



KANKAKEE AREA TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

EXECUTIVE SUMMARY

ADOPTED
MAY 6, 2015



THE PLANNING PROCESS

OVERVIEW

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 population exceeds 50,000. 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 transportation planning work program is employed by the Kankakee County Planning Department, under Director Mr. Mike Van Mill.

The work program for KATS is approved annually by the MPO Technical Advisory and Policy Committees and the work products (Unified Work Program, the Transportation Improvement Program, and the Long Range Transportation Plan) 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. The MPO members are:

- City of Kankakee;
- Village of Aroma Park;

- Village of Bourbonnais;
- Village of Bradley;
- Village of Manteno;
- River Valley METRO;
- Kankakee County; and
- Kankakee Valley Airport Authority.

WHY DO WE PLAN?

Transportation planning provides a foundation for shaping the future of the 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 resource allocations. As an MPO, KATS receives federal funding to carry out transportation planning and programming. This includes the development of a metropolitan transportation plan, commonly referred to as a Long Range Transportation Plan (LRTP). The LRTP must cover a minimum 20-year planning horizon, and because KATS is an air quality attainment area, the LRTP must be updated every five years. This plan was adopted May 6, 2015 and the next LRTP update will need to be completed by May 6, 2020.



DEFINING OUR VISION

The KATS 2040 LRTP outlines goals and objectives that shape our future vision – a transportation system that is safe, efficient, balanced, and connected. KATS and representative communities and transportation agencies, are committed to identifying multimodal transportation and infrastructure investments that move our region

closer to our vision. The LRTP goals and objectives were developed in a manner that will allow KATS to continue to refine them to be consistent with MAP-21 performance measures that are currently being developed. The following summarizes the KATS 2040 LRTP goals and objectives.

GOALS AND OBJECTIVES

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.

OBJECTIVES

- Reduce the number of fatalities and serious injuries.
- Reduce the rate of fatalities and serious injuries per Vehicle Miles Traveled (VMT).
- Reduce the total number of bicycle and pedestrian related crashes.



ECONOMIC DEVELOPMENT

The Kankakee region will leverage existing and planned transportation infrastructure improvements (local and regional) to foster economic development opportunities throughout the County.

OBJECTIVES

- Target interchange improvements along the I-57 corridor to help facilitate growth within the urbanized area.
- Improve east-west connectivity through the region by strengthening the functional classification system.
- Support the proposed Aviation Support Facility and Readiness Center at the Greater Kankakee Airport.
- Support projects that enhance freight and passenger rail operations within the region.



