

## **4. TRANSPORTATION PLAN**

The Transportation Plan builds on and compliments the land use plan. It encourages an integrated system of state, county, and rural roads to serve the unincorporated areas of the County. System design assumes that much of the unincorporated areas of the County will remain rural in character. This may or may not be desirable depending on preferred land use policy. Without appropriate land use controls and regulations, transportation improvements can quickly lose their capacity. The rural County roadway system in particular is very sensitive to development impacts. Wider roadways without the appropriate land development regulations could change the County's agricultural character. Route 17 east of the City of Kankakee is a four-lane, limited-access highway that passes through a rural countryside on the way to Sun River Terrace. Since the current zoning and access regulations along this stretch of Route 17 emphasize agricultural use, the road has a stronger chance of maintaining its transportation capacity and efficiency over the long-term. The County supports a Land Use Plan that provides direction in preserving its distinctive "town and country" character. The intent of the Transportation Plan is to establish a framework for future improvements that will facilitate growth and economic development, but not diminish the County's rural character.

### **A. Existing Conditions Summary**

Transportation access is essential to support land use and development. The advent of the Illinois Central Railroad in 1853 spurred settlement patterns in Kankakee County. Today, the County views the proposed South Suburban Airport in southern Will County as a major potential catalyst for change, as well as proposed improvements to the I-57/6000 N. Road Interchange. In recent years, the County has discussed the need for north-south corridor access across the Kankakee River, although the issue remains unresolved. The County understands that future potential growth will impact its transportation facilities, and has endorsed the Corridor Preservation Program to maintain future roadway improvement options. Figure 4-1 on the following page highlights the County's existing roadway infrastructure, average daily traffic on major roadways, and other transportation features, such as railroads and airports.





## **Major Road Network**

Major roadways in the County include the federal and state highways, under the jurisdiction of the Illinois Department of Transportation (IDOT). Although IDOT controls these highways, Kankakee County as a member of the Metropolitan Planning Organization (MPO) provides direct input on planned improvements in developing the Kankakee County regional roadway network. The County Highway Department has jurisdiction over all County highways. All remaining roadways outside of the incorporated areas fall under the jurisdiction of the County's seventeen townships. The County's incorporated villages have jurisdiction over local roadways within their corporate boundaries. Just as IDOT and the County coordinate on highway projects, the County and the townships coordinate on unincorporated roadway projects.

Interstate 57 (I-57) serves as the major interstate connection between Chicago and eastern and southern Illinois, and Memphis, Tennessee. I-57 interchanges typically have spurred highway-related commercial development, industrial and warehousing, and residential uses. To improve freight truck access and development potential, the County is interested in improving existing I-57 interchanges at Exits 322, 315, 312, and 308, and building a new interchange at 6000 N. Road. As reflected in the Chicago Area Transportation Study's (CATS) 2030 Regional Transportation Plan, I-57 may be widened to a total of six lanes between I-80 and Peotone Road in Will County.



*New development near I-57 Exit 322 in Manteno*

U.S. Route 45/52 is a north-south route which runs through central Kankakee and Kankakee County. This roadway maintains two lanes outside the Kankakee Urbanized Area, and is a four-lane cross-section through Bourbonnais, Kankakee, and Bradley. Since the four-lane segment is a fairly congested roadway, the County should consider the implications of future commercial and residential uses north of Bourbonnais' corporate limits by requiring traffic impact studies for major developments prior to approval. Because Route 45/52 provides substantial access continuity through Kankakee County, with connections to the Chicago metropolitan area to the north, traffic volumes are likely to increase in the future.



Illinois Route 1 runs on a north-south alignment through the County, connecting Chicago with Downstate Illinois. Illinois Route 1 is a two-lane roadway along the eastern side of the County, and runs through Grant Park, Momence, Sun River Terrace, and St. Anne. It shares alignment with Illinois Route 17 from Grant Park to Sun River Terrace.

Illinois Route 17 is a primary east-west route through the County, connecting I-65 in Indiana to I-57 and to I-55 in Livingston County. Illinois Route 114 starts just south of Momence, and provides a link between I-65 and Route 17. Route 17 is two lanes south of Momence, and then becomes a four-lane divided highway eastbound to the City of Kankakee. West of the City, Route 17 is a two lane roadway.

Illinois Route 50 begins at U.S. 45/52 south of the Kankakee River, which it crosses via the Schuyler Avenue Bridge. Route 50 is a four-lane road. Due to the heavy traffic volumes near the Northfield Square Mall, the County should consider the implications of future residential development north of Bradley's corporate limits. Access and/or capacity improvements may be required in this area to minimize congestion levels.

