposed greenway system. **Table 6-3** provides a summary of the proposed trail system.

Table 6-2: Proposed KATS MPO Greenways-Ranking

Trail Name	Length (Miles)	1	2	3	4	5	6	7	8	Rank
Baker Creek NGW	14.50					•	•			2
Davis Creek NGW	1.50				•	•	•	•	•	4
Iroquois River NGW	6.00	•			•	•	•	•	•	6
Kankakee River NGW	33.0	•			•	•	•	•	•	6
Rock Creek NGW	12.50				•	•	•	•	•	5
Soldier Creek NGW	9.00	•		•		•	•	•		5

Source: 2009 Kankakee County Greenways and Trails Plan.
Note: Highest ranking greenways are shaded.
NGW is an abbreviation for natural greenway.

Table 6-3: Proposed KATS MPO Trails-Ranking

Trail Name	Length (Miles)	1	2	3	4	5	6	7	8	9	Rank
3270 W. Road Trail	1.00							•			1
Armour Road Trail	2.50							•	•	•	3
Aroma Trail	7.50	•					•			•	3
Baker Creek Trail	3.50							•		•	2
Bonfield Trail	13.00	•			•	•	•			•	5
Bourbonnais-Manteno Trail	3.50	•						•	•	•	4
Cardinal Drive Trail	3.00			•				•	•	•	4
Career Center Trail	12.50	•				•	•		•		4
Convention Center Trail	4.25	•		•		•	•			•	5
Divesatech Trail	1.50							•	•		2
Duane Blvd. Trail	1.50				•			•	•		3
Eldridge Trail	8.50								•	•	2
Grand Northern Trail	6.00				•				•	•	3
Greenwood Trail	2.00				•	•		•	•	•	5
K4 Wind Farm Trail	16.25				•					•	2
Larry Power Road Trail	3.75		•			•		•	•	•	5
Liberty Trail	1.50				•	•	•		•		4
Limestone Trail	5.75						•			•	2
Manteno Downtown Trail	3.50						•	•	•		3
Manteno-Grant Park Trail	13.00	•							•	•	3
Maple Street Trail	0.50				•	•	•	•	•		5
North Manteno Trail	2.75					•		•	•	•	4
North Street Trail	6.00			•		•	•		•	•	5
Riverfront Trail	13.00	•	•	•	•		•		•	•	7
River Road Trail	7.00	•	•								2
River's Edge Trail	2.00				•		•	•	•		4
Route 50 Trail	3.00							•	•	•	3
Sandbar Trail	7.50	•			•					•	3
Skyline Trail	6.00						•		•	•	3
Soldier Trail	3.50		•			•	•	•			4
South Creek Trail	1.00					•		•			2
St. George Road Trail	4.00							•	•	•	3
Sugar Island Road Trail	7.00	•								•	2
Trans Bradley Trail	3.00					•	•	•	•	•	5
Trans Manteno Trail	2.00					•	•	•	•	•	5
Waldron Trail	5.00	•					•	•	•	•	5
West Kankakee Trail	6.50					•	•		•	•	4
West Manteno Trail	3.00							•	•	•	3

Source: 2009 Kankakee County Greenways and Trails Plan; Note: Highest ranking trails are shaded.

7. Chapter 7: Freight and Intermodal Connectivity

7.1. Overview

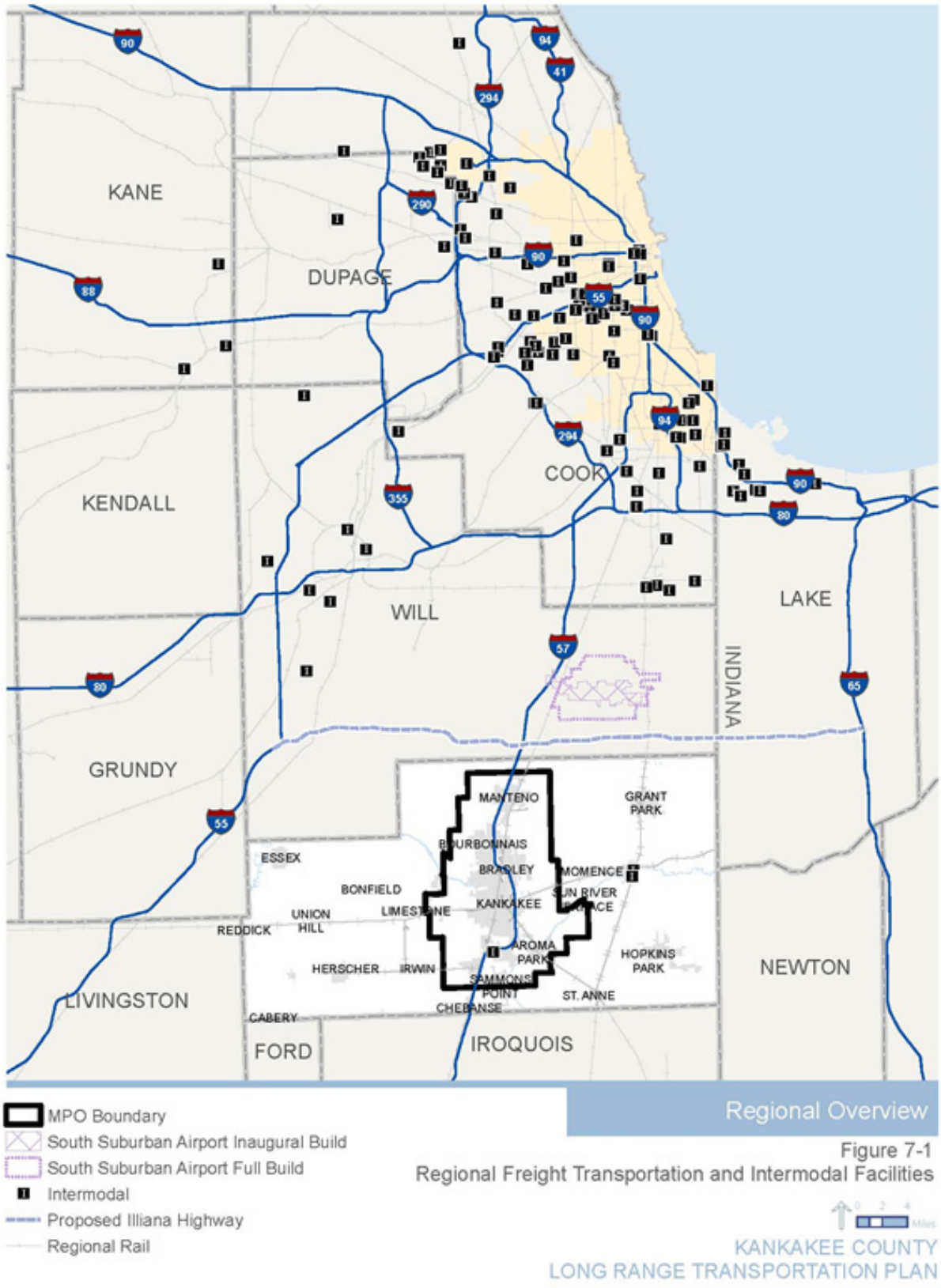
This chapter summarizes freight activity statewide and within the KATS region. Kankakee County as a whole is traversed regularly by large numbers of truck and rail freight movements. Within the KATS region, highways, primarily Interstate 57, traverse the KATS region in a north-south direction with limited east and west connections. Rail lines cross the KATS region in the four cardinal directions. The Greater Kankakee Regional Airport is an additional asset to the region that provides important transportation (see **Chapter 9, Aviation** detailed airport discussion). KATS is committed to developing a transportation network that supports the movement of goods and enhances economic development opportunities within the region.

Truck freight issues in the Kankakee Urbanized Area require regional solutions. Within the past ten years, large intermodal facilities in Will County have been constructed north of Kankakee County. Many truck drivers using those facilities seek to avoid the congestion of the Chicago area when their routes require east-west travel. Minimal delays incurred in Kankakee County compared to congested areas to the north are worth the additional mileage to most truck drivers. However, since east-west truck freight has limited options in Kankakee County, these vehicles typically make no stops within the county. Truckers typically have to choose between U.S. 30 and Interstate 80 to the north and Interstate 74 to the south. The distance between these four lane, north and south options is about 100 miles and limits east-west freight movement.

Kankakee County has also experienced problems of truck and automobile traffic mixing. The deficiency of local truck routes and access points has significantly increased the rate of roadway infrastructure deterioration. This problem must be examined further to preserve local roadway infrastructure.

The following sections detail these and other important issues relating to the freight movements of both trucks and trains. **Figure 7-1** displays the existing Regional Freight Transportation and Intermodal Facilities.

Figure 7-1: Regional Freight Transportation and Intermodal Facilities



7.2. Freight Plans/Studies

MAP-21 requires state DOTs to establish freight advisory committees consisting of public and private freight stakeholders. State DOTs are also encouraged to develop comprehensive plans for freight related planning and investment. Illinois has completed statewide freight studies. The following summarizes the state plans as they relate to the KATS region.

7.2.1. State Modal Freight Plan (2012)

- **Freight Traffic**

  Freight movement is a key industry in Illinois. Freight tonnage, and truck and train volume, and is ranked the third largest in the United States. Illinois is second in intermodal rail traffic. Total tonnage by all modes is the highest out of all inland states

  Illinois is served by seven Class I railroads, which include the leading railroad serving Mexico and two of the leading railroads serving Canada. Illinois' proximity to the Ohio and Mississippi River Systems (via the Illinois River), provides freight connections between the Great Lakes and the Atlantic Ocean. Chicago's O'Hare International Airport is a global air hub, offering cargo in passenger aircraft to carry freight worldwide.

- **Freight Tonnage by Mode**

  In 2010, 1.26 billion tons moved from, to, and within Illinois via its roads, railroads, waterways, and air freight facilities. Truck freight carried 63 percent, rail carried 26 percent, waterways carried 11 percent, and air accounted for a tenth of one percent. Illinois-based volumes are forecast to total 1.7 billion tons by 2040, a 34 percent increase from 2010 Illinois-based freight traffic by mode. See **Table 7-1** for further freight tonnage detail.

Table 7-1: Illinois-Based Freight Traffic by Mode – 2010 & 2040

Illinois-Based Freight Traffic by Mode – 2010					
Mode	**Truck**	**Rail**	**Water**	**Air**	**Total**
Tonnage Carried by 2010	797,794	325,273	135,236	1,433	1,259,736
Percentage of Total	63	26	11	0.1	100
Illinois-Based Freight Traffic by Mode – 2040					
Mode	**Truck**	**Rail**	**Water**	**Air**	**Total**
Tonnage Carried by 2040	1,131,998	404,737	149,131	4,426	1,690,292
Percentage of Total	67	24	9	0.2	100
Tonnage Change - 2010 & 2040	334,204	79,464	13,895	2,993	430,556
Percent Change - 2010 & 2040	4	-2	-2	0.1	134

Source: IDOT Freight Mobility Plan – 2012

  - Truck freight is forecasted to increase the greatest in absolute tonnage and relative mode share in comparison to mode split in 2010. Truck freight will carry an additional 334 million tons, a four percent increase in the mode share, and 42 percent increase in tonnage.

- Rail is projected to decline two percent, though in absolute terms it will see a 24 percent increase, adding approximately 79.5 million tons to the 2010 base of 325,273.
- Water freight tonnage is projected to add 13.9 million tons during this time frame, an increase of approximately 10 percent. The large gains in truck freight mean that water freight will experience a decline in the comparative mode share.
- Air freight is anticipated to double its mode share increasing from 0.1 to 0.2 percent (1.4 million tons to 4.4 million tons). This increase suggests the growing importance of this mode as a backup for just-in-time production systems as the nation's highway network becomes more prone to congestion and delay.

Traffic crossing state lines in 2010 accounted for 724.8 million tons, approximately 60 percent of total freight tonnage. The modal profile is diverse: 42 percent rail, 41 percent truck, 17 percent water and air. Intrastate traffic (freight movements beginning and ending in Illinois) amounted to 534.9 million tons or approximately 40 percent of the total. Truck freight accounted for 94 percent of the tonnage, due to shorter distances that generally allow trucking to be more competitive than the other modal options.

- **Freight Commodity**

  Petroleum or asphalt (excluding gasoline), coal, and livestock/feed commodities accounted for 45 percent of 2010 tonnage, which clearly demonstrates the importance of agriculture and energy supply chains to Illinois' economy.

  Table 7-2 provides an overview of destination profiles of Illinois commodity groups.[5] By this analysis, machinery and electronics are the top two products representing 20 percent of Illinois-generated traffic. Mixed freight (intermodal), pharmaceuticals, and motor vehicles and parts, bring the cumulative total representation to 42 percent. In summary, those commodity groups magnify the state's high end manufacturing distribution system.

[5] The IDOT Freight Mobility Plan (2012) noted because the measure of tonnage favors heavier bulk goods, a different measure used in this document is commodity value. This allows the importance of lighter products of typically more complex manufacturing to occur.

Table 7-2: Illinois Top Ten Commodities by Value, 2010

Commodity Group	Value ($Mil)	Percent of Total	Cumulative Percent
Machinery	88,422	11	11
Electronics	75,421	9	20
Mixed Freight (Intermodal)	65,726	8	28
Pharmaceuticals	59,853	7	36
Motorized Vehicles	49,062	6	42
Base Metals	35,303	4	46
Gasoline	32,125	4	50
Misc. Manufactured Products	30,903	4	54
Plastics or Rubber	30,232	4	58
Articles-Based Metal	30,121	4	62
Sub-Total for Top 10	*497,168*	*62*	*62*
Grand Total (All IL Commodities)	**806,952**	**100**	**100**

Source: IDOT Freight Mobility Plan; USDOT Freight Analysis Framework (FAF)

Outbound commodity flows totaled 373.3 million tons in 2010. Trucks carried 144.0 million tons (39 percent), and railroads carried 126.9 million tons, (34 percent). Water modes on Illinois portions of the Great Lakes and major river systems (Mississippi, Illinois, and Ohio) accounted for 104.2 million tons (28 percent). Outbound air freight accounted for a marginal portion at 268,000 tons (0.07 percent). Major outbound commodity flows from Illinois in 2010 included:

- Coal by water (58.4 million tons). This accounts for 69 percent of outbound coal traffic and 56 percent of all outbound freight by water.
- Coal by rail (26.5 million tons). Represents 31 percent of all outbound coal and 21 percent outbound rail tonnage.
- Mixed (unknown) freight by rail (26.3 million tons) represents 38 percent of all mixed (unknown) freight. This accounts for 21 percent of all outbound rail tonnage. Inbound commodity volumes totaled 348.5 million tons in Illinois in 2010. Railroads conveyed 178.1 million tons (51 percent), trucks carried 152.6 million tons (43 percent), water modes moved 17.4 million tons (5 percent), and air freight accounted for 404,000 tons (0.1 percent).

Examples of the largest inbound commodity flows entering Illinois in 2010 included:

- Coal by rail (82.8 million tons). This accounts for 97 percent of all inbound coal and 44 percent of all inbound rail tonnage.
- Petroleum or asphalt products (not including gasoline) by truck (28.9 million tons). This represented 89 percent of all inbound petroleum or asphalt products and 19 percent of all inbound truck tonnage.

- Prepared food, tobacco, or alcohol by rail (20.6 million tons). This accounts for 80 percent of all inbound traffic prepared food, tobacco, or alcohol and 12 percent of all inbound rail tonnage.

Intrastate commerce comprises more tonnage than inbound and outbound commodity flows. Intrastate commodity flows account for 534.9 million tons of freight movement in Illinois in 2010. Because truck trips are typically more competitive for trips less than 550 miles, this freight mode was the principal commodity movement used. Of the tonnage originating and ending its movement in Illinois, trucks carry 500.2 million tons (93.5 percent) of the total intrastate volume in 2010. Railroads conveyed 20.3 million tons (3.9 percent) of intrastate movements by movements in 2010, while water modes carried 13.6 million tons (2.6 percent). Air freight volumes accounted for 404,000 tons (0.08 percent) moved.

7.2.2. Illinois State Rail Plan (2012)

The 2012 Illinois State Rail Plan covers the entire state of Illinois. Rail services addressed in this plan include rail freight, carrier surfaces, Amtrak services, intercity high-speed rail services, and urban rail commuter services. The state's overall rail transportation system was inventoried during the development of the Plan, and individual profiles presented on all major rail service providers. The Plan identifies anticipated trends, needs, and issues that will affect rail service and demand over the next two or three decades. The Plan provides a long-range investment program framework for meeting the various needs of rail passengers and freight services within the state.

This section provides a summary of the rail services addressed in the 2012 Illinois State Rail Plan at the “high-level” statewide view. Specifics of the rail services that include the Kankakee County and KATS region will be discussed in further detail within the Freight and Passenger Rail chapters.

- **Rail Freight Systems**
  Illinois rail freight systems are comprised of 45 railroads including seven, Class I railroads, 26 short line railroads, and nine terminal carriers. Classification of the rail freight systems fall into three categories as defined by the Federal Surface Transportation Board:

  - Class I: Having more than $398.7 million of annual carrier operating revenue, Class I rail freight systems primarily operate long-haul service over high-density intercity traffic lanes.
  - Class II: Class II and Regional railroads are railroads of similar size with slightly different definitions. Class II railroads are defined by the Surface Transportation Board as having annual revenue of between $31.9 million and $398.7million. Regional railroads are generally defined as operating over at least 350 miles of track and/or having revenue of between $40 million and the Class I railroad revenue threshold.
  - Class III (Short Line Railroads): Class III or Short line railroads have annual revenue of less than $31.9 million per year. Terminal, or switching, railroads are a subcategory of Class III railroads which provide pick-up and delivery service within a specified area.

Canadian National (CN), Norfolk Southern (NS) and Union Pacific (UP) are the three Class I railroads, regularly operating through Kankakee County. One short line railroad, Kankakee Beaverville & Southern Railroad (KBSR), provides connecting services to the Class I and short line railroads within the region.

- **Rail Freight Traffic**
  According to data by the American Association of Railroads (AAR), Illinois is a top ranking state in the nation by most metrics used to describe the size and extent of the rail industry. In 2010, the Illinois rail system was ranked as follows:

  - Illinois ranked first in rail carloads transported with nearly 11 million.
  - Illinois ranked first in carloads terminated (3.7 million) and second in carloads originated (3.4 million).
  - Illinois ranked second in tons originated (109.5 million) and second in tons terminated (157.8 million).
  - Illinois ranked second in miles of railroad track with 7,044 miles (not including trackage rights).
  - Illinois ranked third in tons carried with 481.6 million tons.

- **Rail Freight Commodities**
  - **Coal/Energy -** Most of the coal shipped to Illinois is used for power generation. Some of the 80 million tons shipped by rail remain within Illinois, while the rest is transloaded to barge or vessel at one of the Illinois port facilities for delivery elsewhere. According to data from the U.S. Energy Information Administration, Illinois is the eighth largest coal producing state in the United States with the production of 33.2 million tons in 2010. Data from the Illinois Department of Commerce and Economic Opportunity show that roughly 6 million tons of Illinois coal was shipped by rail in 2009, (18 percent) of the 33.5 million tons of production for that year. The proportion shipped by rail was higher in 2008, accounting for roughly 9 million tons, (27 percent), of that year's 32.9 million tons of production. The most used mode to transport Illinois coal is barge. However, many of the mines within the state are entirely reliant upon rail.

  - **Agricultural/Food -** Agriculture is also highly dependent upon rail. From the USDA's 2007 Census of Agriculture, Illinois was the top producing state of grain, oilseeds, dry beans, and dry peas by value. The state accounted for approximately 16 percent of the U.S. corn harvest and 13 percent of the soybean harvest. Illinois was ranked second for feed grain and soybean exports. Similar to coal, transportation is a large portion of the delivered cost of grain and soybeans. According to the Illinois Department of Agriculture, exports from Illinois account for nearly 7 percent of all U.S. agricultural exports. More than 44 percent of grain produced in Illinois is sold for export. Rail connections are a key component of the success of Illinois agriculture sold both domestically and abroad.

- **Chemical and Other -** Rail is pivotal to the success of the Illinois chemical industry, whose companies must frequently ship heavy, bulky materials great distances. The Illinois chemical industry generated $29.9 billion worth of chemical products and exported $6.18 billion in 2007. A variety of other industries within Illinois rely on rail as well. These include the steel industry, plastics and rubber, and construction materials such as sands, gravel, and lumber.

- **Directional Rail Flow**
  In 2010, Illinois railroads carried a total of 448 million tons and nearly 10 million carloads of freight. The most prevalent directional flow was “Interstate Inbound” representing nearly 40 percent by weight, followed by “Interstate Outbound” representing 28 percent by weight. On a unit basis, interstate inbound and outbound are relatively balanced with 4.1 million carloads terminating in Illinois and 3.7 million originating in the state. Through freight often referenced as "Overhead Freight" passes through Illinois for commerce between markets outside of the state. This represents 27 percent of directional flows. Most overhead freight traffic pertains to the import and export of goods that move between Pacific Coast ports and the Ohio Valley or markets further east. The remaining tonnage, 4.5 percent, was intrastate traffic. The directional distribution of carload units follows a similar pattern with interstate flows weighing somewhat more heavily to inbound.

- **Multimodal Transportation**
  Intermodal freight (truck, railroad, air, lake/ocean vessels, etc.) is typically handled in a container or trailer. More than one mode of transportation is required to move freight from the shipper to the receiver of goods.

  Intermodal containers are divided into two categories—domestic and international. Domestic containers are typically 48-feet or 53-feet long; international containers are typically 20-feet or 40-feet long. Domestic trailers also move via intermodal service, which includes motor carrier owned equipment.

7.2.3. Illiana Freight Corridor

Perhaps the most significant near-term project impacting freight and truck flows in the Kankakee County and beyond is the Illiana Corridor. The Illiana Corridor is a planned 50-mile, multi-lane, limited-access expressway that would provide an east-west connection between I-55 in Illinois and I-65 in Indiana. The goals of the Illiana Corridor are to address mobility, travel time, alleviate congestion, and accommodate forecasted travel demand issues and access issues related to the growing travel demand between Illinois and Indiana, particularly solving truck and freight movement for Will and Kankakee Counties in Illinois and Lake County in Indiana.

In December 2014, the Federal Highway Administration signed the Illiana Corridor Tier Two Record of Decision which marked the completion of the project’s environmental planning phase. This action provides federal authorization for Indiana and Illinois to move the project

forward from the planning phase to the implementation phase, laying the foundation for the continued exploration of public-private partnership opportunities for construction, maintenance, and operation. Land acquisition efforts, including landowner relations and local planning activities, also can continue.

The preferred alternative includes 50.5 miles of total length (38.66 Illinois and 11.84 Indiana), which includes 202 lane miles of limited-access highway (154.64 Illinois and 47.36 Indiana), 11 new interchanges (8 Illinois and 3 Indiana), and 15 road closures (12 Illinois and 3 Indiana). There are also a number of social, economic, agricultural, and other environmental quality impacts associated with the project.

7.2.4. Existing Truck Freight Movements and Facilities

The Kankakee County Planning Department released a report, *Truck Traffic Analysis in Eastern Kankakee County (July 2012)***.** The geographic location of the study area includes Kankakee County east of Interstate 57. This area encompasses 347 square miles and comprises urbanized areas, small communities, and agricultural land along the I-57 corridor.

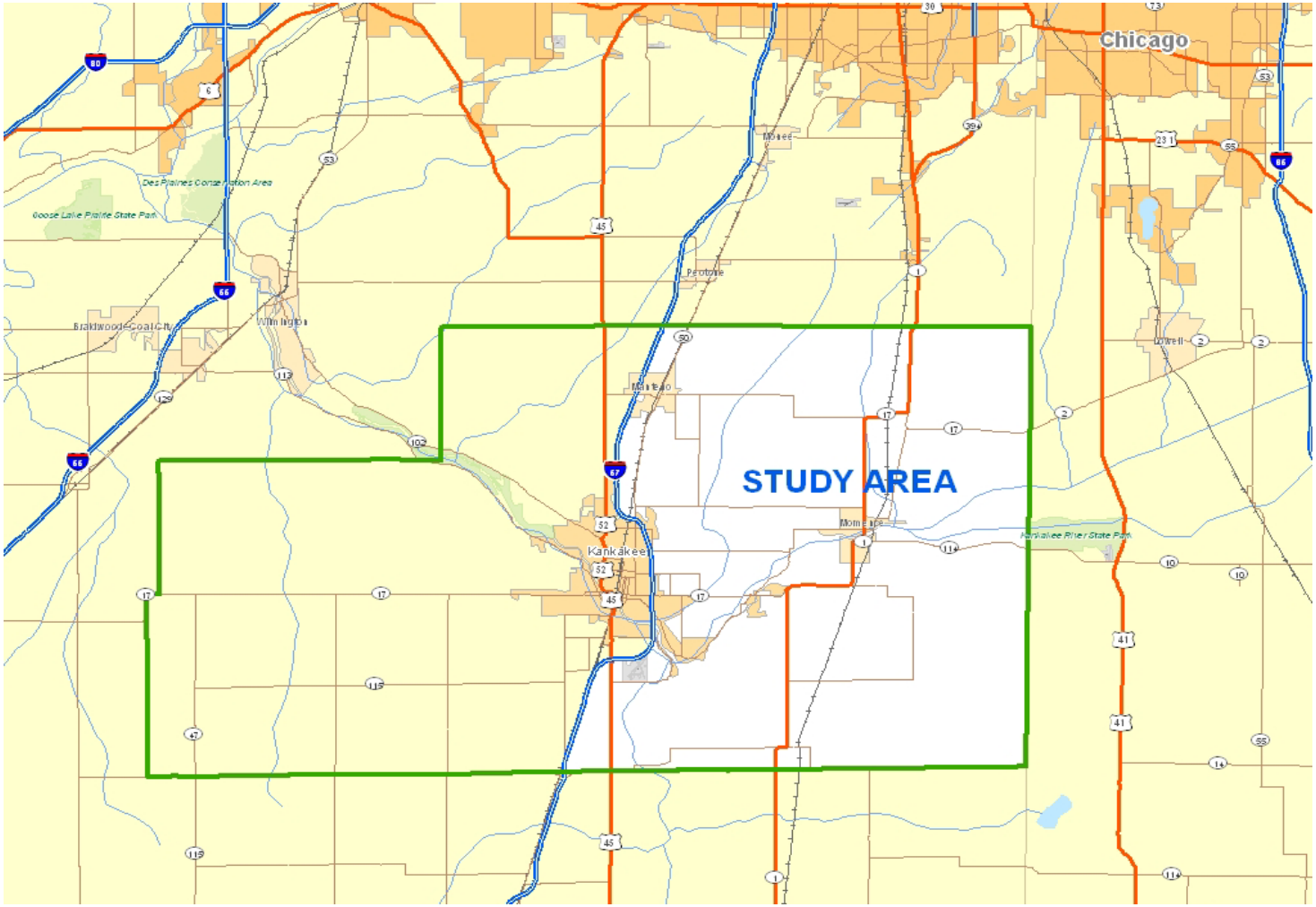
While this study only encompasses a portion of the KATS region, the study underscores the fact that Kankakee County is experiencing significant growth in truck freight movements, particularly in the eastern half of the County. The increase in truck traffic is partially a result of industrial growth within Kankakee County, but more significantly dues to the intermodal facilities located outside Kankakee County, such as CenterPoint Intermodal Center in Elwood, Illinois.