INCREASE ACCESSIBILITY AND MOBILITY

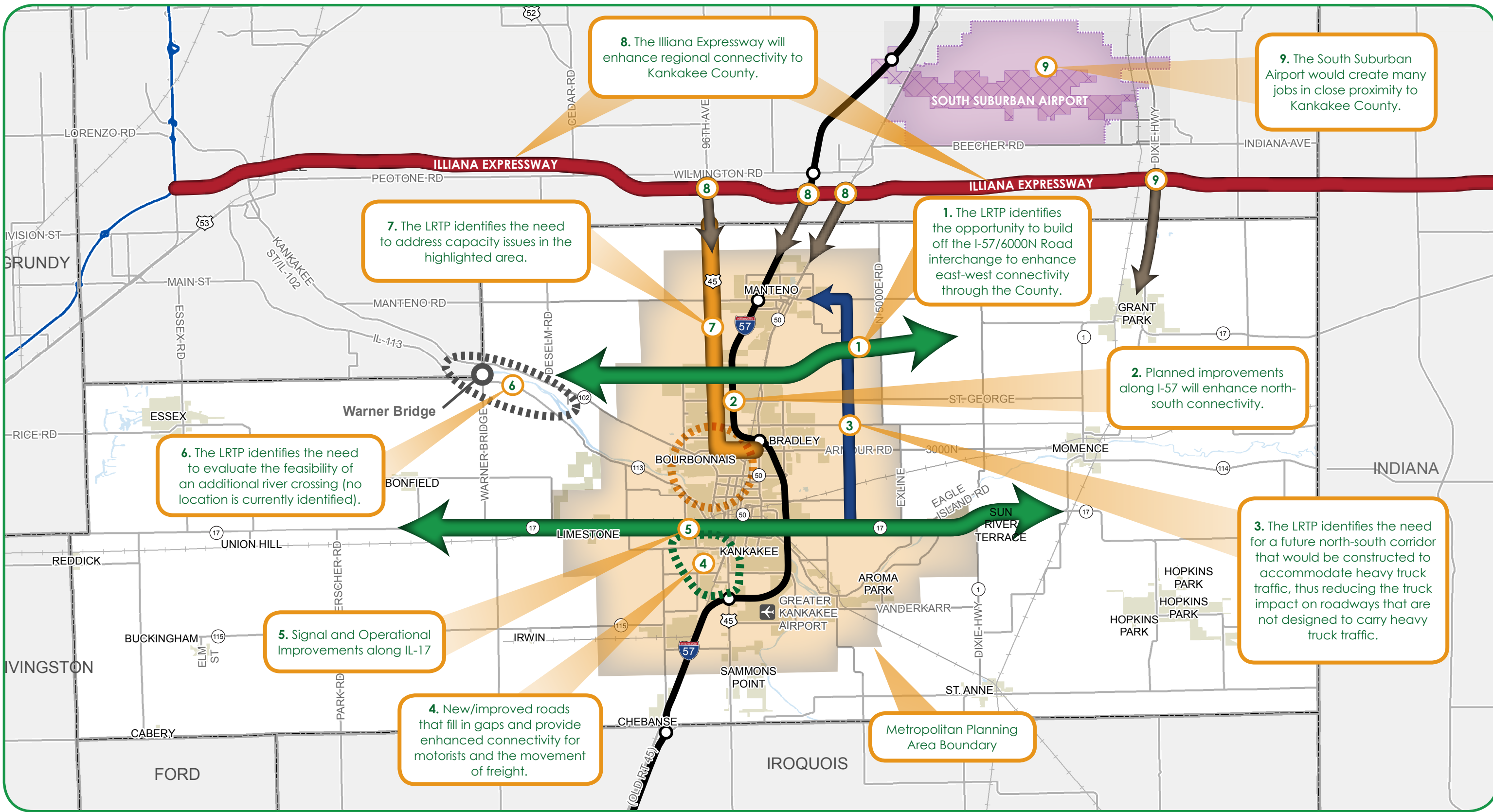
The Kankakee region will expand the existing multimodal transportation network to increase accessibility and mobility for the traveling public and enhance the movement of freight along designated transportation corridors.

OBJECTIVES

- Reduce travel times during a.m. and p.m. peak periods along major thoroughfares within the MPA.
- Decrease the amount of freight truck traffic traveling through downtown Kankakee to improve overall traffic flow, increase safety and security, and to enhance quality of life.



OUR REGIONAL AND LOCAL TRANSPORTATION ISSUES



ENHANCING OUR REGIONAL CONNECTIVITY, GROWING OUR ECONOMY

Kankakee County, including the KATS metropolitan planning area (MPA), is located just south of Will County and the Chicagoland region. The region is one of the nation's largest freight transportation hubs and Will County is one of the fastest growing counties in the country for intermodal (truck and rail) traffic. While this location offers great potential to leverage economic development opportunities, the negative impacts associated with nearby intermodal traffic has led to significant truck volumes, cut-through truck traffic, and crumbling roadways that are not designed to accommodate heavy truck traffic. Our ability to adequately accommodate truck and freight movements within and through our region is critical to our long-term economic vitality and quality of life for Kankakee County.

The KATS 2040 LRTP recognizes that several of our transportation issues extend beyond our metropolitan planning area (MPA) boundary. While the LRTP can only program and fund projects within the MPA, we must support regionally significant transportation investments – two of which are located within miles of the Kankakee-Will County line. The Illiana Expressway is a project that has been discussed for several years and in fall 2013 the Chicago Metropolitan Agency on Planning (CMAP) added the project to their fiscally constrained project list. In January 2015, Governor Bruce Rauner placed the project on hold for further review and at the time this LRTP was adopted a decision on this project's future was not yet reached. 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,

and has the potential to accommodate the regional air travel demand for Kankakee County residents for years to come. The complexity and uncertain status of these projects make it difficult to fully understand the potential transportation impacts on the KATS MPA. However, the LRTP recognizes the major economic and mobility benefits that these regional projects would bring to Kankakee County.