Illinois Routes 102 and 113 parallel the Kankakee River as two-lane roadways, and provide access to the Warner Bridge Road river crossing. Route 102 widens to four lanes through Bourbonnais. These corridors travel through highly scenic areas along the Kankakee River. The County should consider limiting the need for future roadway improvements by maintaining agricultural zoning adjacent to the Kankakee River State Park. Nevertheless, growth in regional traffic might require that these roads be widened in the future, so the County will need to be proactive in managing growth and traffic in a way that will maintain current roadway characteristics.



*Scenic Route 113 along Kankakee River State Park*

Much of the land fronting Route 102 is owned by the Illinois Department of Natural Resources, and remains in agricultural use. In addition, IDOT owns significant right-of-way along Route 102. The need for future improvements on Route 102 in many ways relates to how the State chooses to develop the Kankakee River State Park, such as a possible lodge.





Illinois Route 115 is a two-lane roadway that connects the southwestern portion of the County to the City of Kankakee. This route provides access to the villages of Cabery, Buckingham, Herscher, and Irwin.

The State and County highway network forms the primary network for travel between communities and beyond the County. The County highway system may be characterized as more rural and scenic. However, over the years, rural development has generated new access points that aggravate congestion areas, and cause speed limit reductions and safety issues during peak travel times. Therefore, Kankakee County has established the Corridor Preservation Program to reduce the effects of random development on the County highways and to preserve a safe and efficient road network.



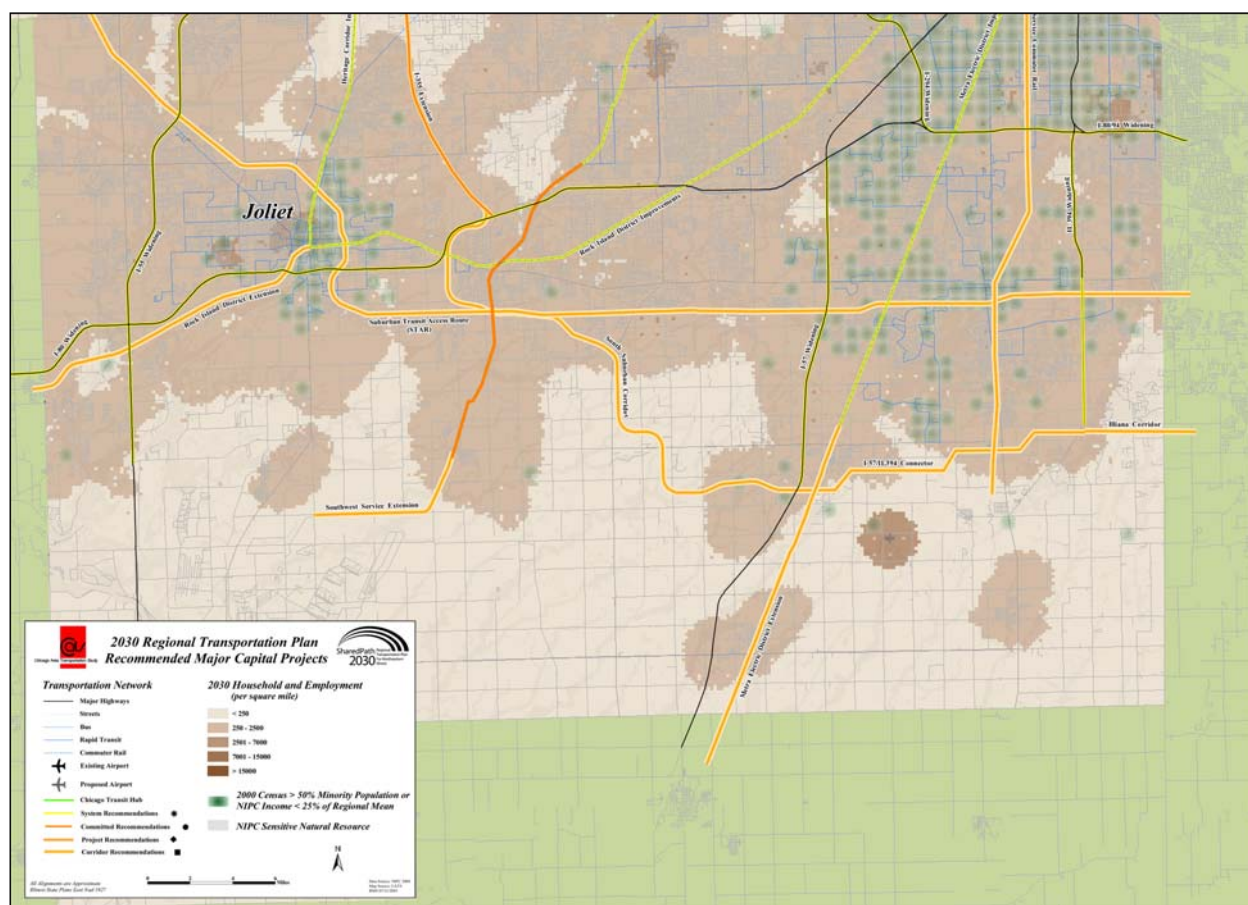
*Scenic views on County Highway 6 near Bonfield*