At the time of this study, Illinois Route 1/17 between River Street and Second Street in Momence (outside the KATS MPA) was identified as being near total capacity with 91 percent of the 12,000 vehicle per day threshold (According to 2011 traffic counts from IDOT). This segment features a very high proportion of truck traffic within the study area at 25.5 percent. In general, Illinois Routes 1, 17, and 114 feature very high proportions of truck traffic of at least 10 percent, with most segments at 20-30 percent and one segment as high as 43 percent (along IL-114 between 17000E Road and 18000E Road). All segments that run east-west between Illinois and Indiana are over 25 percent truck traffic. Most of these routes converge in or near Momence where between 2,000 and 3,000 trucks drive on local roadways every day.

Besides existing and proposed intermodal facilities in southern Cook and Will Counties, congestion along Interstate 80 and other routes closer to Chicago causes haulers to seek alternative routes, specifically, the intersection of I-65 and I-80 in Gary, Indiana is ranked as the 6th most congested bottleneck for trucks in the nation by the FHWA.

Figure 7-2 displays the Eastern Kankakee County Study Area.

Figure 7-2: Eastern Kankakee County Study Area



Source: Kankakee County Planning Department

7.2.5. KATS Regional Truck Traffic

Illinois roadways are required to designate a truck route system within the state on which heavier and larger trucks are allowed to travel. The truck route system is designated by three classes of roadways:

- **Class I**: Includes roads that are four-lane, divided and fully controlled access highways. Typically including the Interstate system, tollways, and other highways as approved by IDOT.
- **Class II:** Highways that include major arterials, but not built to interstate highway standards and have at least 11-foot lane widths.
- **Class III**: Includes State highways that have lane widths less than 11 feet in width.

Local roadway authorities may also designate Class II or Class III highways within and under their jurisdiction.

Class I and II truck routes serving the KATS region include I-57, U.S.-45/52, IL-50, IL-17, CR-9, IL-102, IL-113, and IL-115. Class III truck routes include CR-9 extending eastward from IL-50 in Manteno to the eastern boundary of the MPA, Sycamore Street (Manteno) from E 10000N. Road to IL-50, East Armour Road from IL-50 Kinneman Drive/Christine Drive to, and Eastgate Parkway from IL-17 to E 1000N Road.

Figures 7-3 and 7-4 depict heavy commercial vehicles (HCV) and percent of HCV to overall vehicles per day (VPD). **Figures 7-5 and 7-6** depict HCV and percent of HCV to overall VPD.

Figure 7-3: Truck Routes – Kankakee County

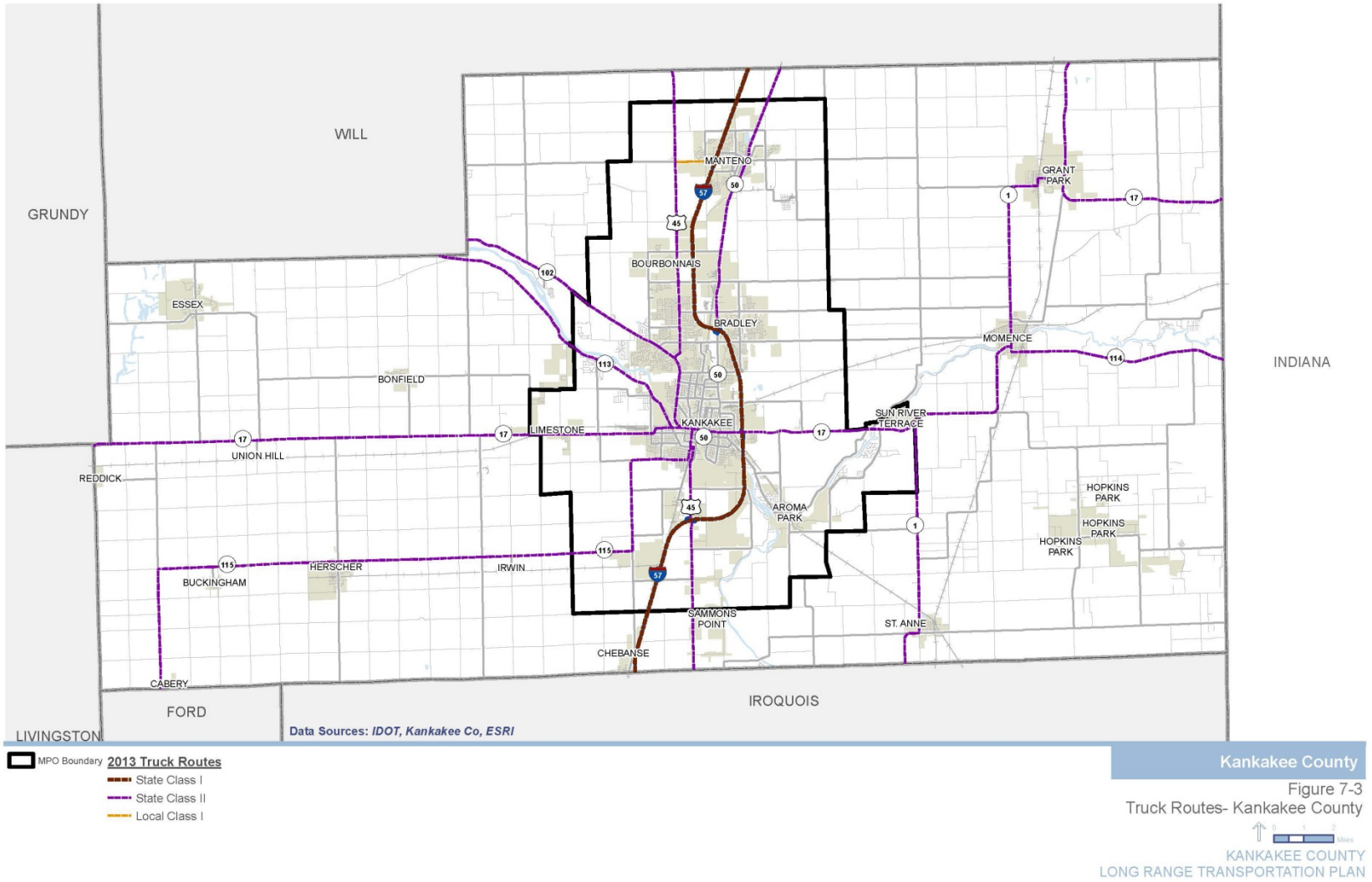


Figure 7-4: Truck Routes – KATS MPO

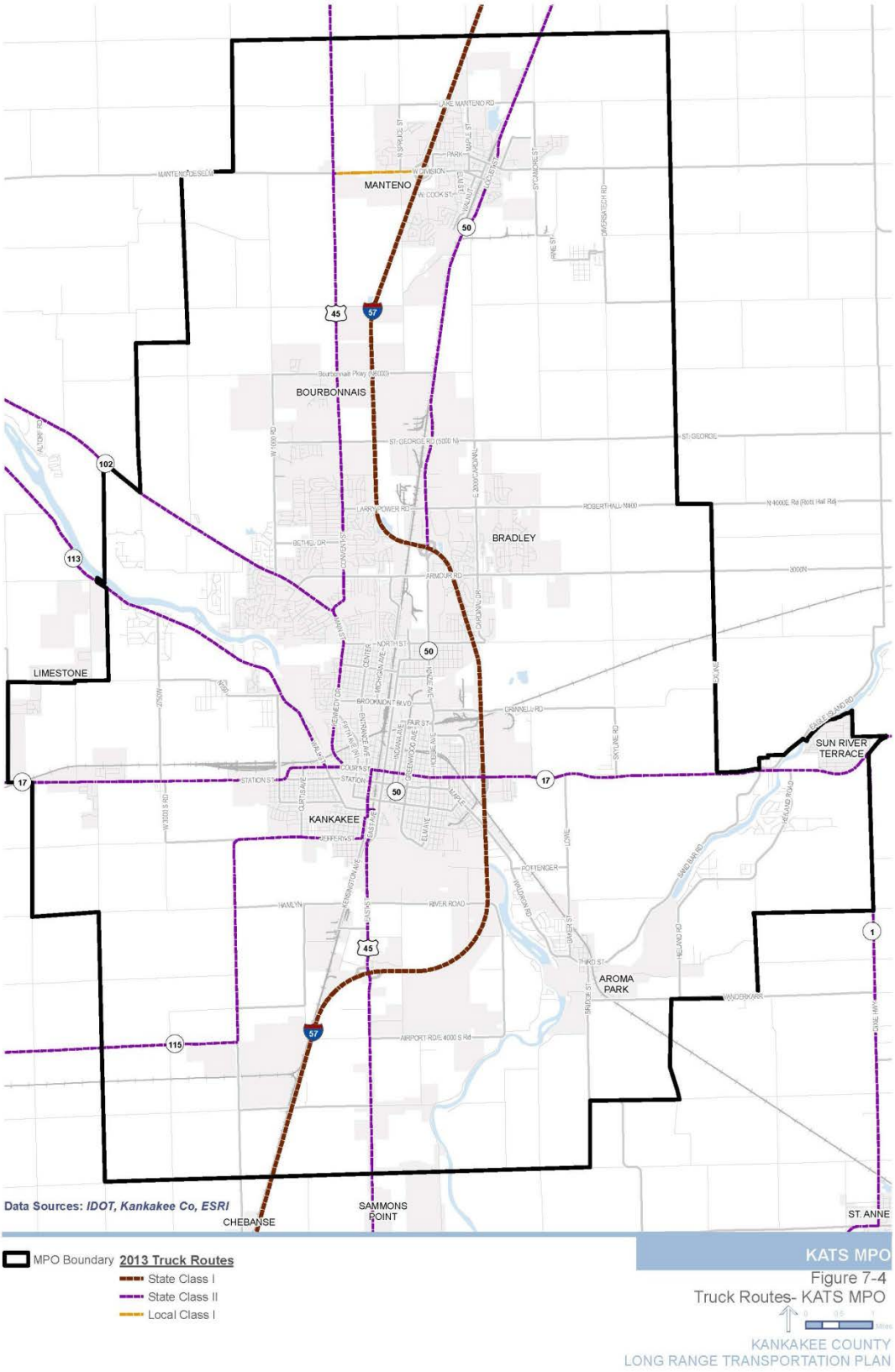


Figure 7-5: Truck Volumes – Kankakee County

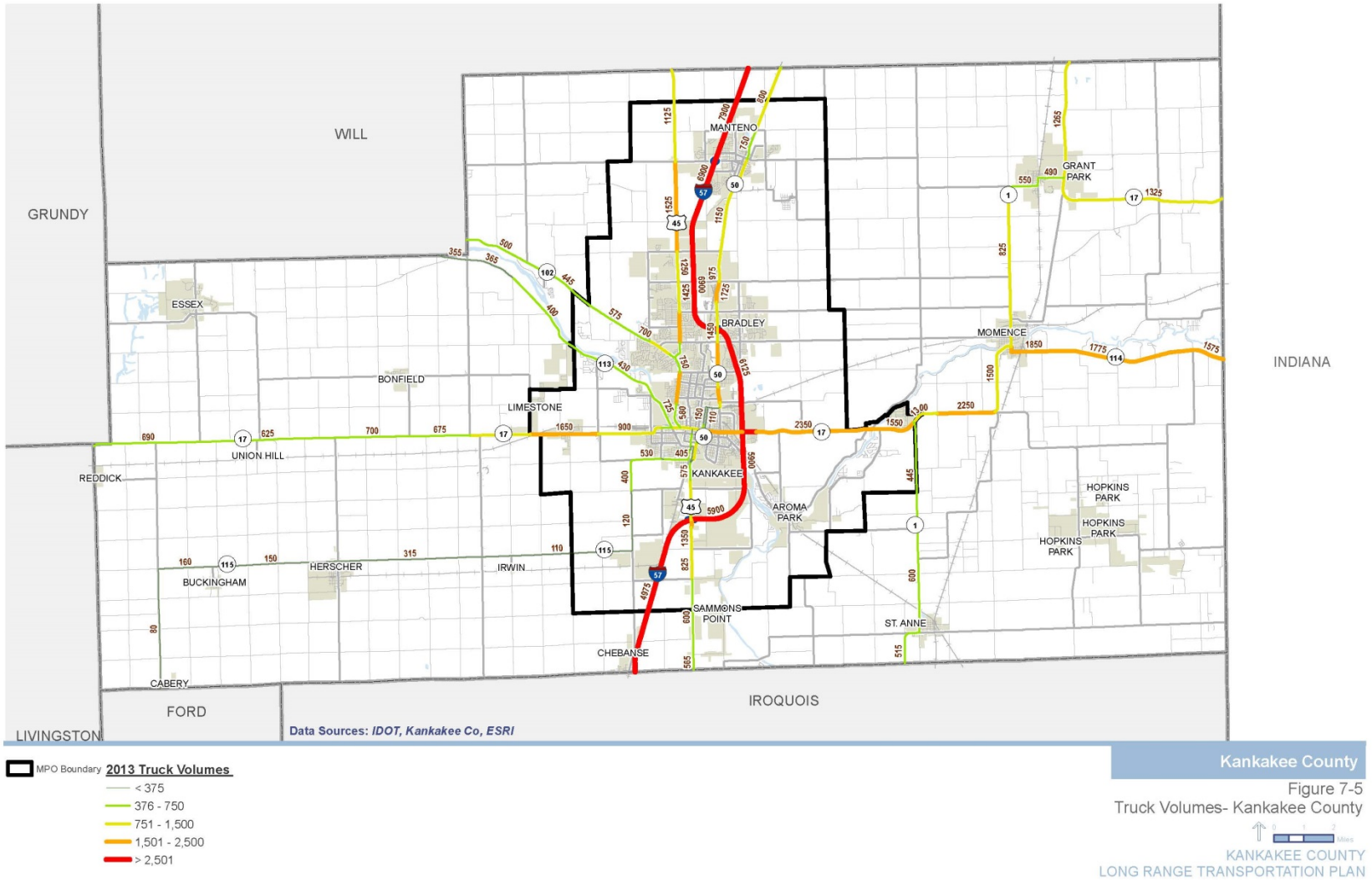
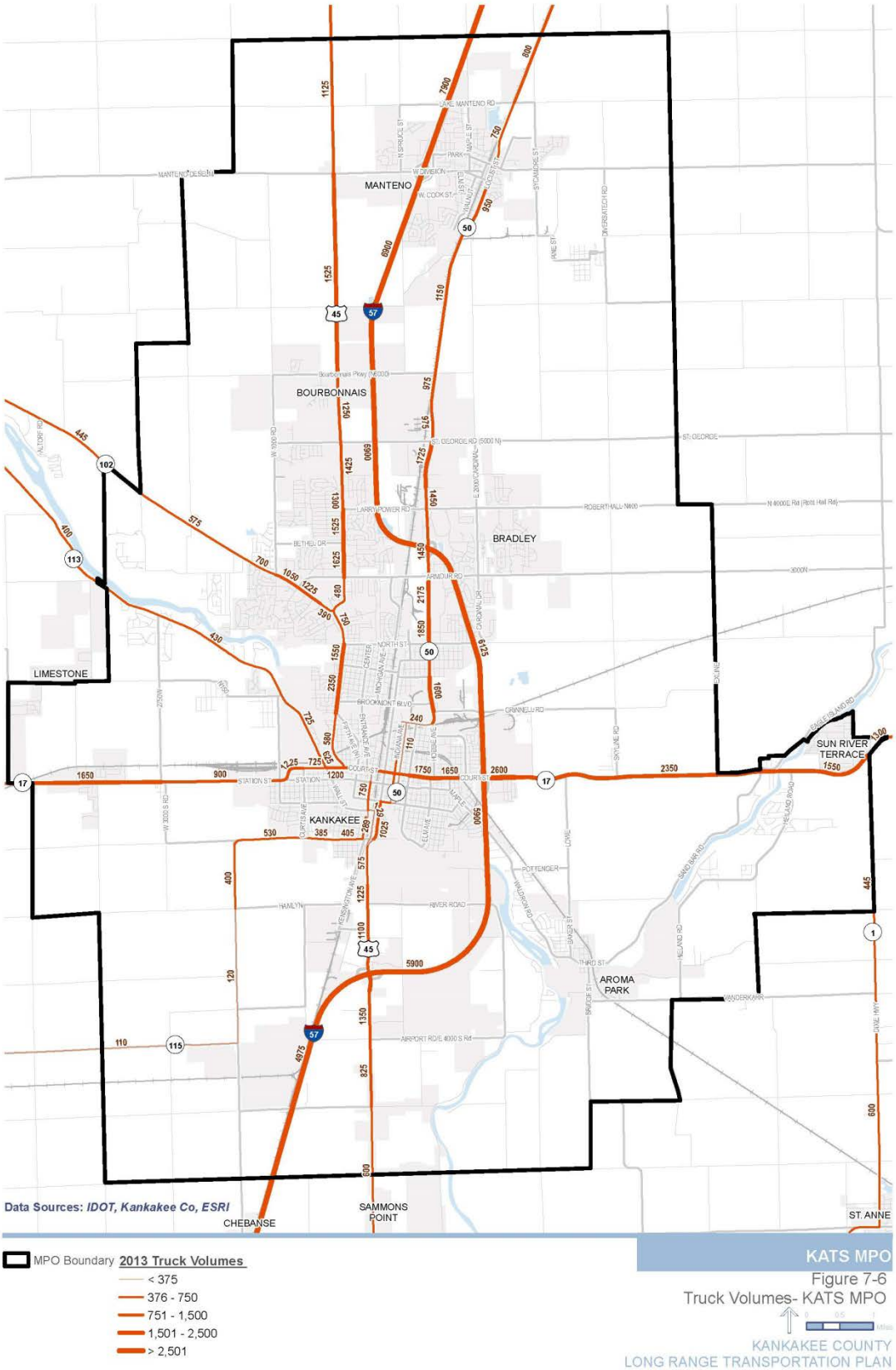


Figure 7-6: Truck Volumes – KATS MPO



Interstate 57

Interstate 57 is the only Class I truck route in the KATS region and serves as the primary feeder truck route for the Class II and III roadways. As a Class I roadway, Interstate 57 is designed to handle north-south through traffic, and in most cases has neither origin nor destination inside Kankakee County. I-57 carries approximately 5,000 to 8,000 (22 to 30 percent of AADT) HCV per day. Heavier HCV volumes, 6, 125 to 7,900 (22 to 25 percent of AADT) occur between the northern KATS boundary and IL-17. Lower HCV volumes on I-57 occur between IL-17 and southern KATS border (4,975 to 5,900), although HCV volumes are 30 percent of the overall AADT between U.S. 45/52 and the southern KATS boundary.

See **Table 7-3** for a summary of HCV traffic on I-57.

Table 7-3: HCV Volumes within the KATS Region – Interstate 57

Roadway	Class	Location	AADT	HCV	% HCV
I-57	I	N. KATS boundary & County Hwy. 9 (Manteno)	32,300	7,900	24
I-57	I	County Hwy. 9 (Manteno) & IL-50	27,200	6,900	25
I-57	I	IL-50 & IL 17	28,000	6,125	22
I-57	I	IL-17 & U.S. 45/52	24,500	5,900	24
I-57	I	U.S. 45/52 & S. KATS boundary	16,800	4,975	30

Source: Illinois Department of Transportation – 2013 Traffic Counts

U.S. 45/52

U.S. 45/52 is a designated Class II truck route running north-south through the KATS boundary with HCV volumes ranging from 139 to 2,350 (2 to 18 percent of the overall AADT). Characteristics of U.S. 45/52 HCV traffic in the KATS region include:

- A higher percentage of HCV of the overall AADT occurs in two segments. One is from the northern KATS boundary (E. 11000N Rd.) to Indian Oaks Rd. (E. 5000N Rd.) at 10 to 16 percent (1,250 to 1,425 HCV per day). The other is from I-57 interchange to the southern KATS boundary (E. 6000S Rd) at 12 to 18 percent (600 and 1,350 HCV per day).
- The lowest percentage of HCV volumes is in the developed areas (Bourbonnais, Bradley, and Kankakee) where the overall AADT range from approximately 18,000 to 28,000 and HCV volumes range from approximately 480 to 2,035.

See **Table 7-4** for a summary of HCV traffic on U.S. 45/52.

Table 7-4: HCV Volumes within the KATS Region – U.S. 45/52

Roadway	Class	Location	AADT	HCV	% HCV
U.S. 45/52	II	N. KATS boundary & County Hwy. 9 (Manteno)	7,100	1,125	16
U.S. 45/52	II	County Hwy 9 (Manteno) & E. 6000N Rd.	10,050	1525	15
U.S. 45/52	II	E. 6000 Rd. & E. 5000N Rd. (Indian Oaks Rd.)	10,900	1,250	11
U.S. 45/52	II	E. 5000N Rd. (Indian Oaks Rd.) & Burns Rd. E. (E. 4500N Rd.).	14,500	1,425	10
U.S. 45/52	II	Burns Rd. E. (E. 4500N Rd.) & Larry Power R.	18,300	1,300	7
U.S. 45/52	II	Larry Power Rd. & Bethel/E. Bethel Dr.	23,100	1,525	7
U.S. 45/52	II	Bethel/E. Bethel Dr. & William Latham Dr./Armour Rd.	24,600	1,625	7
U.S. 45/52	II	William Latham Dr./Armour Rd. & County Hwy. 102	17,900	480	3
U.S. 45/52	II	County Hwy. 102 & E. North St.	31,100	750	2
U.S. 45/52	II	E. North St. & W. Broadway	28,400	1,550	5
U.S. 45/52	II	W. Broadway & Brookmont Blvd.	27,900	2,350	8
U.S. 45/52	II	Brookmont Blvd. & N. 5th Ave.	27,800	2,025	7
U.S. 45/52	II	N. 5th Ave. & IL-17	22,600	580	3
U.S. 45/52	II	IL-17 & E/W Station St.	8,150	340	4
U.S. 45/52	II	E/W Station St. & E/W River St.	9,250	750	8
U.S. 45/52	II	E/W River St. & W Water St.	9,050	430	5
U.S. 45/52	II	W. Water St. & E. Charles St.	4,650	129	3
U.S. 45/52	II	E. Charles St. & E/W Jeffery St.	3,450	289	8
U.S. 45/52	II	E/W Jeffery St. & Sussex Ln.	15,700	575	4
U.S. 45/52	II	Sussex & River Rd.	16,400	1,225	7
U.S. 45/52	II	River Rd. & I-57	12,800	1,100	9
U.S. 45/52	II	I-57 & Fairgrounds Rd.	7,650	1,350	18
U.S. 45/52	II	Fairgrounds Rd. & S. KATS boundary	5,050	600	12

Source: Illinois Department of Transportation – 2013 Traffic Counts

Illinois Route 17

Illinois Route 17 (IL-17) is the primary east-west truck route for the KATS region and provides access to and from I-57. Characteristics of Illinois Route 17 HCV traffic in the KATS region include:

- Illinois Route 17 carries higher HCV volumes from just west of I-57 to the east KATS boundary. HCV volumes range 1,550 to 2,350 or 10 to 22 percent of the overall AADT.
- From the west KATS boundary to Main Avenue HCV volumes are 11 to 13 percent of the overall AADT.
- The stretch of IL-17 in the Kankakee Urbanized Area (Main Avenue to I-57), similar to U.S. 45/52, experiences higher overall AADT versus HCV volumes. HCV volumes range from approximately 4 to 8 percent of overall AADT.

See **Table 7-5** for a summary of HCV traffic on IL-17.

Table 7-5: HCV Volumes within the KATS Region – Illinois Route 17

Roadway	Class	Location	AADT	HCV	% HCV
IL-17	II	W. KATS Boundary & Main Ave.	8,350	900	11
IL-17	II	Main Ave. & S. Curtis Ave.	9,150	1,225	13
IL-17	II	S. Curtis Ave. & County Hwy. 113	15,500	725	5
IL-17	II	County Hwy. 113 & U.S. 45/52	27,700	1,200	4
IL-17	II	U.S. 45/52 & N/S 5th Ave.	13,900	1,125	8
IL-17	II	5th Ave. & U.S. 45/62-N. Washington Ave.	18,500	1,150	6
IL-17	II	U.S. 45/62-N. Washington Ave. & Schuyler Ave.	17,000	1,025	6
IL-17	II	Schuyler Ave. & Indiana Ave.	15,000	1,100	7
IL-17	II	Indiana Ave. & Harrison Ave.	14,400	1,025	7
IL-17	II	Harrison Ave. & Greenwood Ave.	15,000	1,000	7
IL-17	II	Greenwood Ave. & Hobbie Ave.	13,900	1,750	13
IL-17	II	Hobbie Ave. & Nelson Ave.	16,900	1,650	10
IL-17	II	Nelson Ave. & I-57	15,200	2,050	13
IL-17	II	I-57 & Eastgate Pkwy.	11,700	2,600	22
IL-17	II	Eastgate Pkwy. & Splear Rd.	10,900	2,150	19
IL-17	II	Splear Rd. & County Hwy. 21	11,600	2,350	20
IL-17	II	County Hwy. 21 & E. KATS boundary	9,700	1,550	16

Source: Illinois Department of Transportation – 2013 Traffic Counts

Illinois Route 50

Illinois Route 50 is a Class II truck route extending from the northern KATS boundary southward to I-57. Characteristics of HCV traffic on Illinois Route 50 in the KATS MPA include:

- HCV volumes range from 800 to 950 (8 to 11 percent of overall AADT) from the northern KATS boundary to E. 5000N Rd. (County Hwy. 8).
- Between E. 5000 Rd. (County Hwy. 8) and E. 4000 Rd. the overall AADT ranges from 11,500 and 17,000 with HCV volumes range from 10 to 15 percent (1,650 to 1,725).
- The land area between E. 4000N Rd. and I-57 is much more urbanized (residential, retail, and industrial) than the stretch of IL-50 between the Manteno and E. 4000N Rd. HCV volumes in this area range from 1,150 and 1,450. However, the overall AADT ranges from 22,300 and 26,100. HCV volume percentages in this area are 5 to 6 percent.

See **Table 7-6** for a summary of HCV traffic on IL-50.

Table 7-6: HCV Volumes within the KATS Region – Illinois Route 50

Roadway	Class	Location	AADT	HCV	% HCV
IL-50	II	N. KATS boundary & E. 10000N Rd.	7,550	800	11
IL-50	II	E. 10000N Rd & County Hwy 9 (Manteno)	6,900	750	11
IL-50	II	County Hwy. 9 (Manteno) & N. 2000E Rd.	11,500	950	8
IL-50	II	N. 2000E Rd. & E. 5000N Rd. (County Hwy. 8)	8,650	975	11
IL-50	II	E. 5000N Rd. (County Hwy. 8) & E. 4500N Rd.	11,500	1,725	15
IL-50	II	E. 4500N Rd. & E. 4000N Rd.	17,000	1,650	10
IL-50	II	E. 4000N Rd. & Access drive to Northfield Square Mall	22,300	1,150	5
IL-50	II	Access drive to Northfield Square Mall & I-57	26,100	1,450	6

Source: Illinois Department of Transportation – 2013 Traffic Counts

State Highways – 102, 113, 115

State highways designated as Class II truck routes in the KATS regions include:

- State Highway 102 (W. KATS boundary to U.S. 45/52)
  - Overall AADT ranges from 6,050 to 16,000 increasing in an easterly direction.
  - Overall HCV volumes range from 575 to 1,375 (8 to 10 percent of AADT).
- State Highway 113 (W. KATS boundary and IL-17)
  - Overall AADT ranges from 3,850 to 12,900 increasing in an easterly direction.
  - Overall HCV volumes range from 430 to 725 (5 to 14 percent of AADT).
- State Highway 115
  - Overall AADT ranges from 1,500 to 5,900 increasing in an easterly direction.
  - Overall HCV volumes range from 110 to 530 (7 to 16 percent of AADT).

See **Table 7-7** for a summary of HCV traffic on State Highways.