Within our MPA, there are additional transportation issues that we must address and opportunities that we must leverage into benefits for our communities. The planned construction of a new I-57 interchange at 6000 N Road (Bourbonnais Parkway) establishes a new east-west corridor through Kankakee County. Within the planning area, accommodations must be identified for appropriate infrastructure to address freight in a safe and efficient manner. The long-range vision looks to develop a north-south corridor to facilitate the efficient movement of freight. Addressing capacity concerns through strategic roadway widening and the use of technology is another issue that must be invested in.

The graphic below outlines the land use and transportation connection. The graphic in the center of this document provides further details on the transportation issues and conceptual improvements.



OVERVIEW OF ALTERNATIVE TRANSPORTATION MODES

OVERVIEW OF ALTERNATIVE TRANSPORTATION MODES

NON-MOTORIZED



The KATS 2040 LRTP looks to expand on a well-established parkway and urban trail system within Kankakee County by identifying new trail connections as well as additional on-street facilities. The City of Kankakee has finalized a bikeway plan and other communities throughout the region have identified non-motorized improvements that will enhance bike and pedestrian mobility. The completion of the Riverfront Trail will provide a continuous trail connection for pedestrians and bicyclists from the south side of Kankakee into southern Will County.

TRANSIT



The KATS 2040 LRTP recognizes public transportation as an important travel mode within Kankakee County. River Valley METRO Mass Transit System District provides service in the urbanized area while SHOW BUS Public Transportation serves rural areas of the County. River Valley METRO is committed to strategic investments in transit service that will expand coverage to growing areas, enhance pedestrian access to bus stops, and strengthen connections that help to link people to jobs.

TRUCK AND FREIGHT RAIL



The KATS 2040 LRTP recognizes the large number of truck and rail freight movement within Kankakee County. Much of the truck traffic within the region originates outside Kankakee County creating potential safety conflicts, quality of life issues, and additional traffic congestion. Freight rail lines traverse the KATS region in all four cardinal directions and provide valuable transportation links in moving goods through the region. KATS is committed to infrastructure investments that enhance economic development opportunities and improve the efficient flow of goods through the region.

PASSENGER RAIL



The KATS 2040 LRTP recognizes the potential to expand passenger rail service in Kankakee County. Currently, Amtrak operates passenger rail service between Chicago and New Orleans on the CN railroad which stops at the Kankakee Station. Amtrak also operates daily passenger rail service between Chicago and Carbondale, known as the "Saluki" and "Ilini" with a Kankakee stop. The KATS 2040 LRTP supports the expansion of METRA passenger rail service to connect to the Chicago region.