A major County highway need is to provide improved freight truck access to and from the federal highways and the state highways. I-57 is designated as a Class 1 truck route, while all other federal and state highways are designated as Class 2 truck routes. However, most of the Class 2 truck routes in Kankakee County pass directly through incorporated villages and negatively affects quality of life. Most concerns over truck traffic relate to the north-eastern part of the County, especially near Grant Park and Momence. Truck volumes through these villages represent 33% and 46% of total traffic volumes, respectively. Downtown Manteno is also heavily impacted by truck traffic. As a result, the County has been investigating potential solutions through the Corridor Preservation Program, the proposed I-57/6000 N. Road Interchange, and the 6000 N. Road Corridor Study, discussed later in this chapter.

Another important issue is that the northern area of Kankakee County is used as an east-west bypass around Chicago to make the connection between I-65 in Indiana to I-57 and I-80 in Illinois. Congestion and travel delays on the Tollway system have created these cut-through patterns in the County. This issue of cut-through truck traffic could be resolved by the following three proposed corridor improvements in Will County: the Illiana Corridor, the I-57/IL 394 Connector, and the South Suburban Corridor, as illustrated in Figure 4-2. These three proposed corridor projects are included as recommendations of the Chicago Area Transportation Study's (CATS) 2030 Regional Transportation Plan.



**Figure 4-2: CATS 2030 Regional Transportation Plan, Will County Perspective**



Source: Chicago Area Transportation Study website

## **Mass Transit Service**

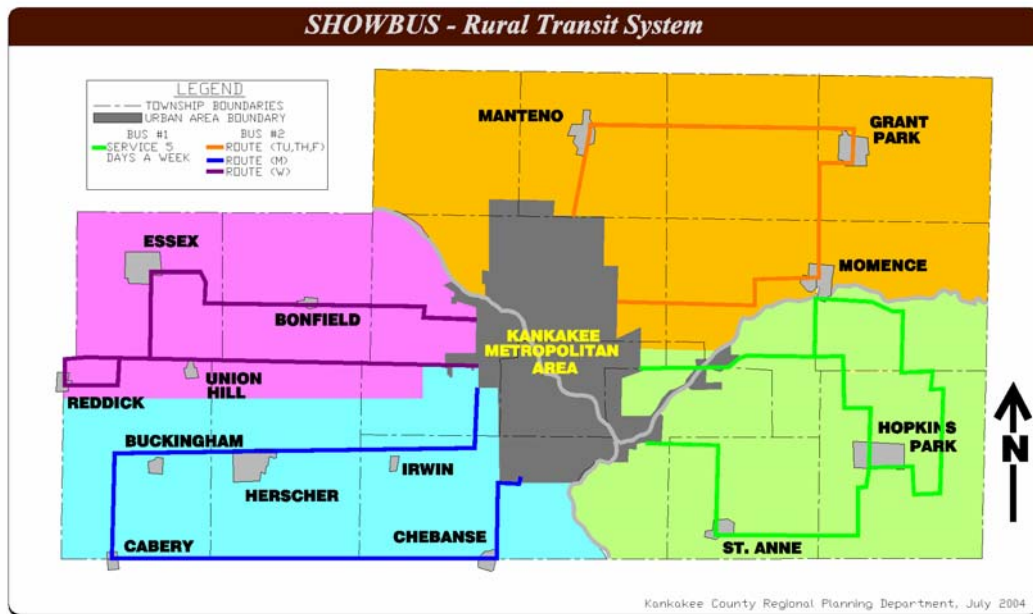
Through agreement with SHOWBUS, Kankakee County provides demand-response bus service throughout the County (see Figure 4-3, following page). This service is made available to the rural areas and villages:

- North and Northeast Kankakee County on Tuesday, Thursday, and Friday
- South and Southwest Kankakee County on Mondays
- Northwestern Kankakee County on Wednesdays
- Southeastern Kankakee County on all weekdays

Urban bus service was reintroduced to the Kankakee Metropolitan Area in July 1998. The River Valley METRO Mass Transit District services Kankakee, Bourbonnais, Aroma Park, Bradley, and adjacent unincorporated areas from Monday through Saturday.