Table 7-7: HCV Volumes within the KATS Region – State Highways

Roadway	Class	Location	AADT	HCV	% HCV
State Hwy. 102	II	W. KATS boundary & Sportsman Club Rd.	6,050	575	10
State Hwy. 102	II	Sportsman Club Rd. & Career Center Rd./Briarcliff Ln.	9,800	700	7
State Hwy. 102	II	Career Center Rd./Briarcliff Ln. & William Latham Dr.	12,400	1,050	8
State Hwy. 102	II	William Latham Sr. Dr. & Brown Blvd.	14,100	1,225	9
State Hwy. 102	II	Brown Blvd. & U.S. 45/52	16,000	1,325	8
State Hwy 113	II	W. KATS boundary & N. Main Ave.	3,850	430	11
State Hwy 113	II	N. Main Ave. & Butterfield Trail	5,300	725	14
State Hwy 113	II	Butterfield Trail & IL 17	12,900	625	5
State Hwy 115	II	W. KATS boundary & County Hwy. 115/S. 2000W Rd.	1,500	110	7
State Hwy 115	II	County Hwy. 115/S. 2000W Rd. & County Hwy 115/W. Jeffery St.	3,000	400	13
State Hwy 115	II	County Hwy 115/W. Jeffery St. & S. Curtis Ave.	3,350	530	16
State Hwy 115	II	S. Curtis Ave. & S. 8th St.	4,700	385	8
State Hwy 115	II	S. 8th St. & S. Washington Ave.	5,900	405	7

Source: Illinois Department of Transportation – 2013 Traffic Counts

7.3. Freight Rail

Since the mid-19th century, Chicago has been a major hub for passenger and freight trains with a network spanning 2,796 miles. One quarter of the nation's freight rail volume travels through the Chicago region. On a value basis, this traffic accounts for over 50 percent of the finished vehicles handled by rail throughout the United States and about 60 percent of all intermodal freight.

As explained in Section 7.2.2, the rail network in Kankakee County creates the rail-freight movement into and out of the Chicago Region. Three Class I railroads, Canadian National (CN), Norfolk Southern (NS) and Union Pacific (UP) operate through Kankakee County. One short line railroad, Kankakee Beaverville & Southern Railroad (KBSR), provides connecting services to the Class I and short line railroads within the region.

Figures 7-7 and **Figure 7-8** displays existing freight rail lines within Kankakee County and the MPA.

Figure 7-7: Freight Rail – Within Kankakee County

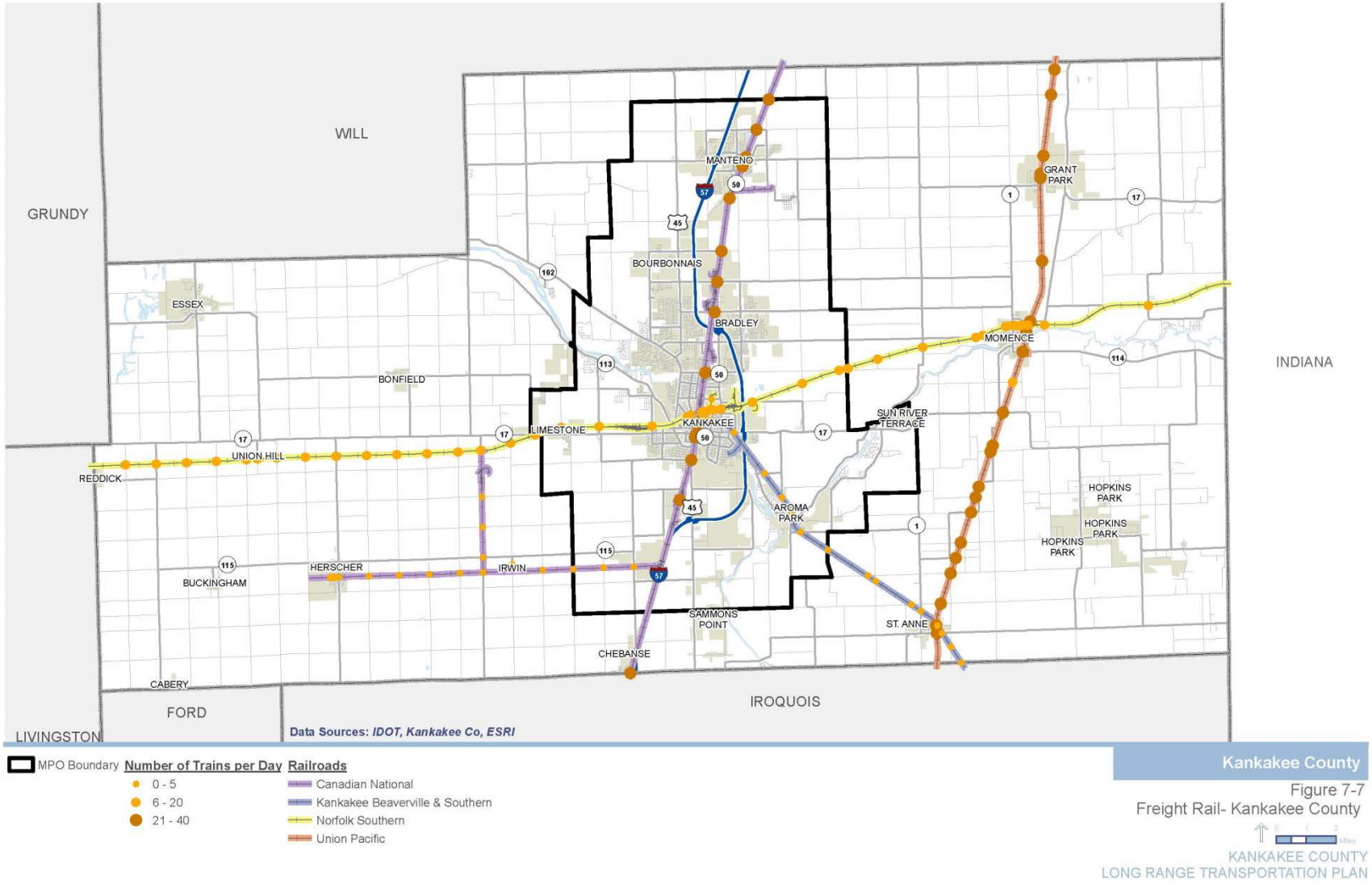
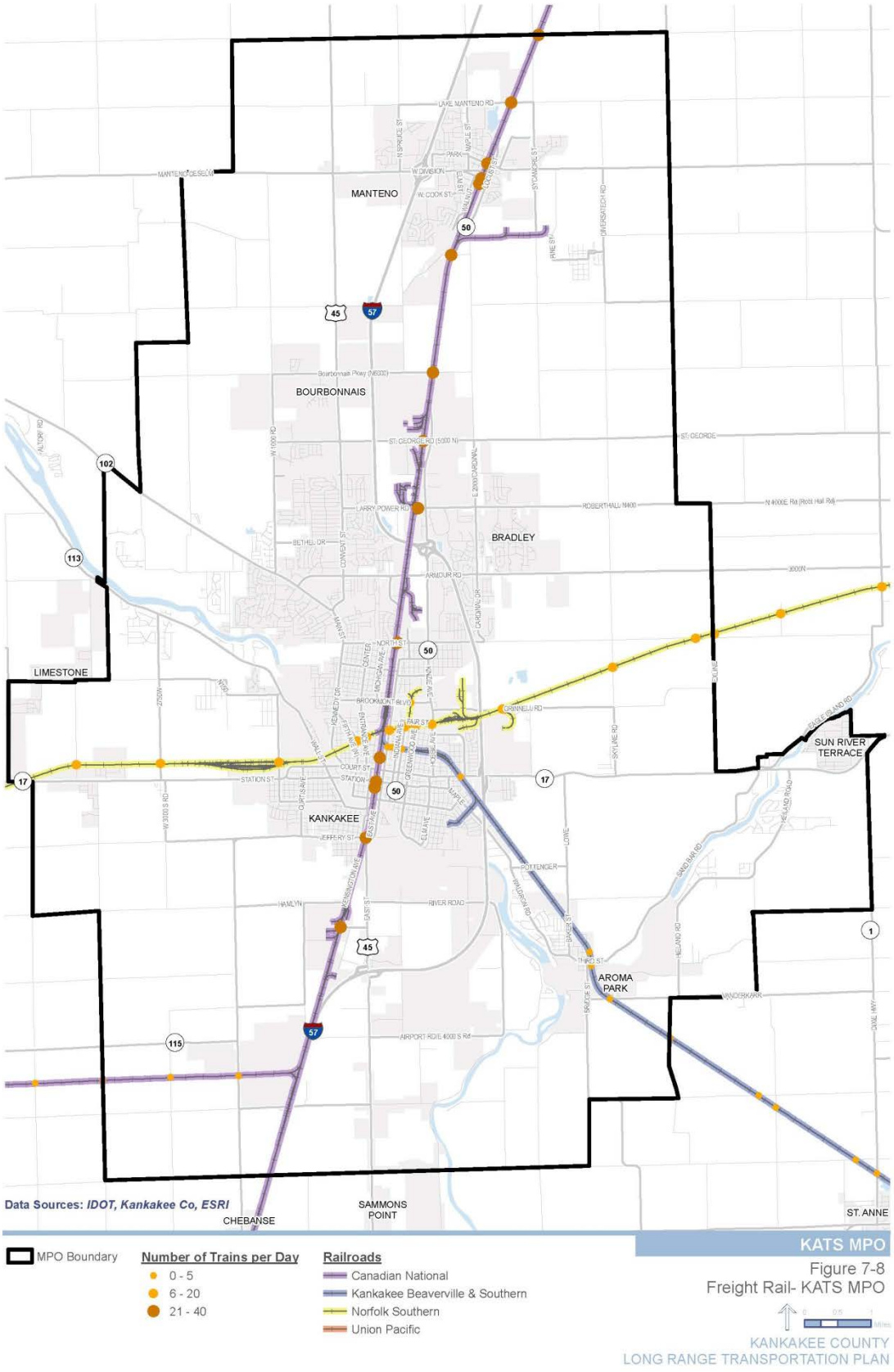


Figure 7-8: Freight Rail – Within KATS MPO



7.3.1. Class I Railroads

- **Canadian National (CN)** is a transcontinental railway that operates over 20,000 route miles of track in the United States and Canada with connections to 70 ocean, river, and lake ports. CN's headquarters for the U.S. operation is located in Homewood, Illinois. CN has a major rail yard in Homewood and an intermodal facility in Harvey which originates and terminates trains that operate through Kankakee County. CN operates between 21 and 40 trains daily on the north-south corridor between Manteno and Chebanse. On the east/west corridor between Sammons Point and Irwin, rail traffic is between 0 to 5 trains daily.

- **Norfolk Southern (NS)** operates over 20,000 route miles in 22 states and the District of Columbia with connections to every major eastern port; 10 river ports and 9 lake ports. NS operates intermodal terminals at 47th Street, 63rd Street/Englewood, Calumet, and Landers in Chicago which originate and terminate trains that operate through Kankakee County. Rail traffic on the NS east-west corridor is approximately 6 to 20 trains daily.

- **Union Pacific (UP)** operates over 31,800 route miles covering 23 states across the western two-thirds of the United States. UP has intermodal facilities in Chicago (Global I), Northlake (Global II), and Dolton (Yard Center). UP trains that originate and terminate at the Chicago intermodal yard facilities in Chicago and Dolton operate through Kankakee County. UP operates between 21 and 40 trains daily on the north-south corridor between Grant Park and St. Anne in Kankakee County.

7.3.2. Short Line Railroad

- **Kankakee Beaverville & Southern Railroad (KBSR)** is a short line railroad formed in 1977 and headquartered in Iroquois, Illinois. KBSR originally operated a 25-mile segment of the former New York Central track between Sheldon and Kankakee, Illinois. Reaching 155 miles in 1995, KBSR now provides service between Kankakee and Danville (approximately 57 miles) and Kankakee and Lafayette, Indiana (approximately 75 miles). KBSR interchanges with CSX, CN, NS, UP, with regional carrier Toledo, Peoria & Western Railway (a Genesee & Wyoming property). Currently, KBSR owns 155 miles of railroad has trackage rights to operate an additional 10 miles on other railroads. The Midwest market served by KBSR is predominantly agricultural with a customer base consisting of grain elevators and agri-chemical distributors. Commodities transported include grains, plastics, bird seed, and agricultural chemicals. KBSR operates between 0 to 5 trains daily between Kankakee and Lafayette, IN.

7.4. Intermodal Facilities

7.4.1. Statewide Intermodal Services

The "IDOT Freight Mobility Plan – December 2012" and "2012 Illinois State Rail Plan" identify the Chicago region as the state's dominant freight hub for truck and rail freight. The plan states that while regional growth has leveled off, the strategic location of rail and intermodal assets will remain a national importance. IDOT identified that it is essential to expand its interaction between air, rail, barge, and truck carriers as well as developing working relationships with logistics and terminal operators.

Expanded multimodal freight planning is critical at the state and local level, as well as with expanded coordination with neighboring states. Freight hubs are essential to Illinois' position in the business logistics system. Originally because of its waterways, and then because industry and modal networks developed on similar patterns, Illinois is a national freight crossroads, bearing goods traffic from all directions. Over half of the truck miles traveled in Illinois begin and end somewhere else. More than a quarter of the rail tonnage touching Illinois also travels through. Because industry in Illinois is not shipping or receiving this through-freight, it can be thought of as a burden rather than a benefit. However, that is misleading, because Illinois' position as a transportation hub provides value-added service.

Intermodal activity identifies 32 million tons of inbound freight as intermodal and 44 million tons of outbound all handled at Chicago. These volumes respectively represent 20 and 27 percent of the national intermodal activity, which underscores the concentrated nature of the intermodal network, the role of the state as a crossroads for the country, and the crucial contribution to the global intermodal network.

A major issue with Chicago, as well as other major urban areas is roadway congestion and bottlenecks affecting truck freight traffic hauling intermodal goods. FHWA data notes Chicago and northwest Indiana occupy seven of the top 25 truck freight bottlenecks in the United States (based on annual hours of vehicle delay).

7.4.2. Regional Intermodal Services

Regional studies (by IDOT, MPOs, etc.) address congestion and bottlenecks related to freight movement and embraces the preservation of rail assets for a future when the mode is more time-competitive with a congested roadway system. The system of the future would ideally contain dedicated truck lanes in selected interstate highway corridors, intersection grade separations, and an increased investment in intelligent transportation systems (ITS) and transportation management centers (TMCs).

Another possibility of improving the efficiency of the freight movement network, and hence bolstering the economic competitiveness of the region, are intermodal ports and transfer stations. The impact of these facilities upon load consolidation and separation of local and long haul loads should be demonstrable in the form of decreased roadway congestion, and sustained use of a rail asset that diverts loads from oversubscribed roadways. Located just south of the Chicago metropolitan area, Will County has considerable intermodal (rail to truck) resources both in existence and in the planning stages. Intermodal facilities have thrived as a result of well-developed transportation system of roads, rails, rivers, and the proximity to the Chicago metropolitan area. Additionally, the intermodal facilities are coupled with expansive industrial/logistic parks.

- BNSF Logistics Park (CenterPoint Intermodal Center), Elwood, IL: CenterPoint Intermodal is the nation's largest inland port, handling more than one million container lifts per year at the 770-acre BNSF Logistics Park Intermodal Facility.

- Union Pacific Joliet Intermodal Terminal, Joliet, IL: In direct proximity to the nation's largest rail inland port the 550 acre intermodal facility is designed to increase operations and expand the capability to keep pace with continued growth is Joliet, IL. This location has an additional 1,208 acres for transportation expansion for industries looking to locate warehouse and distribution facilities.

- The rail-served Ridge Port Logistics Center is a 14 million square foot located on more than 1,500 acres within Will County. This facility is strategically located three miles from the BNSF Logistics Park and Union Pacific-Joliet Intermodal Terminal. This facility, located 40 miles south of Chicago, IL has immediate access to I-55 and is less than 10 miles from the I-55/I-80 interchange.

The northeastern Illinois region (including Chicago) is considering new intermodal facilities including a new airport (South Suburban Airport) and the Illiana Corridor, which will be a limited access east-west corridor between I-55 in Will County and I-65 in northwest Indiana. The Illiana Corridor will allow long haul truck movements to better bypass urban congestion in northeast Illinois and northwest Indiana.

8. Chapter 8: Passenger Rail

8.1. Regional Passenger Rail

The Amtrak station in Kankakee is located at 199 South East Avenue. In 1995, the City of Kankakee purchased the station and parking facilities from CN; CN retained ownership of the platform and track. The original station was built in 1853 and was completely restored by the City of Kankakee in 1988. In 2000, the station was added to the National Register of Historic Places. Station accommodations include an enclosed waiting room, restrooms, pay phones, wheelchair lift, and 10 short term and 22 long term parking spaces.

Amtrak, the nation's passenger rail operator, runs long distance and intercity passenger rail service through Kankakee County allowing the public access to the Amtrak network at the Kankakee station. Amtrak offers daily long distance passenger rail service (1 round trip, 2 trains) between Chicago and New Orleans on the CN corridor with a stop at Kankakee for all trains. Amtrak also operates daily intercity passenger rail service which is funded by IDOT between Chicago and Carbondale, known as the "Saluki" and "Illini" (2 round trips, 4 trains) with a stop at Kankakee for all trains.

City of New Orleans Service

Chicago to New Orleans; 8:05 PM departure from Chicago-Union Station, 9:23 AM arrival / departure at Kankakee, and 3:32 PM arrival at New Orleans (next day)

New Orleans to Chicago; 1:45 PM departure from New Orleans, 7:13 AM arrival / departure from Kankakee, 9:00 AM arrival at Chicago-Union Station (next day)

Saluki Service

Chicago to Carbondale; 8:15 AM departure from Chicago-Union Station, arrival / departure at Kankakee at 9:22 AM, and 1:45 PM arrival at Carbondale

Carbondale to Chicago; 7:30 AM departure from Carbondale, 11:15 AM arrival / departure at Kankakee, and 1:00 PM arrival at Chicago-Union Station

Illini Service

Chicago to Carbondale; 4:05 PM departure from Chicago-Union Station, arrival / departure at Kankakee at 5:12 PM, and arrival at Carbondale at 9:35 PM

Carbondale to Chicago; 4:15PM departure from Carbondale, 8:00 PM arrival / departure from Kankakee, and 9:45 PM arrival at Chicago-Union

In FY 2013, for the "City of New Orleans" service, Amtrak ridership decreased by 2% from FY 2012 and revenue decreased 0.5% from FY 2012. In FY 2013, for the "Saluki" and "Illini" services, Amtrak ridership increased 12% and revenue increased 16.1% from FY 2012.

Currently, there is no commuter rail network that serves Kankakee County.

Figure 8-1 displays annual ridership totals between Amtrak's "City of New Orleans", "Saluki", and "Illini" services at Kankakee Station. **Table 8-1** displays passenger profiles for Kankakee Station arrivals and departures.

Figure 8-1: Annual Amtrak Passengers at Kankakee Station (2007-2013)

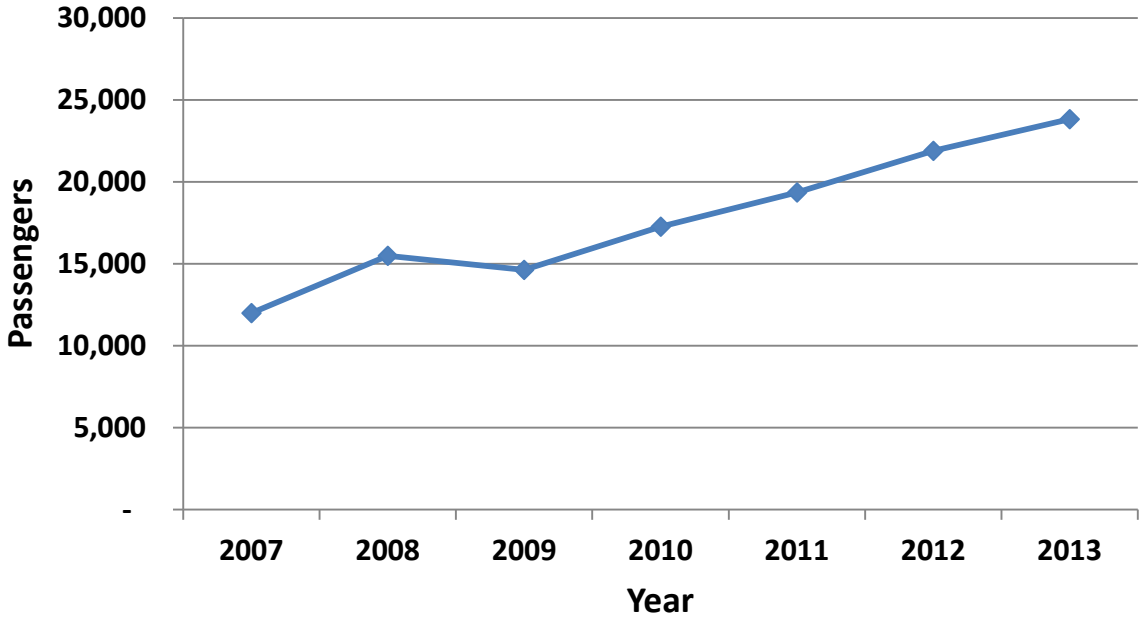


Table 8-1: Amtrak Passenger Profile (2013)

	Coach/Business	First/Sleeper	Total
Passengers	23,511	314	23,825
Average Trip	145 miles	677 miles	152 miles
Average Fare	$24.00	$183.00	$27.00
Average Yield Per Mile	$0.17	$0.27	$0.18

Source: National Association of Railroad Passengers, www.narprail.org, Washington D.C., 2013.

8.2. Future Passenger Rail

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 Kankakee Area Transportation Study since 2003. This extension of service has been identified as a priority by the Kankakee County Board. A cooperative effort between several 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, and were assisted by the Illinois Department of Transportation, and include the following:

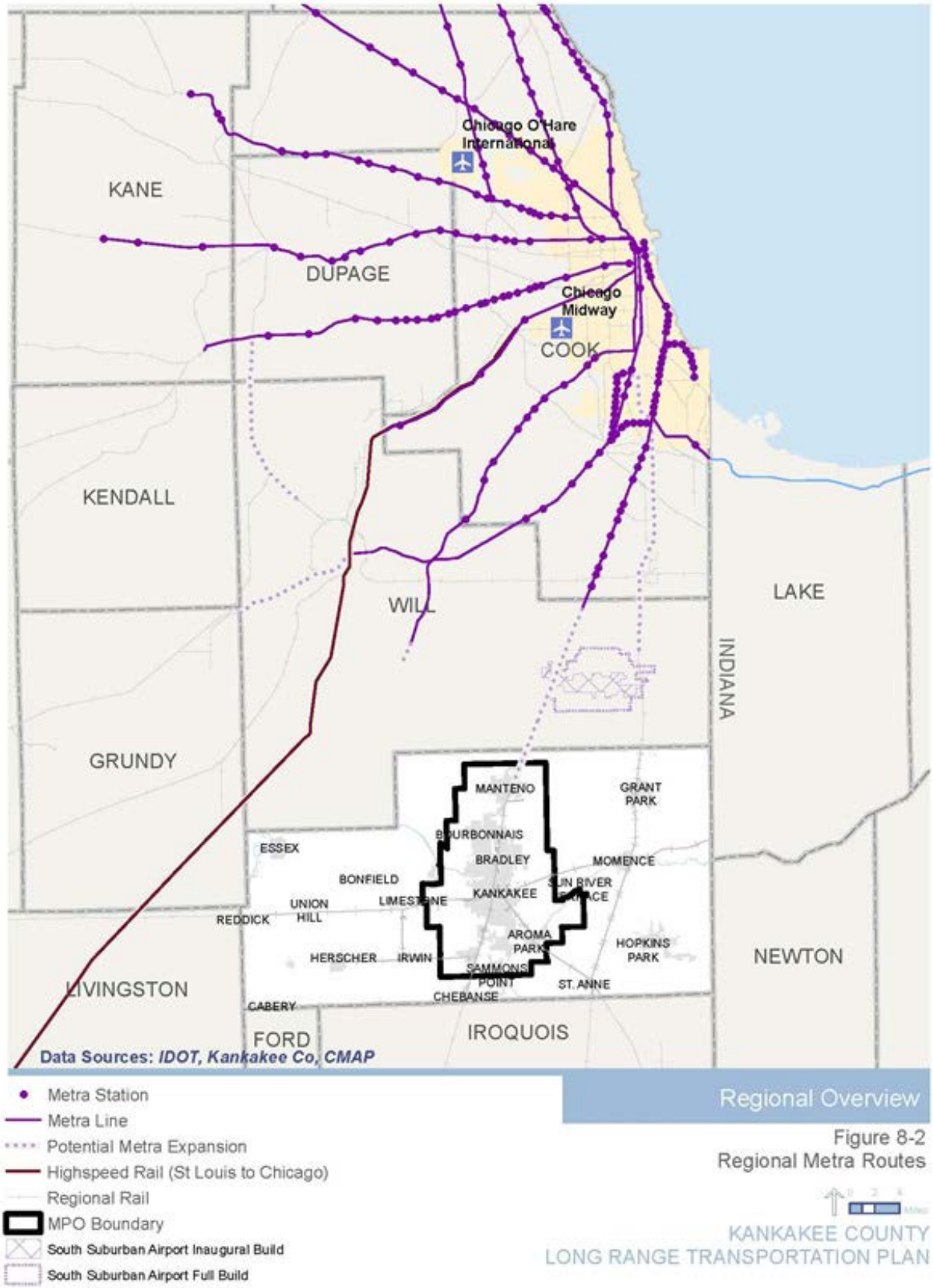
- Aroma Park
- Bourbonnais
- Bradley
- Kankakee
- Kankakee County
- Manteno
- Monee
- Peotone
- Will County

As a result of the Commuter Transit Task Force, the River Valley METRO District began commuter service to the University Park Metra station in October, 2005. The service has become an important link for commuters to downtown Chicago. Metra, at one point, had an extension to Peotone in their long range plan; however, this vision has not moved forward.

The Chicago-St. Louis high speed rail corridor is an existing Amtrak corridor ("Lincoln Service" and "Texas Eagle"). "Lincoln Service" operates four round trips per day, and the "Texas Eagle" operates one round trip per day. At a standard maximum speed of 79 miles per hour, the travel time between Chicago and St. Louis is approximately 5-1/2 hours. Development of this rail corridor is currently under development to enable six of the eight Amtrak "Lincoln Service" trains to increase speeds from 79 to 120 mph. Current upgrades include concrete ties, premium rail, signal equipment, switches and crossing safety improvements with four quadrant gates, pedestrian gates, and fencing. The entire route between Chicago and St. Louis is expected to be completed between 2016 and 2017. Upon completion, expected travel time from Chicago to St. Louis will decrease from 5½ hours to 4½ hours.

Figure 8-2 illustrates current and potential Metra lines. Also included is the high speed rail line from Chicago to St. Louis.