AIRPORT

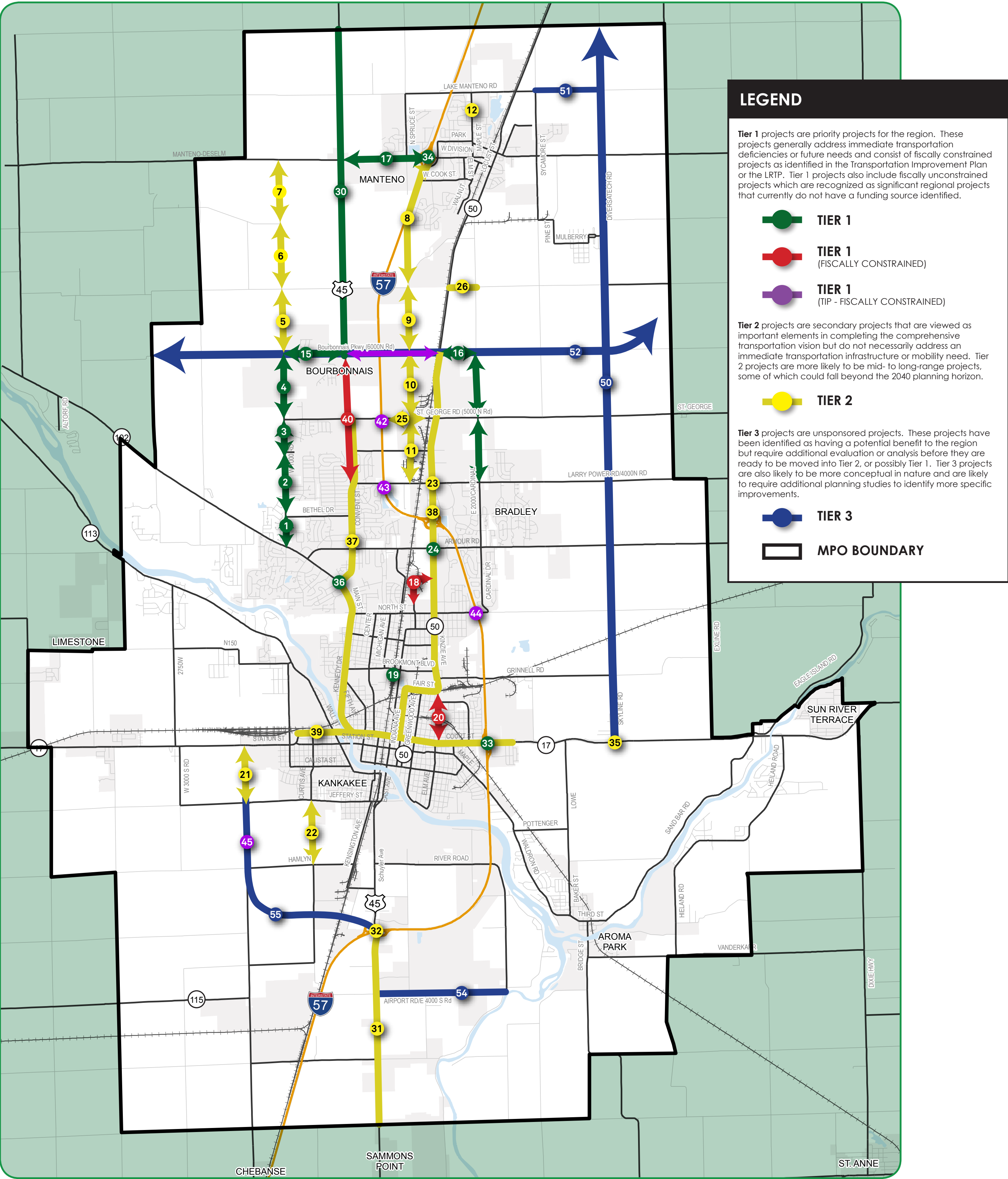


The Greater Kankakee Airport is located in the southern portion of the City of Kankakee near I-57, and is the largest airport serving the region south of the Chicago urban area. The airport is a major economic asset with the potential to expand to accommodate additional businesses and users. The airport includes 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. In the summer of 2016, the Illinois Air National Guard will complete construction of an Army Aviation Support Facility and Readiness Center at the Greater Kankakee Airport, to employ 81 full-time staff and 200 part-time personnel.



PROPOSED REGIONAL ROADWAY PROJECTS

KANKAKEE AREA TRANSPORTATION STUDY
FISCALLY CONSTRAINED PROJECTS AND UNCONSTRAINED VISION



LEGEND

Tier 1 projects are priority projects for the region. These projects generally address immediate transportation deficiencies or future needs and consist of fiscally constrained projects as identified in the Transportation Improvement Plan or the LRTP. Tier 1 projects also include fiscally unconstrained projects which are recognized as significant regional projects that currently do not have a funding source identified.

- TIER 1**
- TIER 1 (FISCALLY CONSTRAINED)**
- TIER 1 (TIP - FISCALLY CONSTRAINED)**

Tier 2 projects are secondary projects that are viewed as important elements in completing the comprehensive transportation vision but do not necessarily address an immediate transportation infrastructure or mobility need. Tier 2 projects are more likely to be mid- to long-range projects, some of which could fall beyond the 2040 planning horizon.