Figure 8-2: Regional Metra Routes



9. Chapter 9: Aviation

9.1. Airport Facilities and Operations

9.1.1. Kankakee Valley Airport Authority (KVAA)

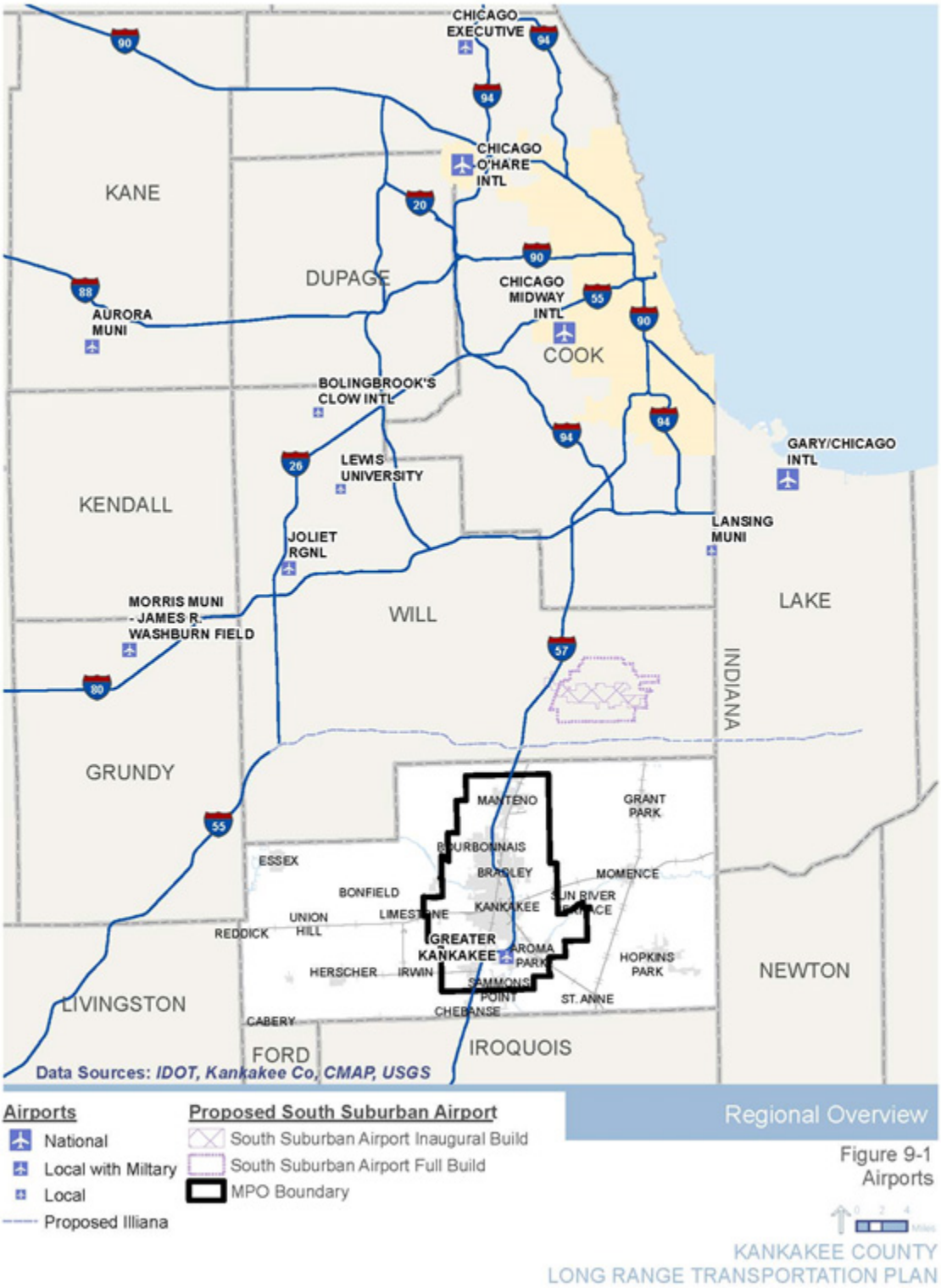
The Greater Kankakee Airport is located in the southern portion of the City of Kankakee near I-57, and is the largest airport serving the region south of the Chicago urban area. The airport is a major economic asset and supports two runways. The longest runway is 6,000 feet and is equipped with an instrumental landing system (ILS). There are over 120 hangars on-site. Access to the airport is off of Airport Road (E. 4000S Road/County Road 35) via U.S. 45/52.

The Greater Kankakee Airport is not part of the Chicago airspace providing an advantage in air traffic congestion. Annual operations are approximately 50,000 arrivals and departures or an average of 136 flights per day. The airport generates approximately $10 million. The airport serves by privately owned aircraft, predominately from major companies in the area and is an important feature for attracting for prospective companies looking to locate in or near Kankakee County.[6]

There are currently no commercial flights available out of the Greater Kankakee Airport. Most of the current airway passengers from the Kankakee Urbanized Area travel to the two major Chicago airports, while some travel to the Bloomington-Normal Airport. Refer to **Figure 9-1** for an overview of regional airports.

[6] Economic Alliance of Kankakee County. *Comprehensive Economic Development Strategy: 2014-2019, Kankakee County, Illinois.* April 2014.

Figure 9-1: Airports



9.1.2. Army Aviation Support Facility (AASF) & Army Aviation Readiness Center

Groundbreaking and construction commenced in fall 2014 for an 185,200 square foot AASF and readiness center that will include a helicopter maintenance hangar, storage hangar, classrooms, fuel distribution systems, and fire suppression systems on 46 acres of the Greater Kankakee Airport property. The AASF and Readiness Center will be located on the west side of airport adjacent to S. 500E Road, approximately one mile southeast of the Interstate 57 and U.S. 45/52 interchange.

Expected to be completed in the summer 2016, the facility will be served by 81 full-time staff and 200 part-time personnel. The full-time staff (enlisted and civilian) will support the 200 part-time staff (enlisted and officer personnel) using the facility for training. Full-time staff will use the facility primarily five days a week (Monday-Friday) and the 200 part-time staff will attend scheduled two-day training assemblies expected two to three times per month throughout the year. A total of 13 UH-60 Black Hawk helicopters will be permanently stationed at the AASF and readiness center as well as one (1) transient aircraft. It is anticipated the facility would account for less than 17 percent of annual operations of the airport.

Transportation Impacts

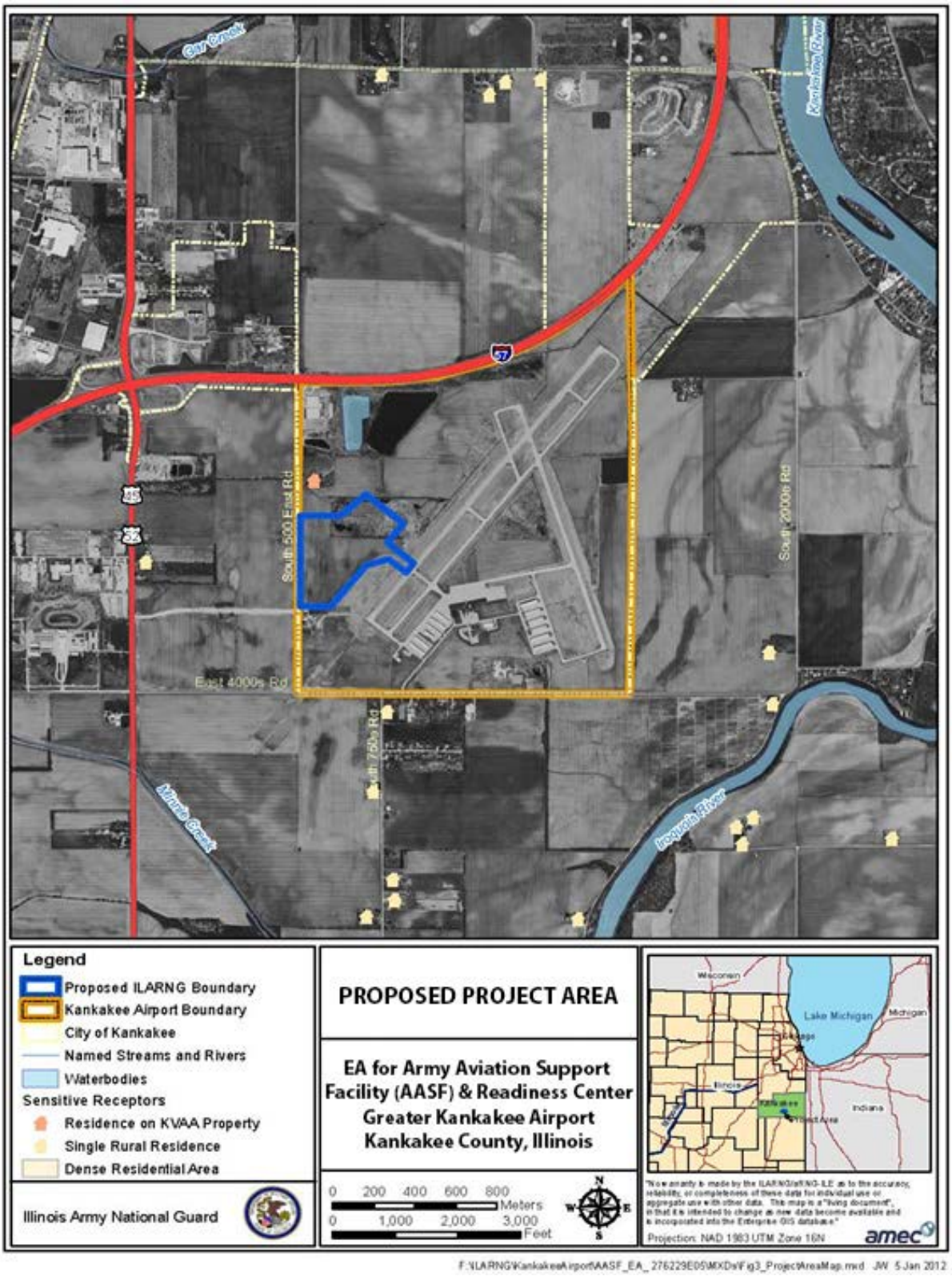
Access to the AASF and readiness center will be from S. 500E Road. The traffic analysis cited in the "*Environmental Assessment: Construction and Operation of the AASF and Readiness Center – Greater Kankakee Airport*. January 2013," specifies advantageous accessibility from U.S. 45/52 and Interstate 57. U.S. 45/52 is a two lane roadway outside the KATS dense urban areas and a four lane roadway through core areas of Kankakee, Bradley, and Bourbonnais. Additionally, the document identifies U.S. 45/52 as providing continuous access through Kankakee County with connections to the Chicago metropolitan area. Interstate 57 is identified as the major connection between Chicago, Eastern/Southern Illinois, and Memphis, Tennessee.

During the construction of the AASF and readiness center, short-term impacts related to construction activities are anticipated. Construction traffic may disrupt local traffic, especially during morning and evening peak periods. Additional traffic related to construction activities are anticipated on S. 500E Road, Airport Road, and the U.S. 45/52 and Interstate 57 interchange. Vehicle traffic will consist primarily of trucks, workers' personal vehicles, and construction equipment.

Long-term, minor traffic-related impacts will be additional traffic as a result of the AASF and Readiness Center. However, additional traffic is not anticipated to cause undue burden on the existing roadway system. Approximately 80 additional personally owned vehicles (POVs) are anticipated as a result of routine weekday activities at the AASF and readiness center. Weekend training could add an additional 200 POVs per day, two or three weekends per month.

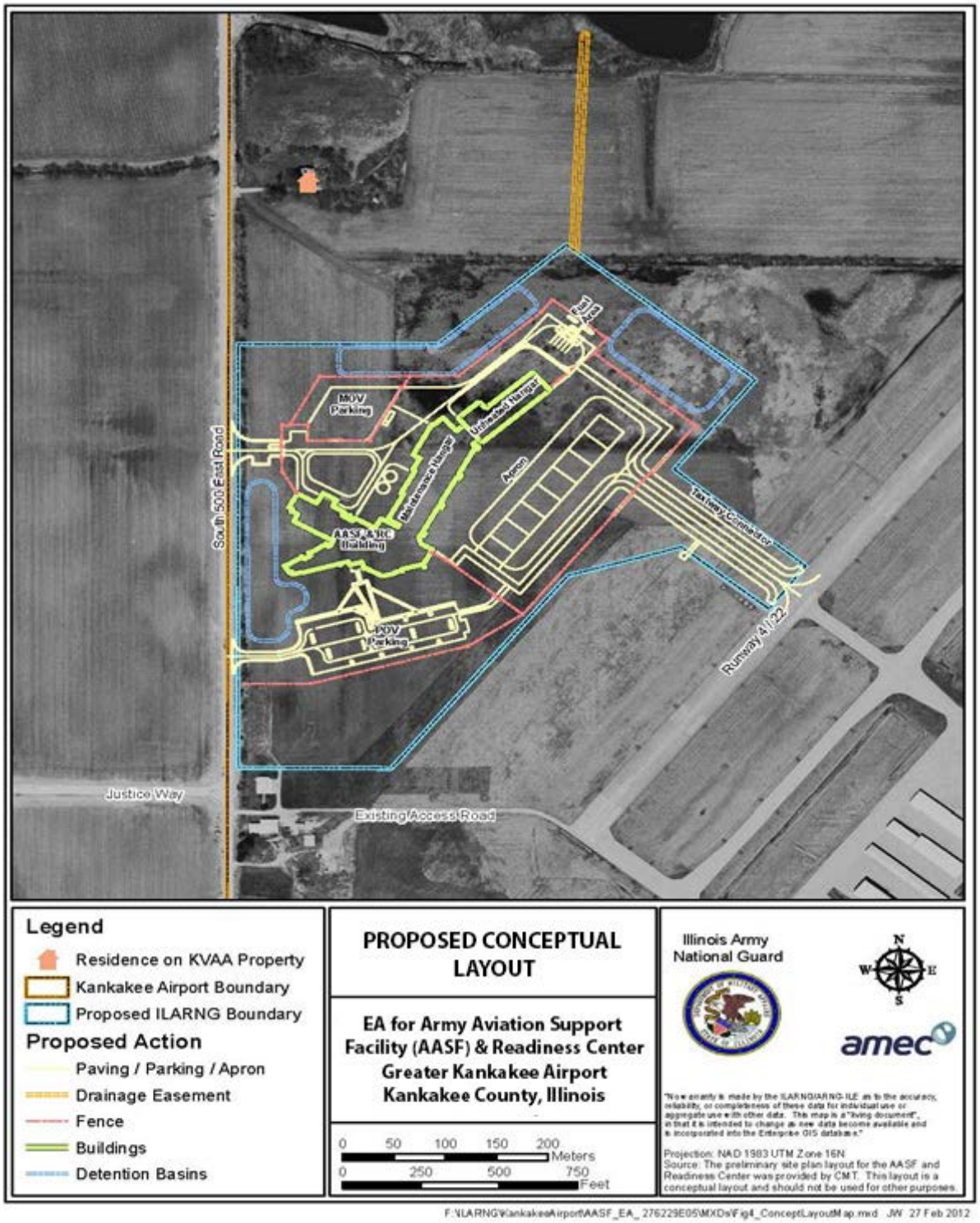
In summary, the area around the Greater Kankakee Airport is relatively rural. The addition of the AASF and Readiness Center will be consistent with other activities already occurring on-site. It will create new jobs and is expected to have a minimal impact on traffic. Refer to **Figure 9-2** and **Figure 9-3** for the AAFS & Readiness Center site location and layout.

Figure 9-2: Army Aviation Support Facility and Readiness Center - Site Location



Source: ILANG. Environmental Assessment for Construction and an Army Aviation Support Facility (AASF) and Readiness Center at the Greater Kankakee Airport, Kankakee County, Illinois. January, 2013.

Figure 9-3: Army Aviation Support Facility and Readiness Center - Site Layout



Source: ILANG. Environmental Assessment for Construction and an Army Aviation Support Facility (AASF) and Readiness Center at the Greater Kankakee Airport, Kankakee County, Illinois. January, 2013.

9.2. Future Aviation Needs

9.2.1. Proposed South Suburban Airport in Will County

As the Airport Sponsor, IDOT is moving forward with planning, environmental review, and the land acquisition process associated with the proposed South Suburban Airport (SSA) project near Peotone, IL. IDOT is focused on the initial establishment of a commercial airport with the capability to expand to accommodate future demand. IDOT is acquiring land to preserve the option of developing the airport and has acquired over 3,000 acres.[7] IDOT is currently evaluating various project delivery techniques, including a public-private partnership (P3).

The planned SSA 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 greatly enhance access to scheduled air service for both business and leisure travel purposes.

The State of Illinois is continuing to purchase land from landowners within the "initial footprint" of the SSA, which currently consists of more than 2,000 acres total, and is a direct result of Federal Aviation Administration (FAA) site approval granted in 2002.

If the project makes it through the planning process and is approved, it will be imperative that a multi-modal connectivity plan is produced to accommodate the anticipated increase of trips to and from the airport. Public transit connections are perhaps the most important consideration in this regard. However, roadway connections to both the east and west entrances of the future airport are also a critical area of consideration. These connections will be key not only for access to airline passengers, but also to the large number of Kankakee County residents who could potentially become employees at the facility.

9.2.2. Greater Kankakee Airport

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 the region, general aviation traffic has recently increased at the Greater Kankakee Airport. Currently, Kankakee County has no regularly scheduled commercial airline service; however, there is potential for commercial business and airlines. Most commercial airline travelers from the Kankakee Urbanized Area travel to O'Hare and Midway Airports in Chicago.

Other considerations such as noise levels of military aircraft are not anticipated to have a significant impact to those nearby and are generally considered compatible with surrounding land uses as documented in an Operational Noise Consultation and Assessment funded by the Army National Guard (ARNG) in January, 2012.

[7] IDOT. PowerPoint Presentation "South Suburban Airport Project Status Update Meeting for Community Leaders", January 13, 2014.

10. Chapter 10: Security

10.1. Natural Hazards Mitigation Plan

Developed under the guidance of a Mitigation Advisory Task Force by the Kankakee County Regional Planning Department in 2005, the *Natural Hazards Mitigation Plan* fulfills federal planning requirements for mitigation funding programs and provides Kankakee County and its associated municipalities with an organized approach for reducing the impacts of natural hazards on people and property.

The plan specifically addresses eight major natural hazards, listed below by propensity to cause property damage:

- Overbank flooding
- Local drainage issues
- Tornados
- Earthquakes
- Winter storms
- Thunderstorms
- Drought / heat
- Wildfire

The vulnerability assessment component of the plan discovered that while tornados are the most destructive, winter storms are consistently more disruptive on a regular basis and costly to local governments than the other hazards. The plan also identified the communities of Kankakee, Bradley, and Bourbonnais as being the most affected by overbank flooding, with Aroma Park, Manteno, Momence, and Sun River Terrace being affected to a lesser extent. Repetitive flood losses also occur, but almost exclusively along the Kankakee River.

In terms of how the goals and strategies of this plan affect the transportation system of Kankakee County, emergency response contingency plans play the biggest role. To this end, Kankakee County should factor in considerations such as bridges and roadways within floodplains, as well as evacuation routes in the event of a major disaster.

11. Chapter 11: Project Selection

This chapter summarizes the project selection process to identify the fiscally constrained roadway improvements.

11.1. Survey Results

Two public opinion surveys were conducted during the development of the LRTP. The first survey was conducted from April 7, 2014 to August 18, 2014 and was focused on transportation and mobility issues. The survey results provided valuable information in helping the evaluation and project selection process. Areas of transportation importance reflected in the survey results include:

- Improving the existing roadway network
- Better accommodating regional and local truck traffic
- Improving interchange access along I-57
- Constructing an additional river crossing

Figure 11-1 to **Figure 11-4** provide survey results pertaining to the areas of transportation importance provided above.

Figure 11-1: Survey #1 Results - Improving the Existing Roadway Network

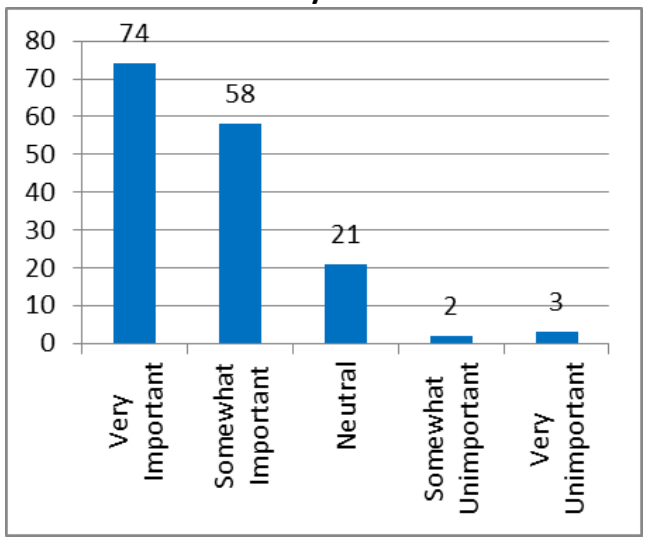


Figure 11-2: Survey #1 Results - Better Accommodating Regional and Local Truck Traffic

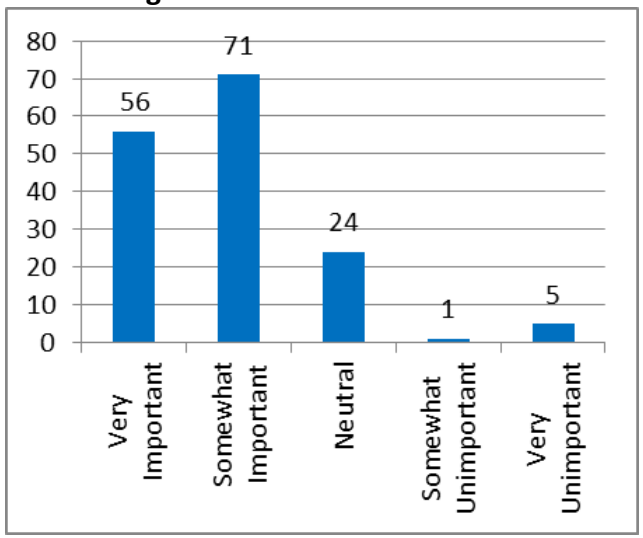


Figure 11-3: Survey #1 Results – Improving Interchange Access Along I-57

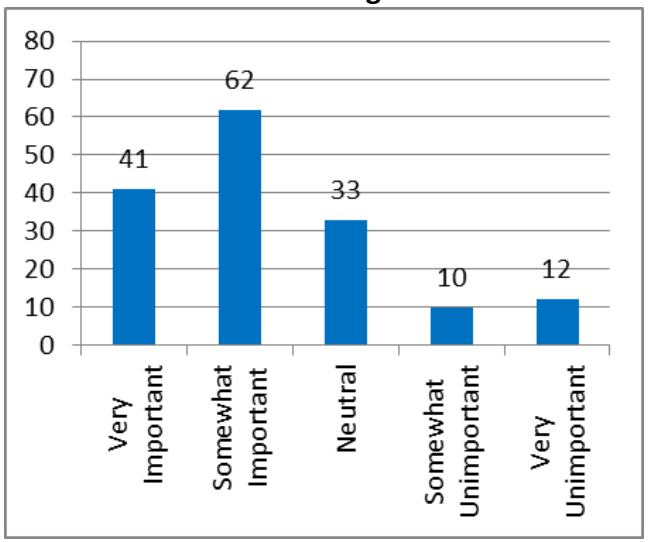
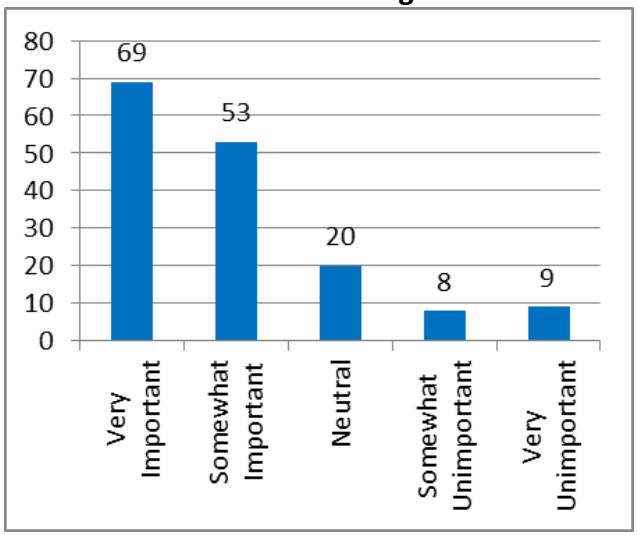


Figure 11-4: Survey #1 Results – Constructing an Additional River Crossing



A second survey was conducted between February 11, 2015 and March 18, 2015. This survey focused on the potential transportation recommendations. This information helped convey the project recommendations.

Figure 11-5 to **Figure 11-11** displays potential future projects included for public review within Transportation Survey #2.

Figure 11-5: Survey #2 Results – Top Three Roadway Priorities

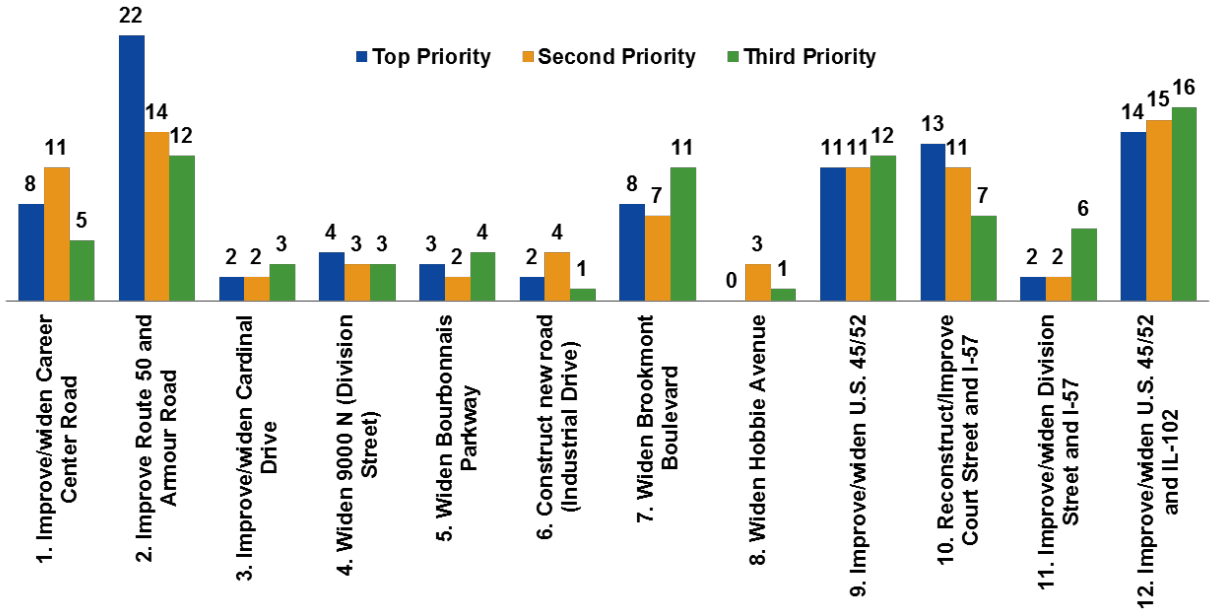


Figure 11-6: Survey #2 Results – Top Three Transit Priorities

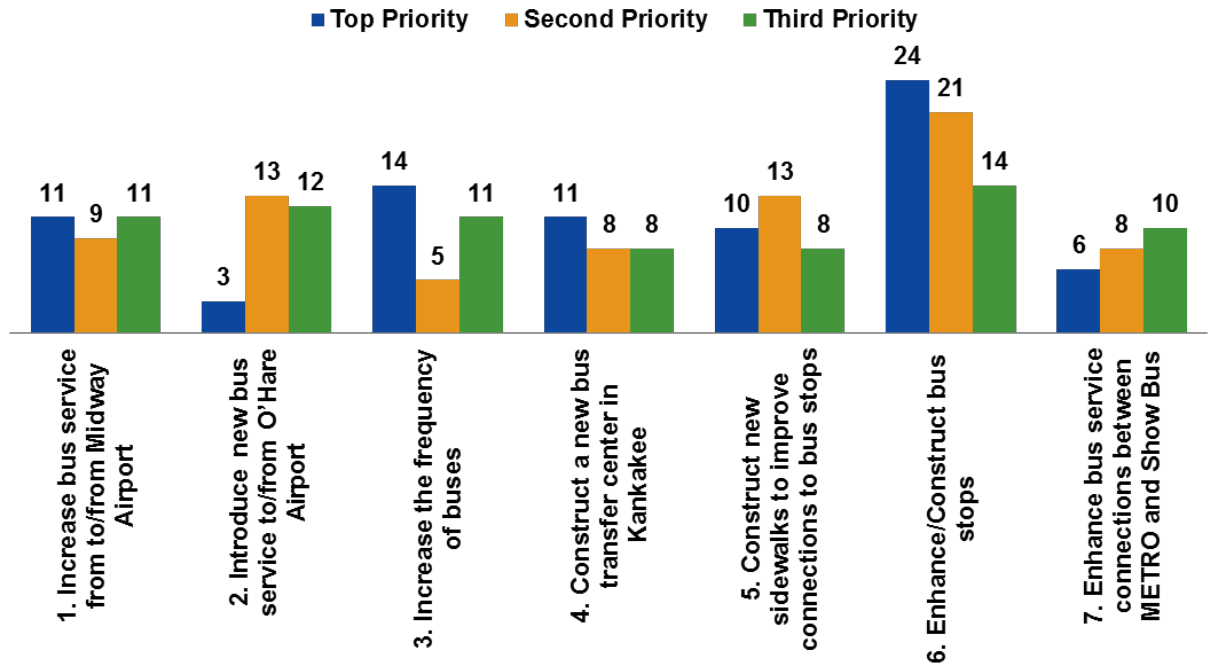


Figure 11-7: Survey #2 Results – Top Three Bicycle/Pedestrian Priorities

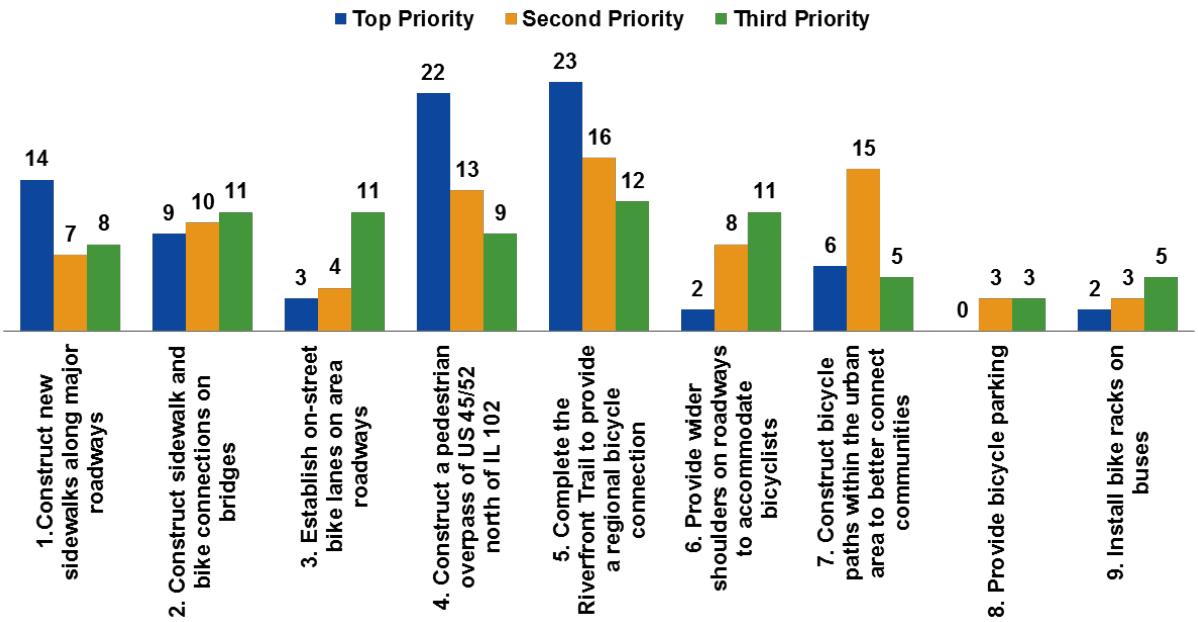


Figure 11-8: Survey #2 Results – River Crossing

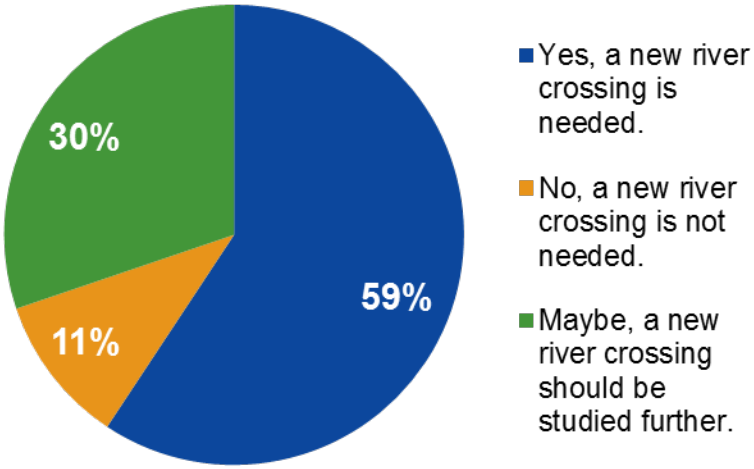


Figure 11-9: Survey #2 Results – Illiana Expressway

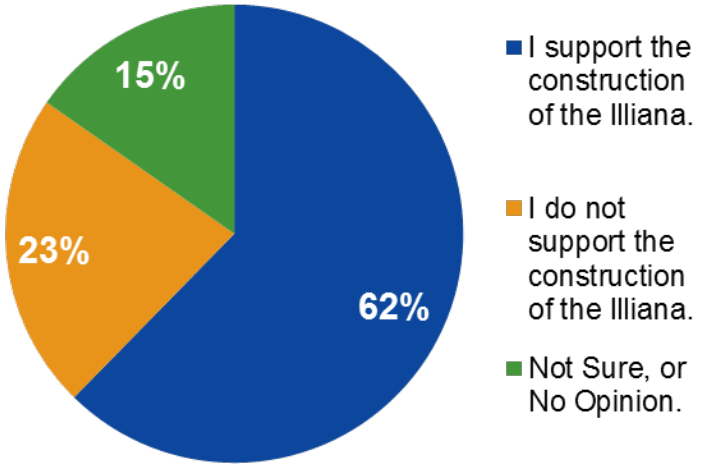


Figure 11-10: Survey #2 Results – Commuter Rail

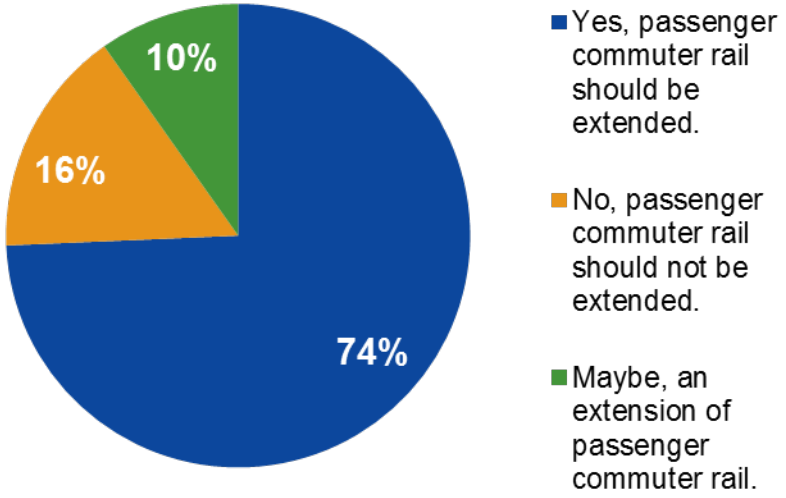
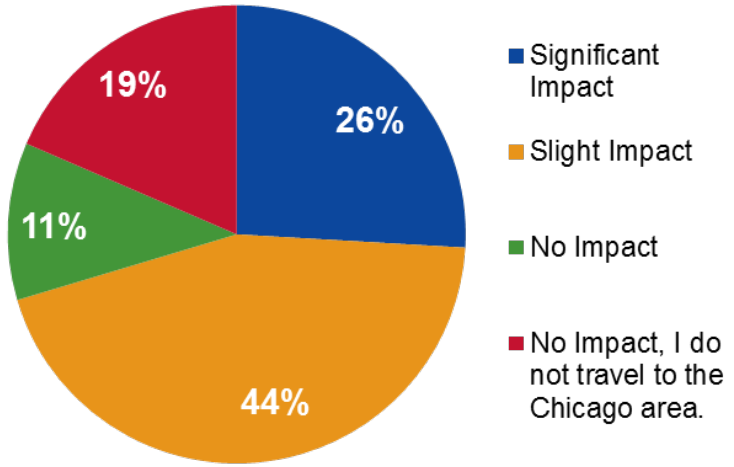


Figure 11-11: Survey #2 Results – Impact of Passenger Rail



11.2. Project Scoring and Evaluation

As part of the LRTP development, the project team conducted a project scoring exercise to help the KATS Policy Committee prioritize transportation improvements. The purpose of this exercise was to apply an objective scoring process to help identify transportation investments that will have the greatest potential benefit for the regional transportation system and its users. The results of the scoring process are intended to help inform the KATS Policy Committee in selecting projects that will be included in the LRTP fiscally constrained plan. The scoring results are not intended to be the final ranking, meaning that a project that scores as number one did not necessarily mean it would be the top priority. Many factors went into the final decisions and this exercise was one tool to assist the selection process.

The project team used the following methodology for the project scoring:

1. KATS Policy Committee voting members ranked their top five evaluation criteria from the following list (a total of ten). The results were analyzed by the project team and the highest ranked evaluation criteria received greater emphasis (weight) in the scoring process.
   - **Traffic Congestion:** Does the project have the potential to reduce traffic congestion at the project location (intersection and/or corridor)? Does the project have the potential to reduce traffic congestion within the region? NOTE: Since there is no travel demand forecasting model, the project team will focus in general on the potential impact a project will have on reducing future traffic volumes.
   - **Safety:** Does the project specifically address a safety concern? NOTE: It is assumed that all transportation improvements will be constructed to satisfy current safety design criteria. If the project is specifically addressing a safety concern then the project will receive a higher score.
   - **Regionalism:** Does the project improve connectivity, enhance connections to/from the KATS MPA, and/or preserve future corridors?
   - **Mobility/Accessibility:** Does the project improve/enhance availability and reliability of transportation to all users? Does the project benefit more than one transportation mode?
   - **Freight:** Does the project improve or enhance the movement of freight within the MPA? Does the project support regional freight movements?
   - **Funding:** What is the relative cost of the project? Is any funding available for the project? NOTE: lower cost projects that have some funding identified will receive a higher score.
   - **Environmental:** Does the project avoid disproportionate impacts on low income/minority populations? Does the project encourage/support alternative transportation modes? Does the project have the potential to have significant environmental impacts? NOTE: projects that avoid impacts and have a positive benefit on the environment will score higher.
   - **System Management:** Does the project help preserve and maintain the existing transportation system assets?

- **Economic Development:** Does the project directly support an existing or potential new employer within the region? Does the project have the potential to support or generate new economic development opportunities in the region?
- **Public Support:** Does the project address issues identified by the community? NOTE: public survey results will be used to assigned points if a project is addressing a public concern.

2. The project team scored the major transportation projects between 0 (project has no impact) to 5 (project provides, or has the potential to provide, significant positive impacts).
3. The project team applied the weighted factors from step 1 to arrive at a total score for each project.
4. The overall project scores were presented to the KATS Policy Committee at the December 10, 2014 meeting and modifications were made based on stakeholder feedback.

11.3. Tiered Projects

The LRTP must include a list of fiscally constrained projects (see Chapter 12 for the fiscally constrained projects). To further help the KATS Policy Committee in selecting the fiscally constrained projects, the projects were further evaluated to identify tiered projects. The projects were grouped into the following:

Tier 1 – Priority Projects

- Based on initial scoring.
- Most critical.
- Highest Priority Projects.
- Address current and future deficiencies.
- Projects will become part of the TIP.

Tier 2 – Secondary Projects

- May include some high priority projects.
- Funding constraints likely prohibit construction prior to planning horizon year.
- Projects can move up if community priorities change or future land use/transportation conditions dictate.

Tier 3 – Unsponsored Long-Term Projects

- Projects that are very unlikely to be constructed prior to 2040 unless significant additional funding becomes available.
- Projects address long-range issues.
- Community priorities and transportation infrastructure needs will dictate if, and when, these projects move up.

Figure 11-12 displays the tiered projects and their location within the KATS MPA. **Table 11-1** identifies the roadway or intersection within the figure and the current conditions and potential improvements for each project.

Figure 11-12: Potential Future Roadway Projects

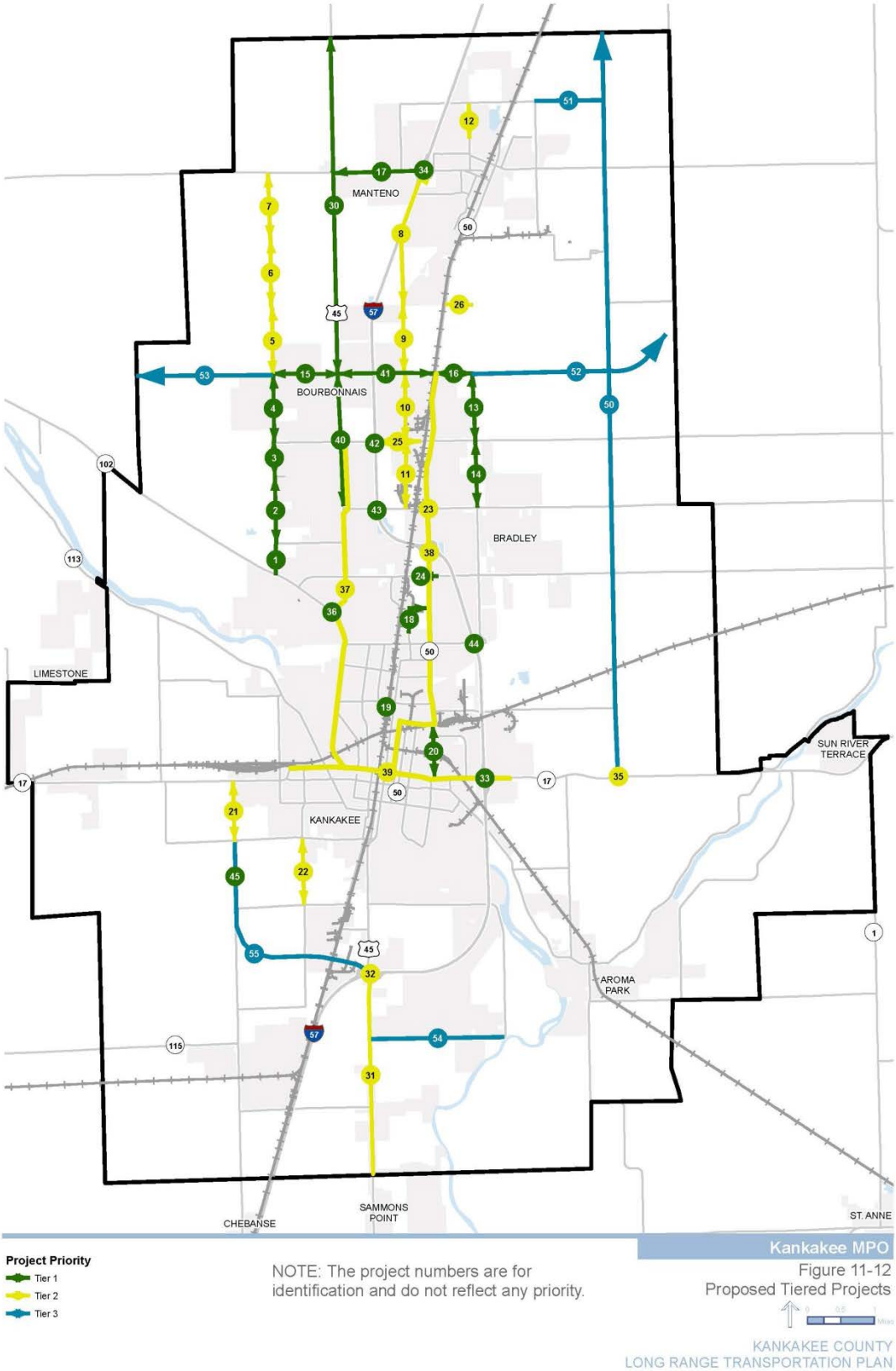


Table 11-1: Potential Future Roadway Projects

Tier 1 Projects

ID No.	Roadway	Project Type	Starting Terminus	Ending Terminus	Current Conditions	Improvements	Improvement Length (In Miles)
1	Career Center Rd	Local	Main St NW	Bethel Dr	2 lane rural	3 lane urban; drainage improvements; controlled intersection improvements	0.46
2	Career Center Rd	Local	Bethel Dr	Burns Rd	2 lane rural	3 lane urban; drainage improvements; controlled intersection improvements	1.00
3	Career Center Rd	Local	Burns Rd	Indian Oaks Rd	2 lane rural	3 lane urban; drainage improvements; controlled intersection improvements	0.50
4	Career Center Rd	Local	Indian Oaks Rd	Bourbonnais Pkwy	2 lane rural	3 lane urban; drainage improvements; controlled intersection improvements	1.00
13	Cardinal Dr	Local	6000N Rd	5000N Rd	2 lane rural	3 lane urban; controlled intersection improvements	1.00
14	Cardinal Dr	Local	5000N Rd	Larry Power Rd	2 lane rural	3 lane urban; controlled intersection improvements	1.00
15	Bourbonnais Pkwy	Local	Career Center Rd	Stonebridge Blvd	2 lane rural	3 lane urban; controlled intersection improvements; 4/5 lane urban at major intersection	0.72
16	Bourbonnais Pkwy	Local	Cardinal Dr	IL-50	2 lane rural	3 lane urban; controlled intersection improvements; 4/5 lane urban at major intersection	0.56
17	Division St	Local	US 45/52	I-57 Interchange	2 lane rural	3 lane urban; shoulder and intersection improvements; improved guard rail approaching I-57; 4/5 lane urban contingent on Illiana Project	1.18
18	Industrial Dr	Local	Existing Industrial Dr	IL-50	2 lane local road spur	3 lane urban; extend existing spur to connect with Hwy 50 to the east with turn lanes at Hwy 50; upgrade traffic signals; sidewalks	0.60
19	Brookmont Blvd	Local	Canadian National R.R. Bridge		7 track railroad bridge spanning 2 lane local road with narrow underpass	Widen 3/4 lane road; sidewalk and bike connections; clearance to accommodate freight	
20	Hobbie Ave	Local	Court St	Fair St	2 lane local road spur	3 lane road; bike lanes (possible)	0.82
24	Intersection	Local	Route 50 @ Armour Rd		4 lane signal-controlled intersection with turn lanes	West: add traffic signal; East: widen 4/5 lanes with turn lanes	
30	US 45/52	State	Bourbonnais Parkway	North MPO Boundary	2 lane rural	4 lane rural; intersection improvements; heavy concrete	5.00
33	Interchange	State	I-57 @ IL 17 (Court St)		5 lane signal-controlled intersection with turn lanes, local road underpass	4/5 lane urban road with turn lanes; ramp enhancement, KB&S Railway overpass, Waldron Road overpass, land acquisition	
34	Interchange	State	I-57 @ Division St. (Manteno)		2 lane stop sign-controlled intersection with no left turn lanes, local road overpass	4/5 lane urban road with turn lanes; signal optimization; add shoulders; add sidewalks	
36	Intersection	State	US 45/52 @ IL 102 (Main St.)		3 legged intersection with 4 lane signal-controlled intersection and dedicated turn lanes	Widen with turn lanes; pedestrian infrastructure; traffic signal upgrade	
40	US 45/52	State	Larry Power Rd	Bourbonnais Parkway	2 lane rural	4/5 lane urban; intersection improvements; heavy concrete	2.00
41	Bourbonnais Pkway	State	US 45/52	IL-50	2 lane rural	3 lane urban; controlled intersection improvements; 4/5 lane urban at major intersection	1.45
42	Intersection (Overpass)	State	I-57 @ St. George Rd.		Bridge Replacement	Widen with turn lanes; pedestrian infrastructure; traffic signal upgrade	
43	Intersection (Overpass)	State	I-57 @ Larry Power Rd.		Bridge Replacement	Widen with turn lanes; pedestrian infrastructure; traffic signal upgrade	
44	Intersection (Overpass)	State	I-57 @ North St		Bridge Replacement	Widen with turn lanes; pedestrian infrastructure; traffic signal upgrade	
45	IL-115	State	IL-115 @ Gar Creek		Bridge Replacement	2 lane rural; existing bridge replacement	

Tier 2 Projects

ID No.	Roadway	Project Type	Starting Terminus	Ending Terminus	Current Conditions	Improvements	Improvement Length (In Miles)
5	Career Center Rd	Local	Bourbonnais Pkwy	7000N Rd	2 lane rural	3 lane urban; drainage improvements; controlled intersection improvements	1.00
6	Career Center Rd	Local	7000N Rd	8000N Rd	2 lane rural	3 lane urban; drainage improvements; controlled intersection improvements	1.00
7	Career Center Rd	Local	8000N Rd	9000N Rd	2 lane rural	3 lane urban; drainage improvements; controlled intersection improvements	1.00
8	1000E Rd	Local	Division St	7000N Rd	2 lane rural	3 lane urban; controlled intersection improvements	2.17
9	1000E Rd	Local	7000N Rd	6000N Rd	2 lane rural	3 lane urban; controlled intersection improvements	1.00
10	1000E Rd	Local	6000N Rd	5000N Rd	New	3 lane urban; controlled intersection improvements	1.00
11	1000E Rd	Local	5000N Rd	Larry Power Rd	New	3 lane urban; controlled intersection improvements	1.00
12	Maple St	Local	7th St	10000N Rd	2 lane, turn lanes @ Maple St and E10000N Rd	3 lane urban; drainage; continue sidewalk between Water Tower Rd and 10000N Rd.	0.44
21	2000W Rd	Local	Station St	Jeffery St	New	3 lane; concrete for heavy trucks	0.90
22	Curtis Ave	Local	Jeffery St	2000S Rd	New	3 lane; provide turn lanes to high school	1.00
23	Intersection	Local	Route 50 @ Larry Power Rd		4 lane signal-controlled intersection with dedicated turn lanes	Signal optimization; designated turn lane safety improvements; pedestrian-friendly infrastructure	
25	St. George Rd	Local	I-57	Route 50	2 lane rural	3 lane urban; shoulder-drainage improvements; controlled intersections and rail crossing gates	0.83
26	7000N Rd	Local	Route 50	Cardinal Dr	New	3 lane; concrete for heavy trucks	0.42
31	US 45/52	State	Airport Rd	I-57	2 lane rural	3 lane urban; controlled intersection improvement to enhance airport access	1.90
32	Interchange	State	I-57 @ US 45/52 (Exit 308)		4 lane rural with shoulders	Add signal-controlled intersection for ramp access; connect with Project ID No. 55	
35	Intersection	State	IL 17 @ Skyline Rd		2-way stop sign controlled intersection	Add turn lanes at all approaches	
37	US 45/52	State	Court St	St. George Rd	4 lane urban	Traffic signal upgrade (Approximate 17 intersections in 5 miles)	
38	IL-50	State	Court St	Bourbonnais Pkwy	4 lane urban	Traffic signal upgrade (Approx. 20 intersections in 6.5 miles)	
39	Court St	State	Merchant St	2750E Rd	5 lane urban	Traffic signal upgrade (Approx. 19 intersections in 3.7 miles)	

Tier 3 Projects

ID No.	Roadway	Project Type	Starting Terminus	Ending Terminus	Current Conditions	Improvements	Improvement Length (In Miles)
50	Skyline Rd	Unsupported	IL-17	Manteno Rd	2 lane rural, township road, new north of E 10000N Rd	3 lane; concrete for heavy trucks; widen shoulders; drainage improvements; signals at major intersections	11.00
51	10000N Rd	Unsupported	4000E Rd	Sycamore Rd	2 lane rural, township road	3 lane; concrete for heavy trucks; shoulder-drainage improvements	1.00
52	Bourbonnais Pkwy	Unsupported	Cardinal Dr	Skyline Rd	2 lane rural, new from N 2000E to N 3000E, township road	4 lane; concrete for heavy trucks; shoulder-drainage improvements	3.50
53	Bourbonnais Pkwy	Unsupported	Career Center Rd	County Hwy 30/2250W Rd	2 lane rural, township road	4 lane; concrete for heavy trucks; shoulder-drainage improvements	2.00
54	Airport Road	Unsupported	US 45/52	River Rd	2 lane rural, township road	3 lane; shoulder-drainage improvements; turn lane onto Hwy 45/52	2.00
55	2000W	Unsupported	Jeffery St	US 45/52	New, township road	3 lane; concrete for heavy trucks; shoulder-drainage improvements	3.70

12. Chapter 12: Recommended Plan and Implementation

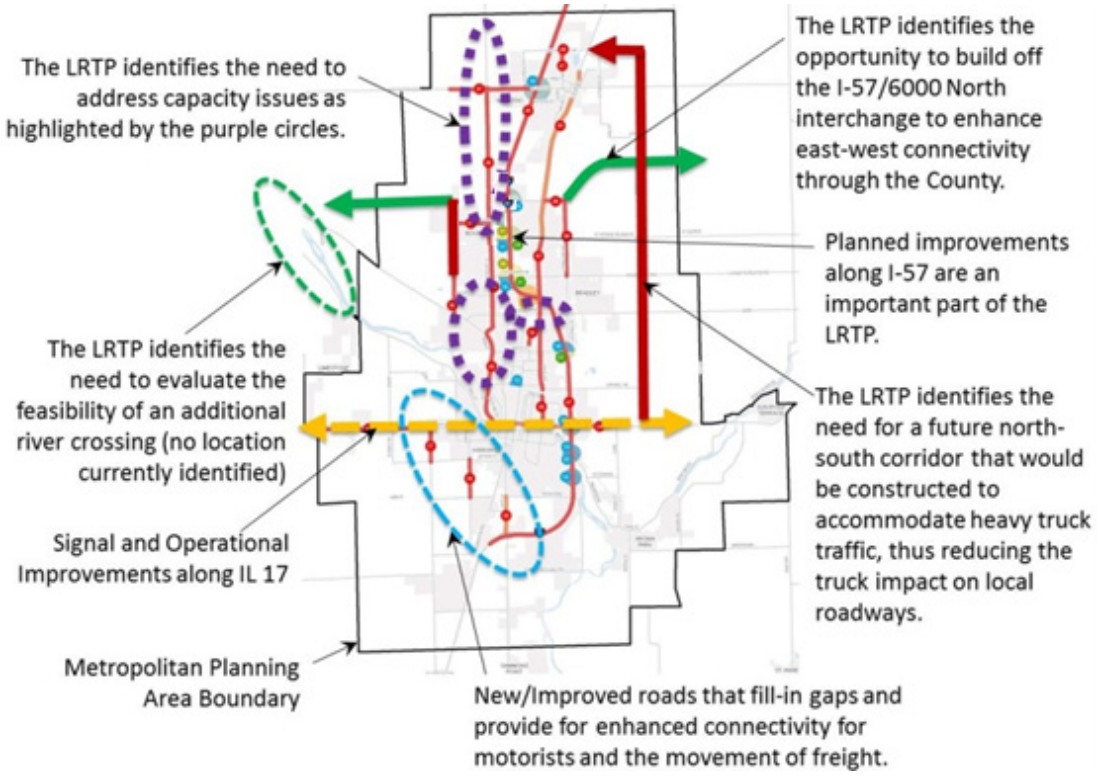
The chapter outlines the recommended plan and implementation steps as part of the 2040 LRTP. The chapter includes the identification of priority improvements, the fiscally constrained projects, environmental justice analysis, and environmental mitigation analysis.