- TIER 2**

Tier 3 projects are unsponsored projects. These projects have been identified as having a potential benefit to the region but require additional evaluation or analysis before they are ready to be moved into Tier 2, or possibly Tier 1. Tier 3 projects are also likely to be more conceptual in nature and are likely to require additional planning studies to identify more specific improvements.

- TIER 3**
- MPO BOUNDARY**



ROADWAY PROJECT DESCRIPTIONS

ROADWAY PROJECTS		PROJECT COST (2015 DOLLARS)
1 2 3 4	Career Center Road: This north-south improvement would extend from IL-102 to 6000 N Road, one-mile west of U.S. 45/52. Development has occurred near the south portion of this roadway and development associated with the Bourbonnais Parkway will make this an important travel corridor.	1: \$3,801,000 2: \$10,449,000 3: \$4,838,000 4: \$7,353,000
5 6 7	Career Center Road: This north-south improvement would extend from 6000 N to 9000 N Road, one-mile west of U.S. 45/52. Development has occurred near the south portion of this roadway and development associated with the Bourbonnais Parkway will make this an important travel corridor.	5: \$9,401,000 6: \$9,401,000 7: \$9,401,000
8 9 10 11	1000E Road: Improvements to 1000E Road would provide an alternative to I-57 for north-south travel and this project would enhance local access between U.S. 45/52 and IL-50.	8: \$12,821,000 9: \$9,401,000 10: \$8,627,000 11: \$8,627,000
12	Maple Street: Maple Street provides local north-south access into and out of central Manteno.	\$6,431,000
13 14	Cardinal Drive: This roadway parallels IL-50 from North Street to 6000 N Road, roughly one-mile east of IL-50. The project supports development that has occurred, and will continue, along the corridor. This roadway is one of the few local roadways that connect Bradley and Manteno.	13: \$4,438,000 14: \$5,212,000
15 16	Bourbonnais Parkway: Bourbonnais Parkway, in coordination with the State I-57 interchange project, provides important east-west connectivity through the KATS MPA, and Kankakee County.	15: \$5,511,000 16: \$5,233,000
17	Division Street: 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. Projected traffic volumes suggest that Division Street could require a 4-5 lane cross section. However, if the Illiana were constructed, this improvement could relieve traffic along Division Street and therefore might only require a 3-4 lane cross section.	\$9,312,000
18	Industrial Drive: Industrial Drive currently functions as a north-south connection to local area businesses. The project would enhance local and regional connections and help alleviate traffic congestion in the area by connecting Industrial Drive to IL-50.	\$6,222,000
19	Brookmont Boulevard: Brookmont Boulevard has been improved with the exception between Michigan and Schuyler Avenues, where a two-lane railroad underpass requires reconstruction. 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.	\$20,000,000
20	Hobbie Avenue: Hobbie Avenue is a north-south corridor that connects IL-17 to IL-50. This project is identified in the KATS 2040 LRTP as a fiscally constrained project. Hobbie Avenue currently carries just under 10,000 AADT and the improvements would enhance the movement of freight and improve safety.	\$3,805,000
21	2000W Road: This north-south corridor connects 1000S Road to IL-17. The project also links up with project #55 to provide a southwestern bypass to the City of Kankakee, improving the efficient movement of local and regional freight.	\$9,144,000
22	Curtis Avenue: This north-south corridor will connect 2000S Road to 1000S Road and supports the efficient movement of freight.	\$9,901,000
23	IL-50 at Larry Power Road: This improvement would improve the overall traffic operations in the area which include the jurisdictions of Village of Bourbonnais, Bourbonnais Township, and Village of Bradley.	No Project Estimate*
24	IL-50 at Armour Road: This project would improve the intersection approaches on Armour Road of IL-50 to address capacity issues and would provide for a continuous 4-lane cross section.	\$2,758,000