12.1. Priority Improvements

The graphic below identifies the priority improvements identified within the KATS MPA. The 2040 LRTP recognizes the need to leverage regional assets and opportunities. One such opportunity is the construction of the new I-57 interchange with Bourbonnais Parkway. This project begins to address a top concern of the area which is to develop additional east-west roadway connections (in addition to IL-17).

The planning process also highlighted the need to improve north-south connections in the region. This will be particularly important should the Illiana and the SSA be constructed. The plan recognizes the need to develop a long-term corridor that will adequately accommodate freight movements within the region. Currently, this plan identifies Skyline Road (N. 4000E Rd.) as a potential long-term corridor.

The plan also recognizes the need to address existing capacity issues and to explore additional needs such as enhanced connections in the southwest portion of the MPA to help freight movement. The planning process also identified a desire to further explore an additional river crossing within Kankakee County. Based on current development patterns, a new river crossing would likely be constructed outside the KATS MPA; however, such an improvement would have significant impacts on traffic within the KATS MPA.



12.2. Financial Analysis

Previous KATS LRTPs have stressed the need to allocate transportation funding and coordinate project scopes efficiently for optimal results. This efficient approach will need to continue as KATS and local agencies continue to be responsible in prioritizing and constructing future transportation projects identified in the 2040 LRTP. KATS, like many other governmental agencies, faces a recurrent issue of developing stable funding sources to adequately fund projects that address long-term mobility and infrastructure needs.

There is recognition at both the state and federal levels that additional funding is needed to meet future infrastructure needs. Preliminary discussions related to a new Federal Surface Transportation Bill (an update to MAP-21) have identified the importance of generating additional revenue for transportation projects. These may include raising the motor fuel tax or more advanced solutions that would charge motorists and freight providers based on Vehicle Miles of Travel (VMT). Additional strategies could include spending more on public transportation or non-motorized improvements that improve mobility. At this time it is unclear what, if any, additional revenue will be generated or different funding priorities created to address the ever growing transportation infrastructure backlog.

The discussion of a new surface transportation bill also raises a new perspective on transportation funding. Traditional investment in local and regional transportation systems has generally been allocated by mode. The highway trust fund for example has generally been used to maintain the existing roadway infrastructure and construct new roadway projects. A new approach being discussed as part of a new surface transportation bill would be a Unified Transportation Trust Fund which would pool together transportation funding for all modes. In this case, funding for any transportation project, regardless of mode, would be evaluated as to how a project best addresses the regional, local, or corridor transportation needs. Under this funding scenario, alternative transportation modes may benefit and receive higher priority in the project planning and implementation.

12.3. Fiscally Constrained Requirement

Funding for KATS transportation maintenance and improvement projects come from a variety of federal, state, local, and private sources. The federal government is the primary source of funding for transportation systems in the United States. These funds come from federally assessed user fees, motor and aviation fuel taxes, and landing fees. They are apportioned back to the states on a formula basis. The primary source of revenue at the federal and state levels includes motor fuel taxes, vehicle registration fees, special motor carrier fees, parking fees, and toll fees. Revenue at the county and municipal levels are primarily based on motor fuel taxes (MFT), property taxes, sales taxes, and special assessments. Private sector funding comes from developers and business associations through impact fees, right-of-way donations, and cost sharing.

Federal, state, and local agencies along with private developers have invested hundreds of millions of dollars in the KATS transportation system over the past several decades. In the late 1990s, programs such as TEA-21 and Illinois FIRST significantly increased federal and state

funding authorizations above previous levels. However, the cost of maintaining the existing transportation infrastructure is continually increasing as the infrastructure ages. At the same time, the limited availability of local funds makes it more difficult to pursue funding for capital improvement projects. KATS faces the challenge of balancing the maintenance of the existing transportation infrastructure while identifying funding to construct the priority projects that will support existing area businesses and create new economic development opportunities within the region.

MAP-21 planning regulations require that MPOs consider the financial implications of their planning efforts as part of the LRTP. Specific provisions in the law regarding the financial plan state the following requirements:

- Development of a financial plan that demonstrates how the adopted transportation plan can be implemented.
- Development of funding estimates that will be available to support LRTP implementation, including all necessary financial resources from public and private sources.
- State recommendations on pursuing additional financing strategies to fund projects and programs included in the LRTP.
- Account for all projects and strategies for which federal, state, local, or private funds could be used for financing and use an inflation rate to reflect multi-year costs and revenues.

The LRTP should be fiscally constrained with reasonable funding sources identified for the proposed transportation projects. Projects with no known funding sources may still be included in the LRTP but only as illustrative projects. This KATS LRTP summarizes the projects that are part of the recommended fiscally constrained plan and unconstrained vision (illustrative projects). The following sections summarize the fiscal constraint analysis and the recommended projects.

12.4. Fiscally Constrained Projects

Fiscally constrained project identification is a requirement of the LRTP planning process. A number of factors were considered in the identification of these projects – the scoring process, estimated project cost, and potential impacts. Currently, KATS has approximately $3.5 million available for the next local project. This total has been growing over the past several years and increases by approximately $700,000 annually. However, project cost estimates are typically increasing at a higher annual inflation rate.

Federal and State funding is also available within the KATS MPA. **Table 12-1** shows historical revenue data (2009 – 2013) provided by IDOT. The annual average Federal and State transportation funds that have been available within the KATS MPA total approximately $5.3 million (excludes 2011 funding which totaled approximately $55 million). It should be noted that these funds can vary significantly, as is the case in 2011 when the funding was significantly higher for I-57 mainline and interchange improvements. For the purpose of the KATS 2040 LRTP, the $5.3 million figure is used for the fiscal constraint analysis.

Table 12-1: Recent Federal and State Transportation Revenue (2009 – 2013)

Funding Source	2009	2010	2011	2012	2013
Federal - Streets and Highways	$ 990,000	$ 6,840,000	$ 48,825,000	$ 2,262,000	$ 3,240,000
State - Streets and Highways	$ 1,671,000	$ 2,360,000	$ 7,025,000	$ 1,851,000	$ 1,960,000
Total Transportation Revenues	$ 2,661,000	$ 9,200,000	$ 55,850,000	$ 4,113,000	$ 5,200,000

Source: Illinois DOT (2014)

For the purpose of the fiscal constraint, these annual fund estimates were projected through 2040. Applying a three percent annual inflation rate to the average annual state contribution, these funds would total $198,787,029 through 2040.

Operations and Maintenance

Table 12-2 provides a breakdown of the typical operations and maintenance expenses incurred by IDOT for the KATS MPA. Between 2009 and 2013 the average maintenance expenses averaged $1,226,200 annually. The five-year average was used as the estimate for analyzing operations and maintenance costs and includes a three percent inflation rate through 2040. This totals an estimated $42,292,236 for maintenance expenses through 2040. While maintenance costs are likely to continue to increase, KATS is committed to focusing on the maintenance of the existing infrastructure.

Table 12-2: Operations and Maintenance Expenses (2009 – 2013)

Activity	2009	2010	2011	2012	2013
Pavement Rehabilitation/Replacement	$ 186,000	$ 748,000	$ 305,000	$ 1,430,000	$ 1,403,000
Bridge Rehabilitation/Replacement	$ 841,000	$ -	$ -	$ -	$ -
Snow & Ice Removal	$ 140,000	$ 145,000	$ 140,000	$ 144,000	$ 149,000
Total	$ 1,167,000	$ 893,000	$ 445,000	$ 1,574,000	$ 1,552,000

Source: Illinois DOT (2014)

Fiscally Constrained Projects

Given the limited funding projected over the next 25 years, KATS must strategically invest in transportation projects that will benefit regional transportation mobility and support KATS' priorities of improving safety, reducing congestion, and supporting economic development.

Table 12-3 displays the projected cost of all projects considered in the planning process. The project cost estimates were developed in 2015 dollars using IDOT planning level cost estimates which included phase 1, 2, and 3 engineering estimates. It should be noted that these cost estimates are general planning level estimates and more detailed cost estimates will need to be prepared/refined as projects make their way closer to construction.

With this in mind, the Tier 1 projects (previously discussed in Chapter 11) were reviewed to identify potential impacts and year of expenditure costs against anticipated revenues. Based on this review, there are three projects included in the fiscally constrained plan. Fiscally constrained local projects include Hobbie Avenue and Industrial Drive while U.S. 45/52 (from Larry Power to Bourbonnais Parkway) was identified as a fiscally constrained state project.

Figure 12-1 illustrates the fiscally constrained projects in the KATS MPO. In addition to these three projects, projects included in the current TIP are also identified as fiscally constrained. **Figure 12-2** illustrates all tiered projects in the KATS MPA. **Table 12-3** lists associated project costs in 5-year bands through 2040 for year of expenditure purposes.

Figure 12-1: Fiscally Constrained Projects – KATS MPO

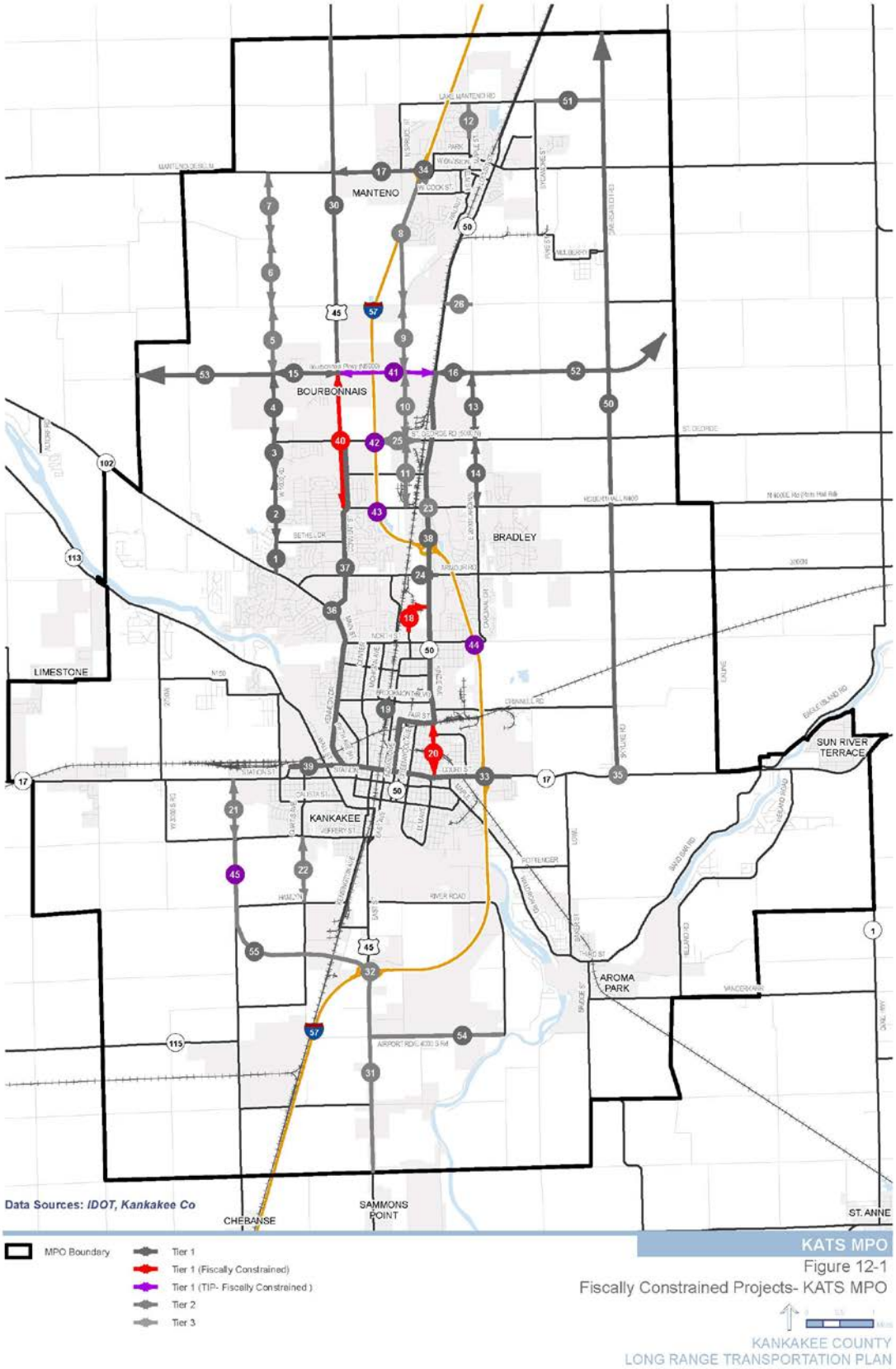


Figure 12-2: Tiered Projects – KATS MPO

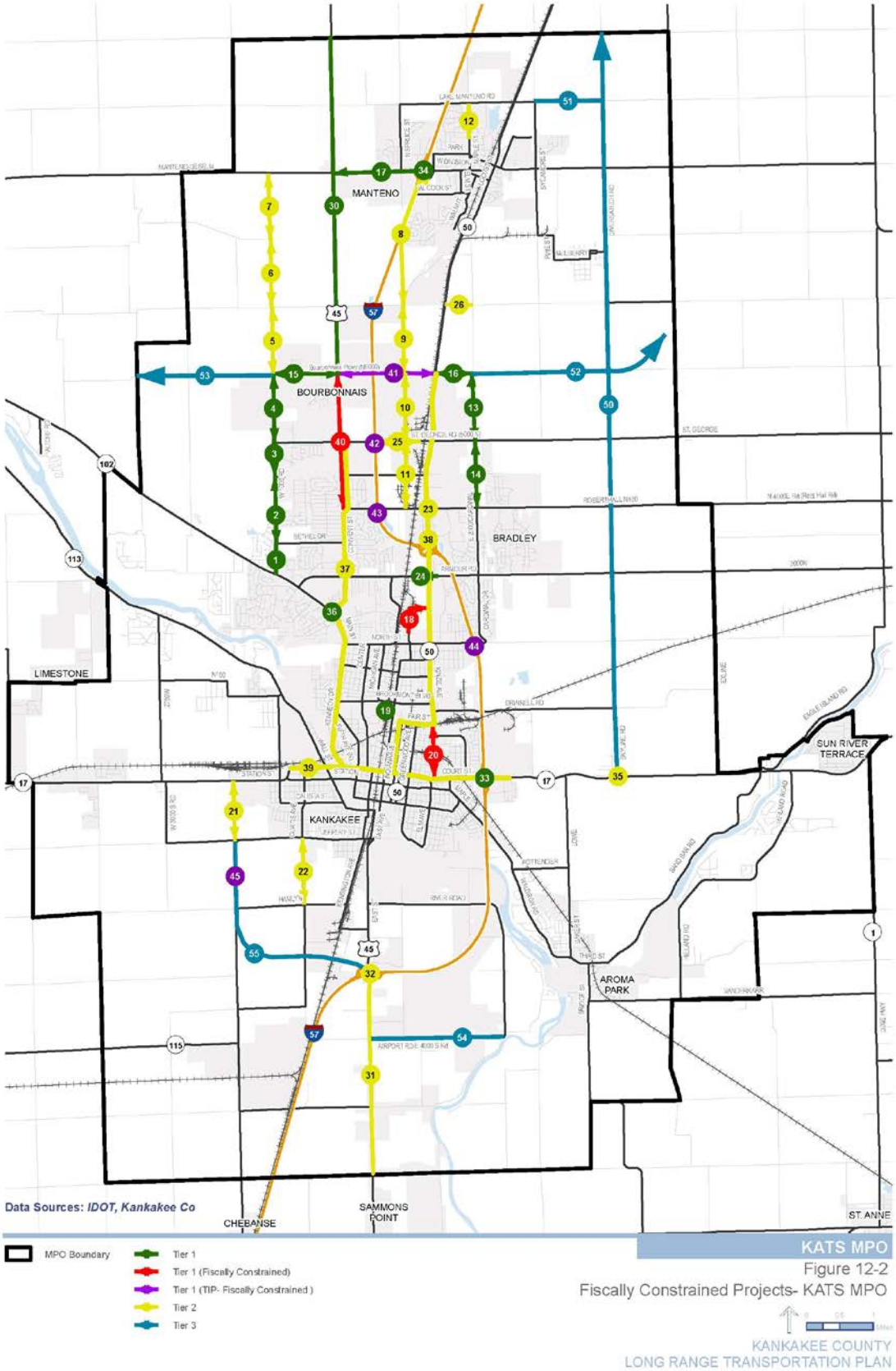


Table 12-3: Project Cost Estimates (Year of Expenditure Costs)

	ID No.	Roadway	Project Cost (2015 dollars)	2016-2020	2021-2025	2026-2030	2031-2035	2036-2040
Tier 1 Projects	1	Career Center Rd	$ 3,801,000	$ 4,157,085	$ 4,819,201	$ 5,586,775	$ 6,476,603	$ 7,508,158
	2	Career Center Rd	$ 10,449,000	$ 11,427,883	$ 13,248,048	$ 15,358,119	$ 17,804,269	$ 20,640,028
	3	Career Center Rd	$ 4,838,000	$ 5,291,233	$ 6,133,990	$ 7,110,975	$ 8,243,569	$ 9,556,556
	4	Career Center Rd	$ 7,353,000	$ 8,041,844	$ 9,322,701	$ 10,807,565	$ 12,528,930	$ 14,524,464
	13	Cardinal Dr	$ 4,438,000	$ 4,853,761	$ 5,626,839	$ 6,523,048	$ 7,562,001	$ 8,766,432
	14	Cardinal Dr	$ 5,212,000	$ 5,700,270	$ 6,608,176	$ 7,660,687	$ 8,880,836	$ 10,295,323
	15	Bourbonnais Pkwy	$ 5,511,000	$ 6,027,281	$ 6,987,271	$ 8,100,162	$ 9,390,308	$ 10,885,941
	16	Bourbonnais Pkwy	$ 5,233,000	$ 5,723,238	$ 6,634,801	$ 7,691,553	$ 8,916,618	$ 10,336,804
	17	Division St	$ 9,312,000	$ 10,184,367	$ 11,806,472	$ 13,686,937	$ 15,866,911	$ 18,394,099
	18	Industrial Dr	$ 6,222,000	$ 6,804,889	$ 7,888,732	$ 9,145,202	$ 10,601,796	$ 12,290,387
	19	Brookmont Blvd	$ 20,000,000	$ 21,873,640	$ 25,357,543	$ 29,396,342	$ 34,078,418	$ 39,506,226
	20	Hobbie Ave	$ 3,805,000	$ 4,161,460	$ 4,824,273	$ 5,592,654	$ 6,483,419	$ 7,516,060
	24	Intersection	$ 2,758,000	$ 3,016,375	$ 3,496,805	$ 4,053,756	$ 4,699,414	$ 5,447,909
	30	US 45/52	$ 40,039,000	$ 43,789,933	$ 50,764,534	$ 58,850,008	$ 68,223,288	$ 79,089,489
	33	Interchange	$ 55,000,000	$ 60,152,509	$ 69,733,244	$ 80,839,942	$ 93,715,649	$ 108,642,122
	34	Interchange	$ 2,258,000	$ 2,469,534	$ 2,862,867	$ 3,318,847	$ 3,847,453	$ 4,460,253
	36	Intersection	$ 2,758,000	$ 3,016,375	$ 3,496,805	$ 4,053,756	$ 4,699,414	$ 5,447,909
	40	US 45/52	$ 18,100,000	$ 19,795,644	$ 22,948,577	$ 26,603,690	$ 30,840,968	$ 35,753,135
	41	Bourbonnais Pkwy	$ 3,620,000	$ 3,959,129	$ 4,589,715	$ 5,320,738	$ 6,168,194	$ 7,150,627
	42	Intersection	$ 3,620,000	$ 3,959,129	$ 4,589,715	$ 5,320,738	$ 6,168,194	$ 7,150,627
	43	Intersection	$ 4,040,000	$ 4,418,475	$ 5,122,224	$ 5,938,061	$ 6,883,840	$ 7,980,258
	44	Interchange	$ 5,000,000	$ 5,468,410	$ 6,339,386	$ 7,349,086	$ 8,519,604	$ 9,876,557
	45	IL-115	$ 900,000	$ 984,314	$ 1,141,089	$ 1,322,835	$ 1,533,529	$ 1,777,780
Tier 2 Projects	5	Career Center Rd	$ 9,401,000	$ 10,281,704	$ 11,919,313	$ 13,817,751	$ 16,018,560	$ 18,569,902
	6	Career Center Rd	$ 9,401,000	$ 10,281,704	$ 11,919,313	$ 13,817,751	$ 16,018,560	$ 18,569,902
	7	Career Center Rd	$ 9,401,000	$ 10,281,704	$ 11,919,313	$ 13,817,751	$ 16,018,560	$ 18,569,902
	8	1000E Rd	$ 12,821,000	$ 14,022,097	$ 16,255,453	$ 18,844,525	$ 21,845,970	$ 25,325,466
	9	1000E Rd	$ 9,401,000	$ 10,281,704	$ 11,919,313	$ 13,817,751	$ 16,018,560	$ 18,569,902
	10	1000E Rd	$ 8,627,000	$ 9,435,194	$ 10,937,976	$ 12,680,112	$ 14,699,725	$ 17,041,011
	11	1000E Rd	$ 8,627,000	$ 9,435,194	$ 10,937,976	$ 12,680,112	$ 14,699,725	$ 17,041,011
	12	Maple St	$ 6,431,000	$ 7,033,469	$ 8,153,718	$ 9,452,394	$ 10,957,915	$ 12,703,227
	21	2000W Rd	$ 9,144,000	$ 10,000,628	$ 11,593,469	$ 13,440,008	$ 15,580,653	$ 18,062,247
	22	Curtis Ave	$ 9,901,000	$ 10,828,545	$ 12,553,252	$ 14,552,659	$ 16,870,521	$ 19,557,557
	23*	Intersection	$ -	$ -	$ -	$ -	$ -	$ -
	25	St. George Rd	$ 7,969,000	$ 8,715,552	$ 10,103,713	$ 11,712,973	$ 13,578,546	$ 15,741,256
	26	7000N	$ 1,750,000	$ 1,913,943	$ 2,218,785	$ 2,572,180	$ 2,981,862	$ 3,456,795
	31	US 45/52	$ 18,507,000	$ 20,240,772	$ 23,464,603	$ 27,201,905	$ 31,534,464	$ 36,557,086
	32*	Interchange	$ -	$ -	$ -	$ -	$ -	$ -
	35	Intersection	$ 774,000	$ 846,510	$ 981,337	$ 1,137,638	$ 1,318,835	$ 1,528,891
	37*	US 45/52	$ -	$ -	$ -	$ -	$ -	$ -
	38*	IL-50	$ -	$ -	$ -	$ -	$ -	$ -
	39*	Court St	$ -	$ -	$ -	$ -	$ -	$ -
Tier 3 Projects	50	Skyline Rd	$ 89,221,000	$ 97,579,400	$ 113,121,268	$ 131,138,553	$ 152,025,525	$ 176,239,250
	51	10000N Rd	$ 8,111,000	$ 8,870,855	$ 10,283,752	$ 11,921,687	$ 13,820,502	$ 16,021,750
	52	Bourbonnais Pkwy	$ 32,452,000	$ 35,492,168	$ 41,145,150	$ 47,698,505	$ 55,295,641	$ 64,102,802
	53	Bourbonnais Pkwy	$ 18,544,000	$ 20,281,239	$ 23,511,514	$ 27,256,289	$ 31,597,509	$ 36,630,173
	54	Airport Road	$ 8,328,000	$ 9,108,184	$ 10,558,881	$ 12,240,637	$ 14,190,253	$ 16,450,393
	55	2000W	$ 26,193,000	$ 28,646,812	$ 33,209,506	$ 38,498,920	$ 44,630,800	$ 51,739,329

*Project cost estimates for signal enhancements are dependent on number of signals and equipment. Detailed costs would need to be developed through additional study.
NOTE: Highlighted projects are fiscally constrained.

Table 12-4 displays the categorical cost breakdown for the fiscally constrained projects. Following the table is a description of the fiscally constrained projects.

Table 12-4: Fiscally Constrained Project Cost Estimations (2015)

Fiscally Constrained Project Cost Estimations (2015)	Hobbie Avenue	Industrial Avenue	U.S. 45/52
Pavement Preservation (Milling and Resurfacing)	$ -	$ -	$ 680,000
Add Lane (Per Lane Mile)	$ -	$ -	$ 10,000,000
Arterial Reconstruction (Per Lane Mile)	$ -	$ 3,060,000	$ -
Intersection Improvement (Per Location)	$ -	$ 600,000	$ 1,800,000
Intersection Reconstruction (Per Location)	$ -	$ -	$ -
TOTAL CONSTRUCTION COST	$ 2,328,800	$ 3,660,000	$ 12,480,000
Phase I Engineering (6%)	$ 139,728	$ 219,600	$ 748,800
Phase II Engineering (10%)	$ 232,880	$ 366,000	$ 1,248,000
Phase III Engineering (13%)	$ 302,744	$ 475,800	$ 1,622,400
Right-of-Way Acquisition	$ 800,000	$ 1,500,000	$ 2,000,000
TOTAL	$ 3,805,000	$ 6,222,000	$ 18,100,000

Hobbie Avenue

Hobbie Avenue was identified as the top local project for construction. Based on the financial analysis, Hobbie Avenue could have sufficient funds available for construction by 2020. Hobbie Avenue provides the benefits of supporting truck traffic operations, enhancing economic development, and improving safety. Hobbie Avenue is also identified in the Kankakee Bikeway Plan for on-street bike lanes, supporting alternative transportation. These factors and the fact that Hobbie was identified in the last LRTP as the priority project, make this the top priority for the 2040 LRTP.

Industrial Drive

Extending Industrial Drive is the other fiscally constrained local project. Based on the financial analysis, Industrial Drive is expected to be constructed closer to the year 2030. The construction of Industrial Drive would help relieve congestion during peak periods near two of the largest employers in the area which are along congested regional roadways. Additional action by the KATS Technical and Policy Committees would be needed to include the Industrial Drive Extension in the functional classification system.

US 45/52 (From Larry Power to Bourbonnais Parkway)
The widening of U.S. 45/52 between Larry Power Road and Bourbonnais Parkway is identified as fiscally constrained state project. This project would provide additional capacity for a major north-south regional roadway that is expected to see increasing traffic volumes once the I-57 and Bourbonnais Parkway interchange is constructed. The KATS Policy committee views this as a high priority project that will address capacity concerns and support economic development in the area.

Unconstrained Vision
Tier 1 projects not included in the fiscally constrained list, or the current TIP, are defined as the unconstrained vision. These projects, although important, cannot be included in the fiscally constrained list due to limited funding resources and estimated project costs.

For example, the improvement of the rail overpass at Brookmont Boulevard remains a high priority; however, this project requires additional funding sources to be financially feasible. Other Tier 1 projects that scored high on the evaluation include Career Center Road (from IL-102 to E. 6000N Rd.), Division Street (from U.S. 45/52 to I-57), and Cardinal Drive (from Larry Power Road to E. 6000N Rd). If financial conditions change by the next plan update, these projects can be revaluated to determine whether fiscally constrained plan inclusion is appropriate.

Conclusion
The roadway financial analysis presents a reasonable projection that KATS will be able to continue to fund routine maintenance, extensive maintenance (interstate and arterial resurfacing/reconstruction), and construct limited capital improvements. At present time, the priority projects identified at the beginning of this chapter are not fiscally constrained. While not currently part of the fiscally constrained plan, there could be additional opportunities over the coming years to add these projects in the LRTP and program them in the TIP.

12.5. Roadway Funding Sources

12.5.1. Federal Funding Sources

MAP-21 has consolidated dozens of programs into a smaller list of seven core formula programs, listed below:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set aside from HSIP)
- Metropolitan Planning (MP)
- Transportation Alternatives (TA)

Previously, KATS received funding from four federal programs organized under SAFETEA-LU, listed below:

- Highway Bridge Program (HBP) - HBP Funds are provided to replace or rehabilitate structurally deficient bridges on the transportation network for the safe and expeditious transportation of the general public. The funds are allotted to IDOT Districts based on a formula involving the square footage of eligible bridges. Local governments are required to provide a 20 percent match.
- Surface Transportation Urban (STU) - This category is for transportation needs within urbanized areas with populations less than 200,000 and greater than 5,000. Funding is 80 percent federal and 20 percent State and Local. Funds are allocated by Census population and projects are selected by KATS. STU is administered by the State of Illinois for KATS. STU money is allotted to MPOs for transportation projects such as road construction, reconstruction, and bridge rehabilitation. Ten percent of all STU funds must be used for safety projects, which can be used for rail crossing improvements, signals, and other accident-reducing methods of transportation improvements.
- Surface Transportation Rural (STR) - This category is for transportation needs outside urbanized areas with populations less than 200,000 and greater than 5,000. Funding is 80 percent federal and 20 percent state and local. STR money is made available for transportation projects such as road construction, reconstruction and bridge rehabilitation in rural areas.
- Surface Transportation Enhancements (STE) - Ten percent of STU funding is available for enhancements such as: bike and pedestrian facilities, preservation of historic sites, scenic beautification, and other transportation related projects. The MPO must submit a letter stating their support of the project, identification of funding, and ensuring the project is consistent with the long range transportation plan.

Under MAP-21, the HBP is now covered under the NHPP, while the STU, STR, and STE programs are now covered under the new STP program. However, the activities and reserved uses described in the bullet points above are still applicable under the new program structure.

There are several other federal funding sources that KATS may qualify for to receive additional funding based on the specific conditions of individual projects. Moreover, MAP-21 offers more flexibility for states to allocate more or less funding for any one specific program to meet the unique needs of that state's transportation system. Specifically, states can to move up to 50 percent of funds between programs (with some restrictions).

The STP and TA programs are particularly flexible with respect to eligible activities and projects. To name a few examples, these funds may be used as capital funding for public transportation capital improvements, carpool and vanpool projects, fringe and corridor parking facilities, bicycle and pedestrian facilities, and intercity or intra-city bus terminals and bus facilities. These funds can also be used for surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. Other eligible projects under STP include transit safety improvements and most transportation control measures.

12.5.2. State Funding Sources

State funding is administered by IDOT. The following are among the most common forms of funding:

- Motor Fuel Tax (MFT) - The MFT is collected on each gallon of gas that is purchased. The State of Illinois levies a tax of 19.0 cents per gallon of gasoline and 21.5 cents per gallon of diesel fuel for operating motor vehicles and boats. The tax is included in the selling price so the motor fuel tax is always paid by the purchaser. The tax is collected by the Department of Revenue and distributed to local governments. To qualify for funding, municipalities must be incorporated. Municipalities receive their funding based on population. Counties receive their allotment based on total vehicles registered to the county. Townships must levy a 0.08 percent road and bridge tax to be eligible to receive the money. Township allocations are based on total township road mileage.
- Truck Access Routes - Truck access routes have a special funding category available for designated truck routes which may receive up to $30,000 per lane-mile and $15,000 per intersection for the improvement of access.
- Illinois Commerce Commission (ICC) - The ICC provides special funding for rail crossing improvements that are at grade with a street. This funding can be used for new rail crossings or upgrading existing rail crossings.
- Economic Development Funds - Economic Development funds may be used for transportation projects if the new or improved facility will increase employment. This program can be used for industrial, commercial, and recreational projects if the project is necessary.
- Illinois Downstate Public Transportation Fund - The State's Downstate Public Transportation Fund provides reimbursements to transit operators for a percentage of their public transit operating expenses. Eligible participants are defined by the Downstate Public Transportation Act. Currently the funding for transit operations stands at 65 percent reimbursement for eligible transit operating expenses.

Likewise there are numerous other funding sources that may be available. This LRTP did not take into account those funds which could not be reasonably expected to be available for the general maintenance of existing infrastructure or construction of new roads or trails. The available funding sources also do not take into account all funds that may be received by a particular entity in any given year. For example, some communities use all of the MFT funding for maintenance, while others use it for what they classify as "new construction." This LRTP requires less reliance on funding sources that cannot be reasonably expected to be available. With the passing of MAP-21, fiscal constraint and reasonable expectations are mandatory considerations to factor into the transportation planning process.

12.5.3. Local Funding Sources

The basis of local funding for transportation projects in the municipalities and Kankakee County is primarily through federal and state allocations and block grants. However, additional revenues exist which primarily come from property taxes, sales taxes, special assessments, and special tax districts. General funds for roadway maintenance may be obligated from the general

property, sales, and other tax proceeds for transportation purposes. While this represents a funding source, the trend in local government is to use general fund property tax proceeds for operation and maintenance of general government. Additional funding includes:

- Township Bridge Program - Township Bridge Program funds are used to construct bridges twenty feet or more in length for the safe transportation of school children, the movement of agriculture equipment and products, rural mail routes, and the traffic needs of the general public. Funds are allocated to each eligible road district based on the total township road mileage. Townships must levy a 0.08 percent road and bridge tax to qualify for the allocation.
- Bonds - Transportation projects may be financed using bonded indebtedness. This method allows a unit of government to raise capital through the sale of public bonds to be repaid with interest using general property tax receipts, motor fuel tax, or revenue from the project after completion. The City of Kankakee has used this financing method to complete several public transportation projects.
- Tax Increment Financing (TIF) - The TIF technique captures all increases in property tax resulting from improvements to a property until such time as allowable project expenses have been paid. Proposed improvements and planned expenditures are defined in a plan and must meet eligibility requirements under the enabling legislation. Local governments define the TIF district and program in consultation with other units of local government impacted by the proposed district.
- Capital Improvement Program (CIP) - Funding for near-term (one to five years) transportation projects identified in the State's multi-year program, a municipalities' Capital Improvement Program (CIP), and Kankakee County's CIP. Estimates of near-term transportation funding is based on appropriated levels of federal funding, cash flows of state funding sources, and city and county bonding programs and general revenue sources.

12.5.4. Private Sector Funding Sources

As a community grows, vacant land or farmland is often converted to urban uses. As part of those changes, land developers pay the cost of infrastructure development including streets. Particularly as it relates to commercial and industrial development, developers pay a large share of arterial and collector street widening, enhancements, or rehabilitation. The continued enforcement and management of growth through subdivision code administration minimizes the cost to the community.

When developing major roadways, units of local government may negotiate with private interests to share the development costs of arterial or collector streets that provide direct benefit to private interests. The amount of money available using this technique is limited only by the degree of commitment and the willingness of the private sector to share in those costs.

Impact fees are costs assigned to new development for the maintenance of existing facilities. Developers pay these fees with costs generally passed on to the eventual owners of the property.

Under Illinois law, Special Service Taxing Districts may be established for the purpose of construction and financing public improvements within a defined service area. It could be the practice of local governments in Kankakee County to respond to citizen inquiries requesting that special taxing district(s) is/are created to fully assess interest within the proposed district. Projects that could be considered under this financing method include street lighting, street construction or rehabilitation, and sidewalk construction.

A Special Assessment District is established under Illinois law for the purpose of financing and providing certain public facilities. A special assessment district is established through a judicial process that attempts to fairly allocate costs between private and public interests. These funds have typically been used for utility projects and not transportation projects.

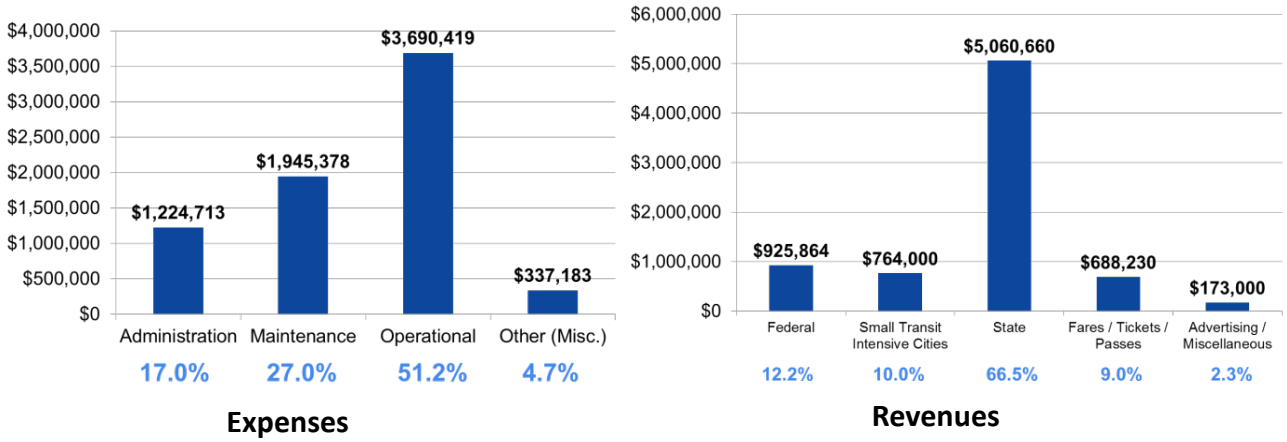
12.6. Public Transportation

METRO operates a very successful public transportation system that ranks very high compared to its peer systems in Illinois. This plan recommends that METRO continue with a strategic investment approach that responds to current and projected travel demand. Chapter 5 outlines possible service enhancements that could be evaluated further in the coming years.

Fiscally Constrained Transit Plan

A feasible transit service relies upon secure funding sources and sufficient revenue to support the continuing operation and potential expansion of public transportation services. **Figure 12-3** summarizes current year revenues and expenditures as provided by METRO. Based on current operating practice, METRO is in a solid financial operating situation and will continue to identify opportunities to expand/enhance services as funding allows.

Figure 12-3: Baseline Expenses and Revenues



12.6.1. State Funding

The most important aspect of State funding is the reimbursement of 65 percent of eligible transit operating expenses. Illinois does this through the provision of the Downstate Public Transportation Fund, which provides reimbursements to transit operators for a percentage of their public transit operating expenses. Eligible participants are defined by the Downstate Public Transportation Act.

12.6.2. Federal Funding Programs

The FTA administers several funding programs that are applicable to the transit service in the MPA. Applicable funding programs are detailed in the bulleted list below:

- Urbanized Area Formula Program - MAP-21 has maintained the Urbanized Area Formula Program, which provides resources to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated by the U.S. Department of Commerce, Bureau of the Census. For urbanized areas under 200,000 in population, apportionments of these funds are based on population and population density. Eligible purposes for Urban Area Formula funds include:

    - Operating expenses, to offset the operating deficit.
    - Planning, engineering, design, and evaluation of transit projects and other technical transportation-related studies.
    - Capital investments in bus and bus-related activities such as the replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment, and construction of maintenance and passenger facilities.
    - All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

- Metropolitan Planning Program - This program provides funding to support the cooperative, continuous, and comprehensive planning program for making transportation investment decisions in metropolitan areas. State DOTs and MPOs may receive funds for purposes that support the economic vitality of the metropolitan area. Funds are apportioned to states using a formula that includes consideration of each state's urbanized area population in proportion to the urbanized area population for the entire nation, as well as other factors.
- Bus and Bus Facilities Formula Program - This program provides capital assistance for new and replacement buses and for bus related facilities. Section 5339 funds, as they relate to the MPA, would be used generally for replacement of buses and improving / maintaining existing transit facilities. Funds are apportioned to states on the basis of population, vehicle revenue miles, and passenger miles. Funds would then be distributed by the state to the urbanized areas.

12.6.3. Special Federal Programs and Grant Funding

- Flexible Funds are certain legislatively specified funds that may be used either for transit or highway purposes. The idea of flexible funds is that a local area can choose to use certain

Federal surface transportation funds based on local planning priorities and not on a restrictive definition of program eligibility. Flexible funds include FHWA, STP, and FTA Urban Formula Funds.

- National Highway System (NHS) Program -This program provides funding for a wide range of transportation activities. Eligible transit projects under the NHS program include fringe and corridor parking facilities, bicycle and pedestrian facilities, carpool and vanpool projects, and public transportation facilities in NHS corridors where they would be cost effective and improve the level of service on an NHS limited access facility.

12.6.4. FTA Funding

FTA provides funding for transit projects. FTA funding can be used for a variety of transit improvements such as new fixed guideway projects, bus purchases, construction and rehabilitation of rail stations, maintenance facility construction and renovations, alternative-fueled bus purchases, bus transfer facilities, multimodal transportation centers, and advanced technology fare collection systems. Two specific programs include the following:

- STP-U and STP-Rural Programs - The Surface Transportation Urban (STU) and Rural (STR) programs (described earlier in the Roadway section of this chapter) provide the greatest flexibility in project funding. These funds may be used (as capital funding) for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, bicycle and pedestrian facilities, and inter-city or intra-city bus terminals, and bus facilities. As a funding source for planning, these funds can be used for surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. Other eligible projects under STP include transit safety improvements and most transportation control measures.
- Ladders of Opportunities Initiative - This new FTA program is focused on enhancing access to work for disadvantaged communities, supporting economic opportunities, offering transit access to employment centers, and providing for educational and training opportunities. Recipients are able to use the funds towards the modernization of vehicle fleets and transit-related facilities.

12.7. Non-Motorized Funding Sources

12.7.1. Non-Motorized Funding Sources

- Illinois Transportation Enhancement Program (ITEP) - The ITEP program provides financial assistance and funding for projects that provide alternative modes of transportation. It is also designed to support enhancements that improve cultural, historic, aesthetic, and environmental aspects of the transportation system. But the main focus of the program is on non-motorized travel. Any governing agency with taxing authority is eligible to apply for funding from ITEP. Funding awards are contingent on the availability of matching local funds, as well as the initiation of a project within three years of award notice.
- Illinois Bicycle Path Grant Program - The Illinois Bicycle Path Grant Program was created in 1990. Its purpose is to provide financial assistance to eligible units of government for acquiring, constructing, and rehabilitating publicly-used, non-motorized bicycle and pedestrian paths and directly related support facilities. Project applications are limited to

land acquisition or trail development along a single trail corridor. Bicycle routes sharing existing roadway surfaces are not eligible for funding consideration under this program. Agencies eligible for assistance under this program are any unit of local government with statutory authority to provide lands for public bicycle path purposes. This includes, but is not limited to; counties, townships, municipalities, park districts, and conservation and forest preserve districts. Federally funded projects in Phase I or Phase II engineering are not eligible for Bicycle Path funding consideration. The Bicycle Path grant program provides up to a maximum of 50% funding assistance on approved local project costs. The maximum grant assistance for construction projects is limited to $200,000 per annual request. There is no maximum grant amount limit for acquisition projects other than the established annual state appropriation level for the program. Revenue for the program comes from a percentage of vehicle title fees collected pursuant to Section 3-821(f) of the Illinois vehicle code.

- Recreational Trails Program (RTP) - The Federal RTP was created through the National Recreational Trail Fund Act (NRTFA) enacted as part of MAP-21. Under MAP-21, this program is being funded as a set-aside from the Transportation Alternatives Program. The RTP provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. By law, 30 percent of RTP funding allocated to each state must be targeted for motorized trail projects, with another 30 percent reserved for non-motorized trail projects, and the remaining 40 percent used for multi-use motorized or non-motorized trails or a combination thereof. In Illinois, RTP funds are administered by the DNR in cooperation with IDOT and FHWA. The Illinois Greenways & Trails Council serves as the official “State trails advisory board” as required by NRTFA. Eligible applicants include federal, state, local government agencies, and not-for-profit organizations. The RTP provides up to 80 percent federal funding on approved projects and requires a minimum 20 percent non-federal funding match. Eligible projects include:

    - Trail construction and rehabilitation
    - Restoration of areas adjacent to trails damaged by unauthorized trail use
    - Construction of trail-related support facilities and amenities such as trail head parking, restrooms, rest areas, signage, etc.
    - Acquisition from willing sellers of trail corridors through easements or fee simple title

- Community Development Block Grant (CDBG) Funds - CDBG funds are allocated to metropolitan areas by the Federal government on a formula basis. These funds must be used to principally benefit low and moderate-income persons and must be an eligible activity as defined by program regulations. Historically, these funds have been used in the MPA to help with the replacement of sidewalks of eligible low and moderate-income neighborhoods.
- Other Grants - Other grants to assist in motorized recreational trails include the Local Government Snowmobile Program, the Snowmobile Trail Establishment Fund, and the Off-Highway Vehicle (OHV) Recreation Trails Program. Additional information on these programs is available from IDOT.

12.8. Freight Funding Sources

Funding for the maintenance of rail freight facilities comes primarily from private sources. Some economic development grants could be used to plan intermodal facilities or other projects that would attract or create jobs. With the growing emphasis on freight movement and the coordination of rail and highway transportation, more attention will be given to this transportation sector in the future. The responsibility of the MPA is to provide the requisite planning for the infrastructure needs to support intermodal or other new rail facilities. The initial planning will have to quickly transition to design and construction as the new facilities will stress the existing infrastructure, once the facility is completed.

12.9. Title VI Non-Discrimination and Environmental Justice

12.9.1. Overview

The Federal Highway Administration (FHWA) and the Federal Transit Authority (FTA) have set forth requirements for compliance with Title VI provisions of the Civil Rights Act of 1964. The purpose provide recipients of Federal funding with guidance and instructions necessary to carry out U.S. Department of Transportation (USDOT) Title VI regulations (49 CFR part 21) and to integrate into their programs and activities with considerations expressed in the USDOT's "Policy Guidance Concerning Recipient's Responsibilities to Limited English Proficient ("LEP") Persons (70FR 74087, December 14, 2005)."

FHWA and FTA require environmental justice considerations in compliance with Title VI of the Civil Rights Act (42 U.S.C. 2000-1) states that

> "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program, or activity receiving Federal financial assistance."

The Executive Order on Environmental Justice further amplifies Title VI by providing that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." Information and statistics about the demographics of the KATS MPA are discussed in Chapter 2.

FHWA and FTA establish policy guidelines that focus on the following:

- Inclusion - Ensure that all communities that could potentially be affected by the transportation decision making process have the opportunity to participate and be represented.
- Guarantee of Benefits - Prevent the denial, reduction, or significant delay of the receipt of benefits to minority and low-income populations.

12.9.2. Environmental Justice Analysis

The Environmental Justice (EJ) analysis evaluates the location of the recommended transportation improvements in relation to EJ populations. EJ populations, including minority

and low income populations, are defined within the KATS MPA by using 2010 U.S. Census tract data.

12.9.3. Minority Population

Minority population is defined as any identifiable group of minority persons who live in geographic proximity. Additionally, minority populations can include geographically dispersed or transient persons who would be similarly affected by a proposed transportation improvement. Minority persons include those who are American Indian, Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian and other Pacific Islander. For the purpose of the EJ analysis, a census tract having a minority population of 50% or greater is defined as an EJ area.

12.9.4. Low-Income Population

Low-income populations were defined by the median household income. For the purpose of this analysis, a median household income of $39,635 was used as the threshold to identify low-income EJ areas. Consistent with federal planning guidelines, the use of the median household income provides greater coverage to identify potential groups which might by adversely affected by the transportation improvements. The low-income population of the MPA is also highly concentrated in the central part of Kankakee, and includes the same geographic boundaries described in the minority population.

Figure 12-4 displays the minority population within the KATS MPA, while **Figure 12-5** displays the population below poverty. **Figure 12-6** displays the overall environmental justice areas used for the EJ analysis.

Figure 12-4: Minority Population by Census Tract – KATS MPO

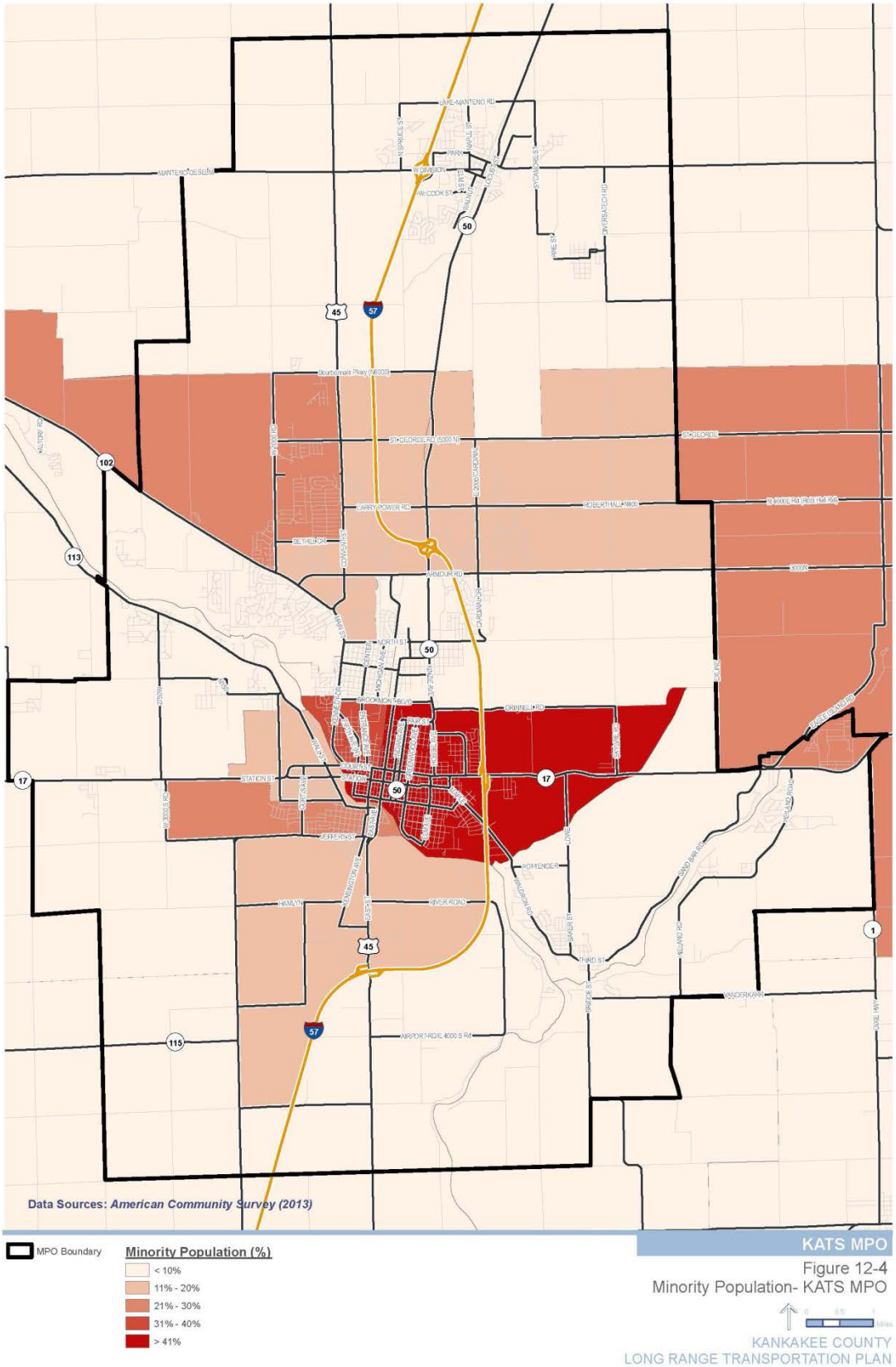


Figure 12-5: Population Below Poverty by Census Tract – KATS MPO

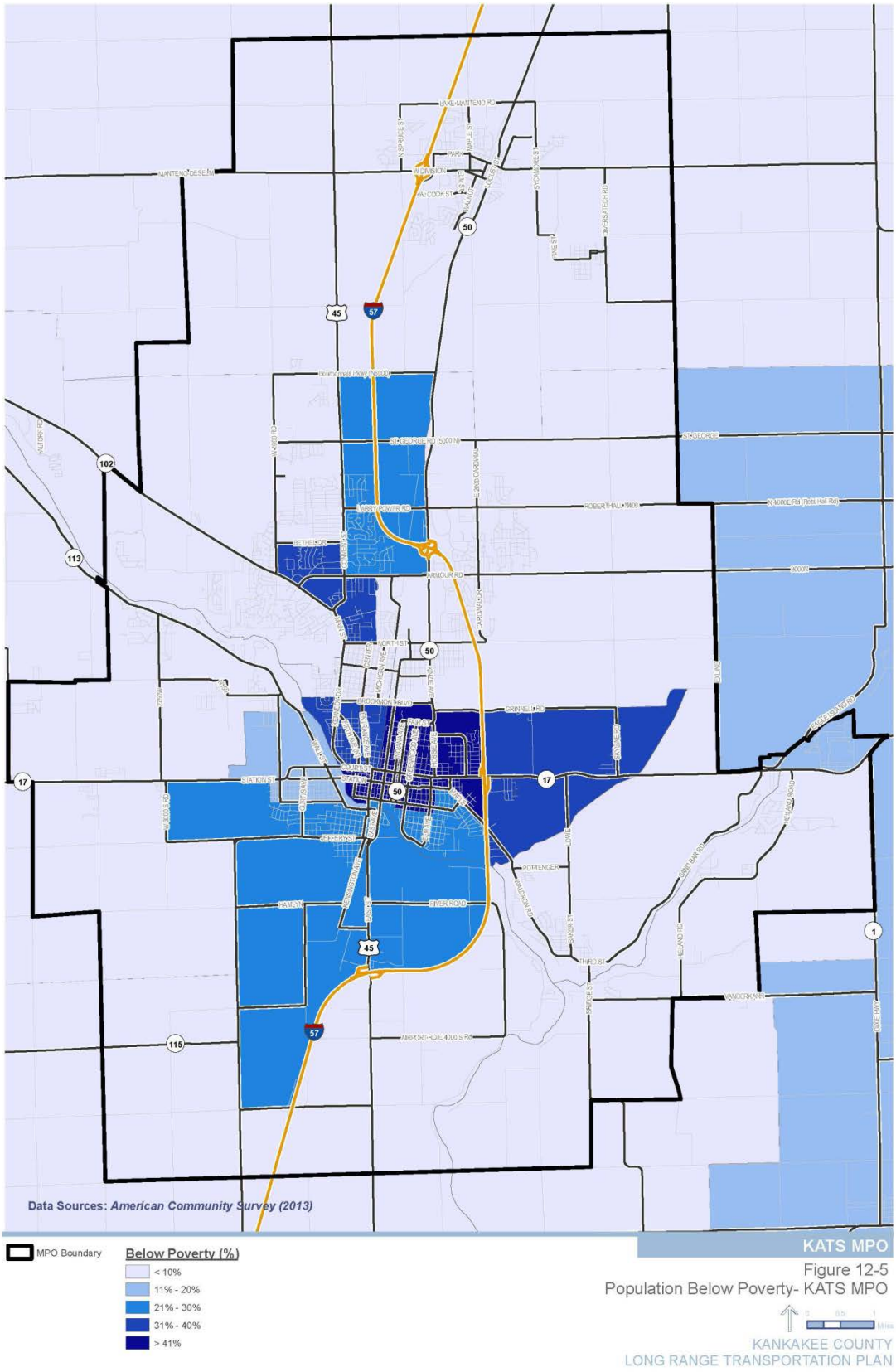
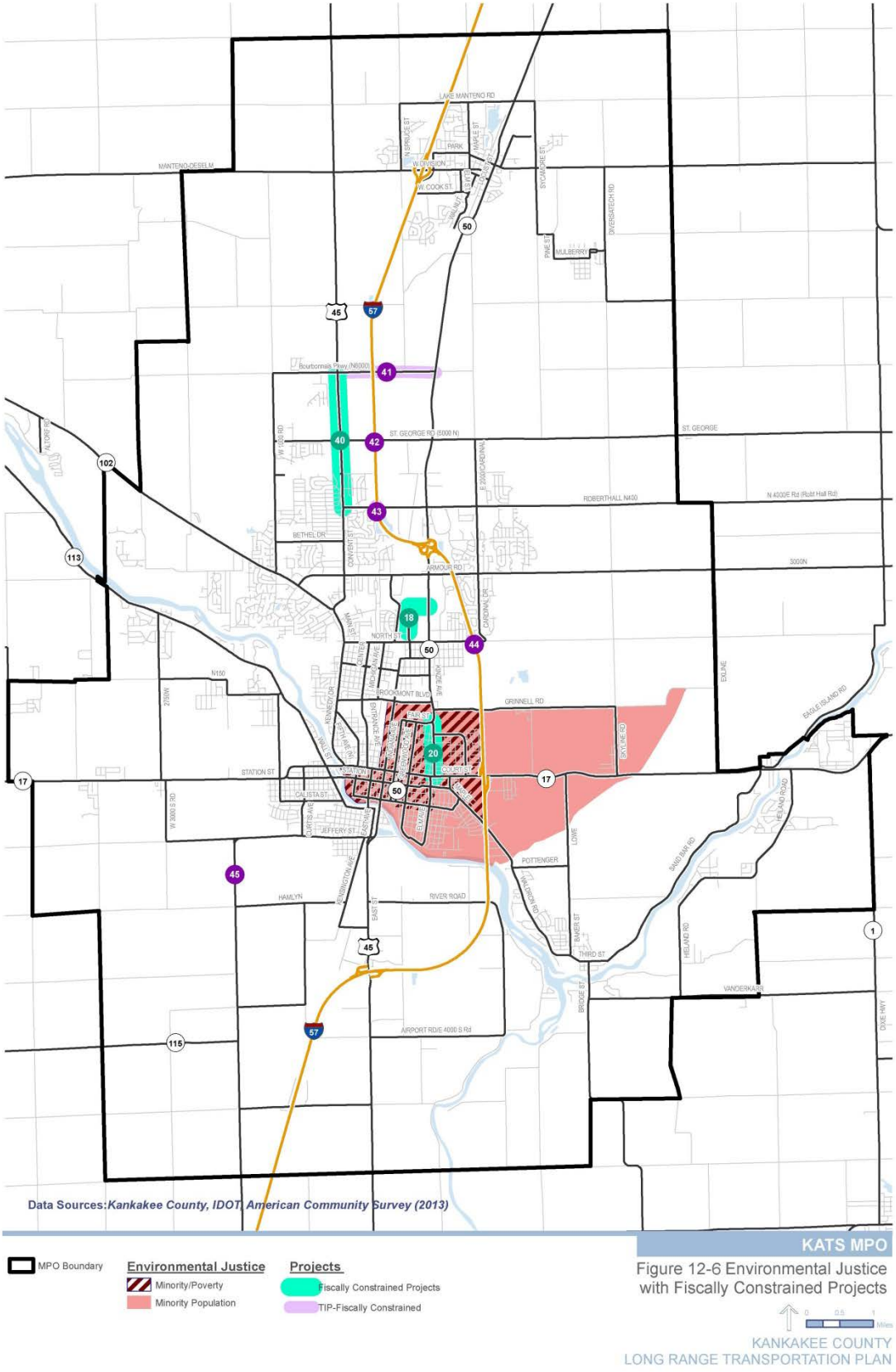