ROADWAY PROJECTS		PROJECT COST (2015 DOLLARS)
25	St. George Road: This project would improve the overall traffic operations which would benefit the Village of Bourbonnais and Kankakee County.	\$7,969,000
26	7000N Road: This new roadway would provide increased access to IL-50. As development continues to the east, 7000N Road will become increasingly important to attract and support businesses in the area.	\$1,750,000
30	U.S. 45/52: As population and employment continues to grow to the north, improving this regional north-south route will become increasingly important. This project would add capacity to U.S. 45/52 to accommodate projected traffic volumes and future capacity issues.	\$40,039,000
31 32	Interchange: I-57 @ U.S. 45/52 (Exit 308): This project would enhance the regional and local connections and increase access to the Kankakee Regional Airport.	31: \$18,507,000 32: No Proj. Est.*
33	Interchange: I-57 @ IL-17 (Exit 312): Current plans call for the reconstruction of this interchange as a single point urban diamond in addition to mainline improvements to I-57. This project would improve traffic flow, reduce travel delay and improve traffic safety.	\$55,000,000
34	Intersection: I-57 @ Division Street (Manteno): With continued growth to the north, the Exit 322 interchange could require capacity improvements to alleviate traffic congestion and improve safety.	\$2,258,000
35	Intersection: I-57 @ Skyline Road: This intersection improvement would improve safety.	\$774,000
36	Intersection: U.S. 45/52 @ IL-102 (Main Street): This intersection improvement would improve safety.	\$2,758,000
37	U.S. 45/52: Signal and intersection upgrades to improve traffic efficiency and safety.	No Project Est.*
38	IL-50: Signal and intersection upgrades to improve traffic efficiency and safety.	No Project Est.*
39	IL-17 (Court Street): Signal and intersection upgrades to improve traffic efficiency and safety.	No Project Est.*
40	U.S. 45/52: This project would add capacity to U.S. 45/52 to accommodate projected traffic volumes.	\$18,100,000
41	Bourbonnais Parkway: Bourbonnais Parkway, in coordination with the proposed local projects to the east and west, provides important east-west local access and connectivity through the KATS MPA.	\$3,620,000
42	I-57 Overpass @ St. George Road: Bridge replacement to enhance safety and preserve system connectivity.	\$3,620,000
43	I-57 Overpass @ Larry Power Road: Bridge replacement to enhance safety and preserve system connectivity.	\$4,040,000
44	I-57 Overpass @ North Street: Bridge replacement to enhance safety and preserve system connectivity.	\$5,000,000
45	IL-115: Bridge replacement to enhance safety and preserve system connectivity.	\$900,000
50	Skyline Road (4000 E Road): 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.	\$89,221,000
51	10000N Road: This connection would tie into an improved Skyline Road and would support increasing traffic expected from the proposed Illiana Expressway and South Suburban Airport.	\$8,111,000
52 53	Bourbonnais Parkway: These two projects would be completed to support the new I-57 and Bourbonnais Parkway interchange project. Together, these improvements establish an additional east-west route that would enhance local and regional travel.	52: \$32,452,000 53: \$18,544,000
54	Airport Road (4000 S Road): This improvement would enhance east-west access to/from Kankakee Regional Airport and support future growth and economic development.	\$8,328,000
55	2000W Road: 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.	\$26,193,000

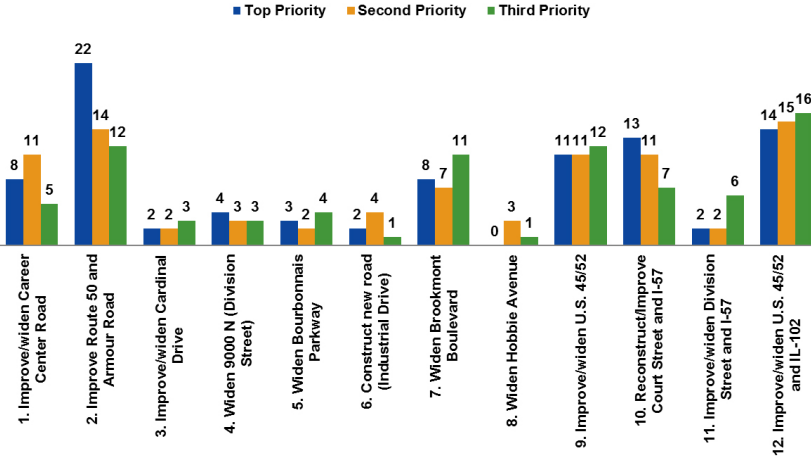
* Project cost estimates for signal enhancements are dependent on number of signals and equipment. Detailed costs would need to be developed through additional study.



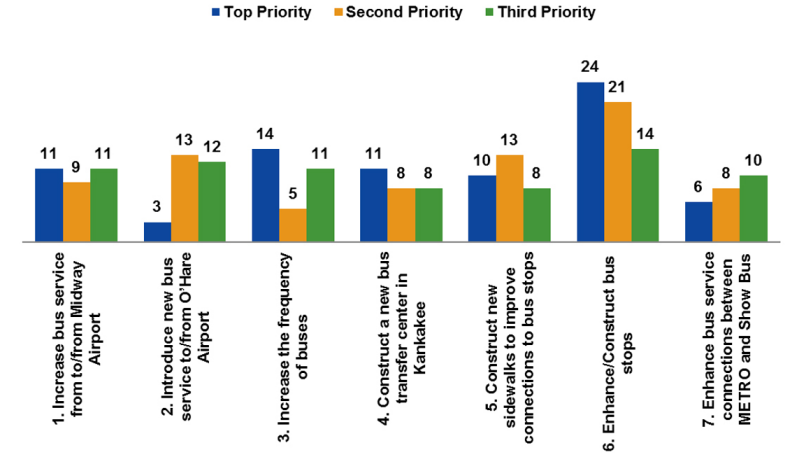
PUBLIC INPUT AND TRANSPORTATION PRIORITIES

KATS conducted two public opinion surveys during the LRTP process. These surveys provided public input to identify regional transportation priorities. The following graphics summarize the top priorities identified for roadways, transit and non-motorized travel. The survey results and technical analysis were provided to the members of the KATS Committees to assist them in the decision making process.

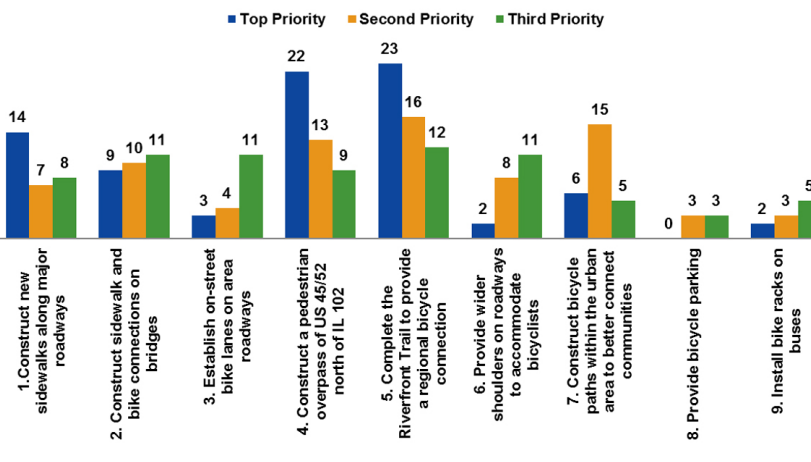
SURVEY RESULTS - TOP THREE ROADWAY PRIORITIES



SURVEY RESULTS - TOP THREE TRANSIT PRIORITIES



SURVEY RESULTS - TOP THREE BICYCLE/PEDESTRIAN PRIORITIES



IMPLEMENTATION AND NEXT STEPS



The KATS 2040 LRTP is intended to be a tool used by the KATS MPO committees, representative agencies, and communities to guide future transportation investments within the MPA. This Plan maps out the next 25 years of state and federal transportation system needs and goals 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.

Given that there are five years until the next LRTP is adopted, it is important for the MPO to have the ability to modify the plan should changes be needed. The LRTP is a guide that helps the MPO implement infrastructure improvements to meet the regional transportation and

mobility goals. The MPO committees and sub-committees should reference the document when looking at future developments and infrastructure investments. Local communities and area transportation providers should 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 reaffirm the plan priorities or involve a more detailed assessment of the plan recommendations to see if projects still address major mobility issues.

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. 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.

THE KATS 2040 PROJECT TEAM

The KATS 2040 LRTP was developed by AECOM who worked closely with the KATS MPO Policy Committee, KATS Technical Committee, KATS Staff, Land Use and Transportation Subcommittee, KATS Safety Committee, local communities, and local and state transportation providers/agencies.