Figure 12-6: Environmental Justice by Census Tract – KATS MPO



12.10. Environmental Mitigation

The Federal government, through MAP-21 and the mandates of various departments and bureaus, requires that environmental impacts and mitigation be an integral part of the planning processes, which includes those of the LRTP.

IDOT administers all projects receiving federal funds, whether under state or local jurisdiction and ensures that projects adhere to all applicable state and federal environmental laws. Since most transportation projects require a plan to address environmental impacts, IDOT and KATS will continue to incorporate environmental mitigation policies and strategies while making transportation improvements. KATS continues to foster positive relationships with environmental groups, government agencies and the public at large when discussing infrastructure projects and has worked to make it part of the transportation planning process.

12.10.1. Environmental Objectives

KATS is committed to wise stewardship of transportation planning dollars and effective decision making, including project selection, which will be integrated and coordinated with land use, water and natural resource planning and management. The KATS Plan encourages the establishment of environmental suitability as a key limiting factor in determining the nature and location of future development. This principle of environmental sensitivity applies to transportation planning, and by extension major modification of the transportation system. The identification of a full range of environmental concerns will occur early during the transportation planning and project development process.

KATS has developed the objectives listed below to aid in the incorporation of environmental planning:

- Maintain and support the transportation system with improvements that are environmentally responsible and support conservation of the regions natural, cultural, historic, and aesthetic resources
- Ensure that social, environmental, energy, regional and community, and other non-transportation goals, plans and programs affecting transportation are considered in all phases of the transportation planning process
- Identify, implement, or support public investment in transportation facilities and services that effectively address social, environmental, and energy goals of the community;
- Evaluate innovative methods for mitigating the environmental impacts of transportation facilities and improvements
- Encourage a shift of new developments that are typically scattered and are primarily private vehicle oriented to areas that are transit and pedestrian oriented and that have existing transportation infrastructure in place and use conservation design techniques.

12.10.2. IDOT Environmental Mitigation Strategies and Procedures

The National Environmental Policy Act (NEPA) requires full disclosure of the impacts that federally funded transportation projects would cause to the surrounding environment. NEPA

also requires that impacts to resources be avoided altogether if possible. If impacts cannot be avoided, measures must be taken to minimize those impacts by compensation or mitigation.

Based on IDOT's mission, the provisions of state and federal environmental laws makes every attempt to minimize negative environmental impacts of projects it funds and directs both during construction and after completion. IDOT policies, strategies, and procedures are specifically designed to identify potential environmental impacts and to proactively take all reasonable steps to ensure minimal environmental disruption or other negative consequences. There are several key areas in which environmental mitigation activities are focused. The following are the most commonly identified areas:

- Section 4(f) Lands
- Section 6(f) Land Conversions
- Cultural Resources (Historic Properties and Archaeological Sites)
- Threatened and Endangered Species (State and Federal) and Natural Areas
- Farmlands
- Wetlands
- Floodplains
- Noise Abatement
- Air Quality

12.10.3. Section 4(f) Lands

Section 4(f) of the USDOT Act of 1966 applies to any USDOT funded project which involves the use of any significant public park, recreation area, or wildlife and waterfowl refuge and any land from a historic site of national, state, or local significance. Special environmental analyses are required to determine if there is a feasible or prudent alternative to taking the proposed action involving the use of the 4(f) property. In addition, the project sponsor must demonstrate that all possible planning to minimize harm has occurred. These measures to minimize harm, which include mitigation, will be documented in the 4(f) evaluation. IDOT, as part of its Bureau of Design and Environment (BDE) manual has procedures in place for completing 4(f) evaluations that document these findings.

12.10.4. Section 6(f) Land Conversion

Section 6(f) of the Land and Water Conservation Fund Act of 1965 applies to any USDOT funded projects which involve the use of lands which have Land and Water Conservation (LAWCON) or Open Space Land Acquisition and Development (OSLAD) funds involved in their purchase or development. IDOT, as part of its BDE manual has procedures in place for handling 6(f) lands when developing highway projects. These procedures focus on early and on-going coordination with local officials as well as the Illinois Department of Natural Resources.

12.10.5. Cultural Resources (Historic Properties and Archaeological Sites)

When IDOT develops a federally funded or regulated project, appropriate measures are taken to avoid and minimize impacts on properties that are included in or eligible for the National Register of Historic Places. Where such properties will be affected, the Advisory Council on

Historic Preservation shall be afforded a reasonable opportunity to comment prior to project approval. Special efforts shall be made to minimize harm to any National Historic Landmark. The BDE manual contains specific procedures for minimizing harm to historic resources in cooperation with the Advisory Council on Historic Preservation and the State Historic Preservation Officer.

12.10.6. Threatened and Endangered Species and Natural Areas

During the development of a project, special studies and coordination are required when the action may affect federally-listed threatened and endangered species. Studies and coordination are also required for actions that may adversely impact State-listed species. IDOT also conducts studies and coordination activities on actions that may adversely impact areas included in/or are eligible for the Illinois Natural Areas Inventory. It is IDOT's policy that during the development of a project, an assessment shall be made of the likely impacts on species of plants or animals listed at the Federal or State level as threatened or endangered or on State-designated Natural Areas. Every effort is made to minimize the likelihood of jeopardizing the continued existence of listed threatened or endangered species or the destruction or adverse modification of a Natural Area. Efforts are also made to avoid negative impacts on areas of habitat designated as critical habitat or essential habitat. The BDE manual specifies procedures for avoiding or mitigating impacts on endangered or threatened species and Natural Areas including consultation with the U.S. Fish and Wildlife Service and the Illinois Department of Natural Resources.

12.10.7. Farmlands

In the development of a project, consideration is given to the impacts that the action will cause in conversion of farmland to non-farm uses. Under certain circumstances, coordination must be initiated with the U.S. Department of Agriculture, Natural Resources Conservation Service and/or the Illinois Department of Agriculture to evaluate the impacts on farmland and obtain the views of those agencies on alternatives to the proposed action. Proposed actions will be developed to be compatible with state, local government, and private programs and policies to protect farmland. The BDE manual outlines coordination procedures and defines those lands subject to these provisions.

12.10.8. Wetlands Preservation

Protection and preservation of wetlands is an important environmental goal of IDOT. In this area, mitigation efforts are coordinated with other state and federal agencies and are clearly defined in both policy and procedures.

The Illinois Interagency Wetland Policy Act of 1989 (IWPA) includes the identification and delineation of jurisdictional wetlands. The Wetlands Group within the Illinois Natural History Survey performs this work under a statewide contract with IDOT. Under the CWA (Clean Water Act) and IWPA, IDOT must demonstrate that all measures were taken to first avoid and then minimize impacts to wetlands to the fullest extent practicable. Unavoidable impacts are mitigated by way of wetland compensation through either restoration or creation of wetlands. Methods used by IDOT to restore or create wetlands follow the Illinois Wetland Restoration and

Creation Guide. In addition to the INHS Wetlands Group the Wetland's Geology Section at the Illinois State Geological Survey provides technical assistance to IDOT in locating, evaluating, and monitoring compensatory wetlands. All IDOT wetland compensation plans include a commitment to monitor planned wetlands for attainment of performance standards. Departmental procedures for ensuring compliance with the CWA and IWPA are detailed in IDOT Wetlands Action Plan.

12.10.9. Wetland Mitigation Bank Sites

IDOT has also worked closely with the Illinois Department of Natural Resources (IDNR) to establish two wetland mitigation bank sites, including the 830-acre Morris site located in north-central Grundy County and the 1640-acre LaGrange site located in extreme northeastern Brown County. At these sites, wetlands will be restored in advance of unavoidable losses from highway projects. Impacts within the bank's approved service area may be mitigated at the bank. Instruments for both bank sites were prepared in accordance with the "Federal Guidance for the Establishment, Use and Operation of Mitigation Banks." Other agencies involved in the development of these sites included the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency.

12.10.10. Floodplains

In the development of a federally funded project, special requirements are imposed by Executive Order 11988 when the project will entail a significant floodplain encroachment. These requirements are in addition to floodplain permit requirements and the special hydraulic analyses associated with determining bridge and culvert heights and widths for projects located in floodplains. A project that will result in significant floodplain encroachment will require the preparation of an Environmental Assessment or Environmental Impact Statement. Both the BDE manual and the IDOT Water Quality Manual provide additional information and procedures for projects involving floodplains.

12.10.11. Noise Abatement

Federal laws and regulations require that it is necessary to undertake special technical analyses to identify and evaluate the potential noise impacts a project will involve. Once a noise impact is identified, IDOT will evaluate feasible and reasonable noise abatement methods to reduce traffic noise impacts. Traffic noise can potentially be reduced by addressing the noise source, noise path, or noise receiver. The BDE manual includes specific guidance and procedures for determining the need for noise abatement evaluations and the types of mitigation strategies that are appropriate for a variety of situations. The manual also specifies coordination requirements with local government and public participation procedures.

12.10.12. Air Quality

All transportation plans, programs, and projects which are funded or approved under Title 23 USC must be determined to conform to state or federal air implementation plans as required by the Clean Air Amendments of 1990 and subsequent federal regulations. Such implementation plans describe how air quality standards will be achieved in those areas of a state in which standards are being exceeded. This requirement helps regulate projects and guarantees that

any new projects may not cause or contribute to new violations of air quality standards, exacerbate existing violations, or interfere with the timely reduction of emissions as reflected in the State Implementation plan.

Illinois has areas in which standards are being exceeded for one or more criteria pollutants. Transportation-related criteria pollutants include ozone, carbon monoxide, nitrogen dioxide as well as both particulates and fine particulates (Particulate Matter: 10 and Particulate Matter: 2.5). These pollutants are modeled in non-attainment areas in order to determine the required conformity with air quality requirements. The KATS MPA is an attainment area and is in compliance with air quality standards and within the parameters of transportation related pollutants.

12.10.13. Environmental Mitigation Analysis

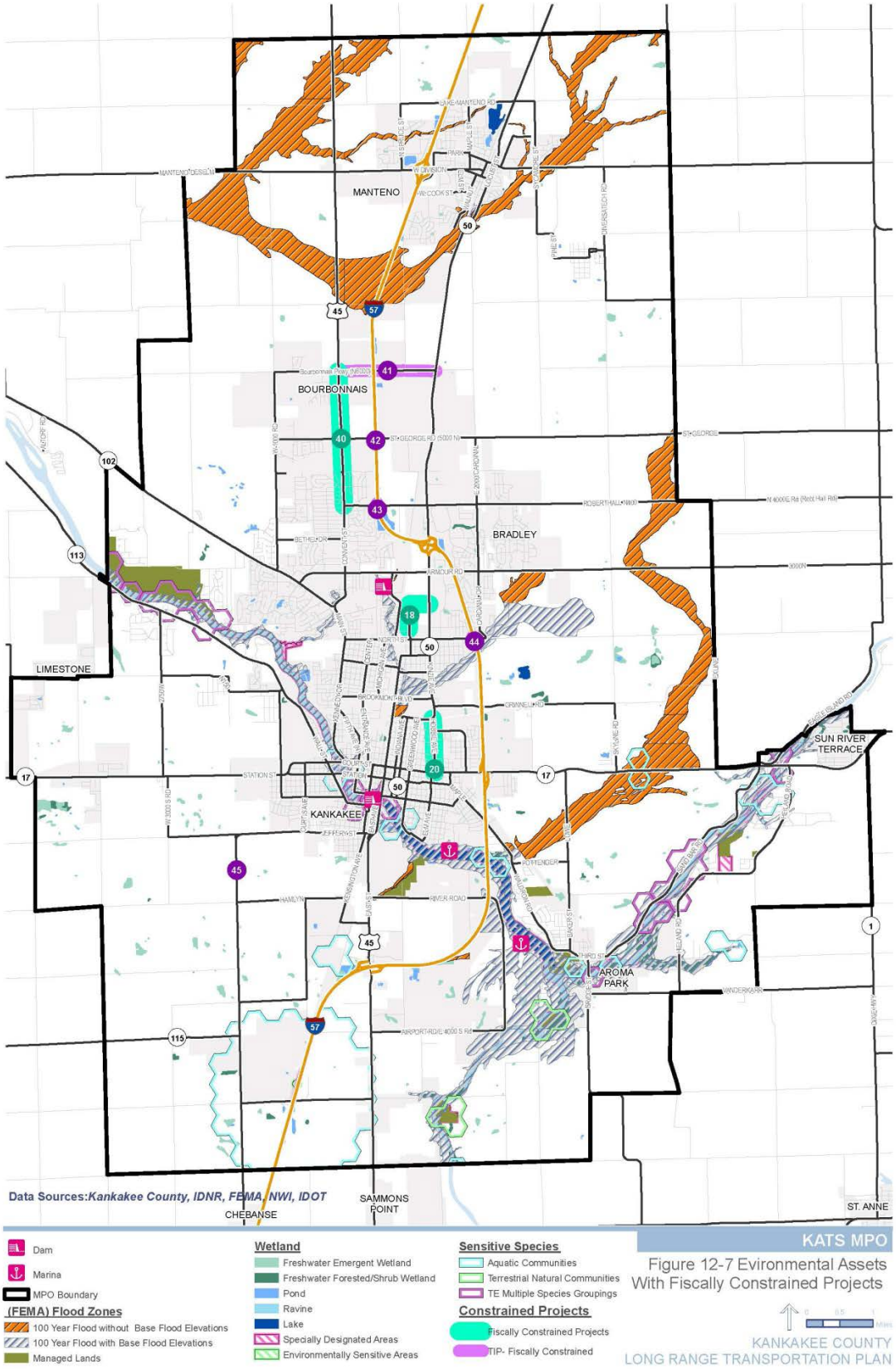
KATS maintains a comprehensive series of GIS layers and associated databases pertaining to environmentally sensitive and geographically significant areas. The layers include floodplains, soils including those which are highly erodible, wetlands, oil and coal fields, conservation and recreation areas, greenways and brownfield/gray field site maps. The available layers and associated attribute tables continue to increase and grow as more inclusive and accurate information becomes available.

By comparing the environmental and transportation data layers, areas of critical concern or environmental incompatibility can be visually compared. For example, if a proposed road is on an alignment that would cross an environmentally sensitive area or a floodplain, KATS would be able to identify this in advance of a detailed study or engineering effort.

KATS will continue to cooperate and coordinate planning activities with all applicable local, state, federal, and quasi-public environmental resource agencies. KATS cooperatively maintains a timely, state of the art aerial mapping series of at least six inch resolution, presented in full color and orthographically rectified.

Figure 12-7 depicts environmental assets with the fiscally constrained projects in the MPA.

Figure 12-7: Environmental Assets with Fiscally Constrained Projects – KATS MPO



12.11. Implementation Strategies

12.11.1. Future Functional Classification

Functional classification is a requirement for roadways to be eligible for federal funding. Road projects that are on non-classified roads, which are typically classified as local roads, are not eligible for the use of federal funds.

These road segments are not currently on the classified network but are projects identified in the Long Range Plan:

- **Tier 1 Projects**
  - Cardinal Drive (1 mile) from 5000N Road to 6000N Road
  - 6000N Road (0.55 miles) from Illinois Route 50 to Cardinal Drive
  - Industrial Drive (~0.5 miles) from Industrial Drive dead end to Illinois Route 50 – New Construction

- **Tier 2 Projects**
  - Career Center Road (3 miles) from Bourbonnais Parkway (6000N Road) to 9000N Road
  - 1000E Road (2 miles) from Division Street (9000N Road) to 7000N Road
  - 1000E Road (3 miles) from 7000N Road to Larry Power Road (4000N Road) – New Construction
  - 2000W Road (1 mile) from Station Street to 1000S Road – New Construction
  - 1000W Road (Curtis Avenue) (1 mile) from Jeffery Street to 2000S Road – New Construction
  - 7000N Road (1/2 mile) from Route 50 to Cardinal Drive – New Construction

- **Tier 3 Projects**
  - Skyline Road (4000E Road) (6 miles) from 1000N Road to 7000N Road
  - Skyline Road (4000E Road) (1 mile) from 9000N Road to 10000N Road
  - 10000N Road (1 mile) from 3000E Road to Skyline Road (4000E Road)
  - 6000N Road (2 miles) from Career Center Road (1000W Road) to 3000W Road
  - 6000N Road (~2.5 miles) from the intersection of 6000N Road and Cardinal Drive to the intersection of 7000N Road and Skyline Road (4000E Road) – New Construction
  - Skyline Road (4000E Road) (1 mile) from 10000N Road to 11000N Road – New Construction
  - 3000S Road (~2.5 miles) from about 2500 S. 2000W Road to Interstate 57 – New Construction

In order for these roads to become part of the classified system, the Technical Advisory Committee will need to make a recommendation to the Policy Committee for approval. IDOT will also have to consent to the classification changes. FHWA makes the final approval of functional classification changes and requires involvement.

12.11.2. Corridor Preservation

In 2003, Kankakee County developed a corridor preservation concept through the current 2040 LRTP. The corridor preservation concept ranks roadways into four "tiers" to preserve right-of-way (ROW) for each of those "tiers" so that it is protected in the future according to its design character. These four levels are and their associated ROW is shown in **Table 12-5**.

Table 12-5: Corridor Preservation Concept Tiers and ROW

Tiers	ROW Preservation
Tier 1 - Urban traffic, with traffic volumes at levels where six lanes are being considered	138 feet
Tier 2 Traffic bordering on urban levels, with traffic volumes at levels where four lanes are being considered	110 feet
Tier 3 Typical rural traffic, with mid-level traffic volumes	96 feet
Tier 4 Rural traffic, with lowest projected traffic volumes	70 feet

13. Chapter 13: Plan Implementation…Next Steps

The KATS 2040 LRTP is intended to be a guiding tool used by the KATS MPO committees, representative agencies, and communities to guide future transportation investments within the MPA. This Plan plots the next 25 years of state and federal transportation system needs and investments within the region. The overall goal is to develop and support a transportation system that enhances accessibility to all users regardless of income, race, age, or physical ability. The LRTP is also an important document that supports economic development opportunities within the region. This Plan reflects current and projected land uses, socioeconomic data, economic conditions, traffic conditions, and project priorities. Because there are five years until the next LRTP is adopted, it is important for the MPO to have the ability to modify the plan if changes are needed. This section summarizes the LRTP amendment process and the next steps to consider.

When is the next LRTP update?

The KATS 2040 LRTP was adopted by the KATS Policy Committee on May 6, 2015. Current Federal regulations require an MPO in an air quality attainment area to update their plan every five years (see additional information below). Assuming the Kankakee area continues to be designated as an attainment area, the next LRTP update will need to be completed and adopted by the MPO Policy Committee by May 6, 2020.

23 CFR §450.322, Development and content of the metropolitan transportation plan.

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.

(b) The transportation plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

(c) The MPO shall review and update the transportation plan at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The transportation plan (and any revisions) shall be approved by the MPO and submitted for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.

Is it possible to amend the plan before the next LRTP update?
Yes, the KATS 2040 LRTP provides a snapshot of current conditions and projected future transportation needs within the MPA and the region. The LRTP reflects the best estimate at the time of adoption of what is projected to occur within the region through the year 2040. However, in many cases new developments or other circumstances may create a situation where it is necessary to refine LRTP recommendations.

Transportation planning is a dynamic process which will require additional studies to refine general concepts, develop detailed cost estimates, and advance projects to construction or implementation. As this process occurs, it is not unusual for priorities to change or for new projects to be identified. LRTP amendments are not unusual and can be made through the appropriate process.

Adding projects to the LRTP, and more specifically the fiscally constrained project list, will require MPO Policy Committee approval. If a project is being added to the fiscally constrained list, the MPO staff will need to demonstrate that the project costs (estimated planning level cost, or cost developed through the preliminary engineering stage) are reasonably expected to be covered by projected transportation revenues. Relatively low cost projects may simply need to be added to the fiscally constrained project list so they can eventually be programmed in the TIP. More extensive projects, with more significant costs, may require additional analysis to demonstrate that the project is fiscally constrained. Project costs could warrant the MPO to adjust the fiscally constrained list. If this were to occur, the MPO Policy committee will want to carefully weigh the benefits of the impacted projects to be sure that the overall goals and objectives, and ultimately the transportation needs of the region, are being addressed.

Is it possible to move a project from a lower tier to the fiscally constrained list?
Yes, it is possible to move a project from a lower tier to the fiscally constrained list. It is also possible that a new project, not currently included in the LRTP, could be added to the fiscally constrained list of projects. The LRTP is intended to be a guiding document for achieving the regional mobility goals and objectives. If new projects identified address the LRTP vision better, then it is appropriate to review and update the LRTP projects accordingly. The previous section on amending the plan provides additional information to consider.

What would be an appropriate reason to amend the LRTP?
There are no specific guidelines that warrant an LRTP amendment. Typically, plan amendments are caused by detailed studies that identify specific project, or an immediate infrastructure need that requires the LRTP to be modified. In other cases, planned land use changes or new development might necessitate the need to amend the LRTP to include the appropriate infrastructure. Furthermore, projects that are planned for improvement may need to be added to the functional classification system which could require extensive review by IDOT and FHWA. In the end, the MPO Policy committee will need to discuss the reason for a potential LRTP amendment and will determine the appropriate action.

What can be done to ensure the LRTP remains relevant?

As previously stated, the LRTP is a guiding document that helps the MPO implement infrastructure improvements to meet the regional transportation and mobility goals. The MPO committees and sub-committees should reference this document when looking at future development and infrastructure investments. Local communities and area transportation providers should also use the LRTP to enhance coordination and ensure consistency between local and regional needs and plans. If desired, the MPO Policy committee could decide to revisit the LRTP projects and priorities on an annual basis. This review could simply be a quick review to reaffirm the plan priorities or could involve a detailed assessment of the plan recommendations to see if projects still address major issues or concerns.

14. Appendix

14.1. List of Abbreviations

AADT	Average Annual Daily Traffic
AAR	American Association of Railroads
AASF	Army Aviation Support Facility
AASHTO	American Association of State Highway and Transportation Officials
ACS	American Community Survey
ADA	Americans with Disabilities Act
BFC	Bicycle Friendly Community
BLOS	Bicycle Level of Service
BNSF	Burlington Northern Santa Fe
BPAC	Bicycle and Pedestrian Advisory Commission
BRT	Bus Rapid Transit
CBPL	Combined Bike/Parking Lanes
CMAP	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Mitigation and Air Quality
CN	Canadian National
DOT	Department of Transportation
DUI	Driving Under Influence
FAF	Freight Analysis Framework
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GROW AMERICA	Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act
HBP	Highway Bridge program
HCV	Heavy Commercial Vehicles
HSTP	Human Services Transportation Plan
IDOT	Illinois Department of Transportation
ILS	Instrumental Landing System
INDOT	Indiana Department of Transportation
ITEP	Illinois Transportation Enhancement Program
ITS	Intelligent Transportation Systems
KACOT	Kankakee Area Commuter Transit
KATS	Kankakee Area Transportation Study

KBSR	Kankakee Beaverville & Southern Railroad
KVAA	Kankakee Valley Airport Authroity
LRTP	Long Range Transportation Plan
LUT	Land Use and Transportation
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NCHRP	National Cooperative Highway Research Program
NS	Norfolk Southern
OSLAD	Open Space Land Acquisition and Development
P3	Public-Private Partnership
POV	Personally Owned Vehicles
SHSP	Strategic Highway Safety Plans
SLM	Shared Lane Markings
SSA	South Suburban Airport
STIC	Small Transit Intensive Cities
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TIF	Tax Increment Financing
TIP	Transportation Improvement Program
TMC	Transportation Management Centers
UP	Union Pacific
USDOT	United States Department of Transportation
VPD	Vehicles Per Day