Figure 4-3: SHOWBUS Rural Transit System, Kankakee County



Source: KATS 2004 Long-Range Transportation Plan Update

Due to considerable growth over the last five years (from 77,000 annual rides in 2000 to 189,000 in 2004), METRO is seeking additional funds from the State to increase its service capacity. METRO initiated evening service in February 2005. As a consequence, ridership on the system for 2005 is expected to grow to well over 200,000 annual rides. The system has been recognized nationally as one of the ten fastest growing systems in North America.

Amtrak currently provides two daily trips between downtown Kankakee and Chicago's Union Station. Metra commuter rail service to Chicago is available at University Park, in Will County. The County's 2004 Commuter Rail Feasibility Study documents the potential for extending Metra's commuter rail service into Kankakee County.

## **Major Rail Freight Service**

Rail freight service is provided by three major railroads. The Canadian National Railroad runs on a north-south axis through the middle of Kankakee County, with service to Manteno, Bourbonnais, Bradley, Kankakee, and Chebanse. The Union Pacific Railroad runs in a north-south direction through the County's eastern side, with service to Grant Park, Momence, and St. Anne. The Norfolk Southern Railroad runs on an east-west axis through the County, with service to Kankakee, Bradley, and Momence. The intersections of all three railroads occur in two places: Kankakee and Momence. Freight rail access remains essential to agriculture and industry in Kankakee County.



*Freight on Union Pacific near St. Anne*

A key rail issue in the County is the preponderance of at-grade rail crossings that pose safety concerns. Intersections along Route 50, where the Canadian National Railroad runs parallel and in close proximity, have also been a frequently cited issue. The March 1999 crash in Bourbonnais Township between a freight truck and an Amtrak train on the Canadian National tracks made evident the need for future grade separations. This accident has influenced the County's transportation planning efforts over the last five years, including the proposed I-57/6000 N. Road interchange. More significantly, the accident influenced a new County policy to dictate that grade separations be investigated for all potential improvements.

## **Airport Service**

The Greater Kankakee Airport is the only publicly-owned general aviation airport in Kankakee County. It is located just 60 miles south of Chicago off of Interstate 57. O'Hare International Airport is 75 miles north and Midway Airport 50 miles north of the Kankakee area. Yet, Kankakee airport is growing due to its small size and convenient access.

The Greater Kankakee Airport is the largest airport serving the south Chicagoland area. Annual operations are approximately 50,000 (25,000 arrivals and 25,000 departures). According to the 2004 *Economic Impact of Illinois Airports*, the Greater Kankakee Airport generates a total annual economic impact of \$22,175,110.



Due to its location near I-57 at Exit 308, the Greater Kankakee Airport has the potential to serve as a major economic development catalyst if its facilities are improved to accommodate larger planes and attract industry dependent upon air travel. Furthermore, the airport may have the potential to pursue “Free Trade Zone” status through the state to increase its economic development potential. The airport master plan is currently being updated.

Planning continues for construction of a new regional commercial airport, the South Suburban Airport near Peotone, in Will County. The proposed airport’s impact on current north-south roadway facilities in Kankakee County will be taxed severely to meet the demands of even modest development at the South Suburban Airport.

### **Recent Plans and Studies**

#### ***KATS 2004 Transportation Plan***

According to federal regulations, a long-range transportation plan must be developed every three to five years for urbanized areas with 50,000 or more people. The Kankakee Area Transportation Study (KATS) oversees the long-range transportation planning for the Kankakee area. Its membership includes the top elected local officials, municipal engineers, and representatives from the Illinois Department of Transportation (IDOT). Working with this organization, the Kankakee County Planning Department completed the KATS 2004 Long-Range Transportation Plan Update that evaluates existing conditions and estimates future transportation needs in the Kankakee Urbanized Area. The KATS 2004 Transportation Plan is accepted as part of this Comprehensive Plan.

#### ***Corridor Preservation Program***

Kankakee County has developed the Corridor Preservation Program to ensure that important transportation facilities can be built in the future, when they are needed. The primary goal of the Preservation Program is to avoid private development in the path of future roadways and provide a “clear corridor” in case roadway improvements are made in the future. The general concept for implementation is to establish a hierarchy of existing and future roadways, and to require building setbacks to reserve “clear corridors” for future road improvements. Significantly, the Program does not recommend taking any private property,

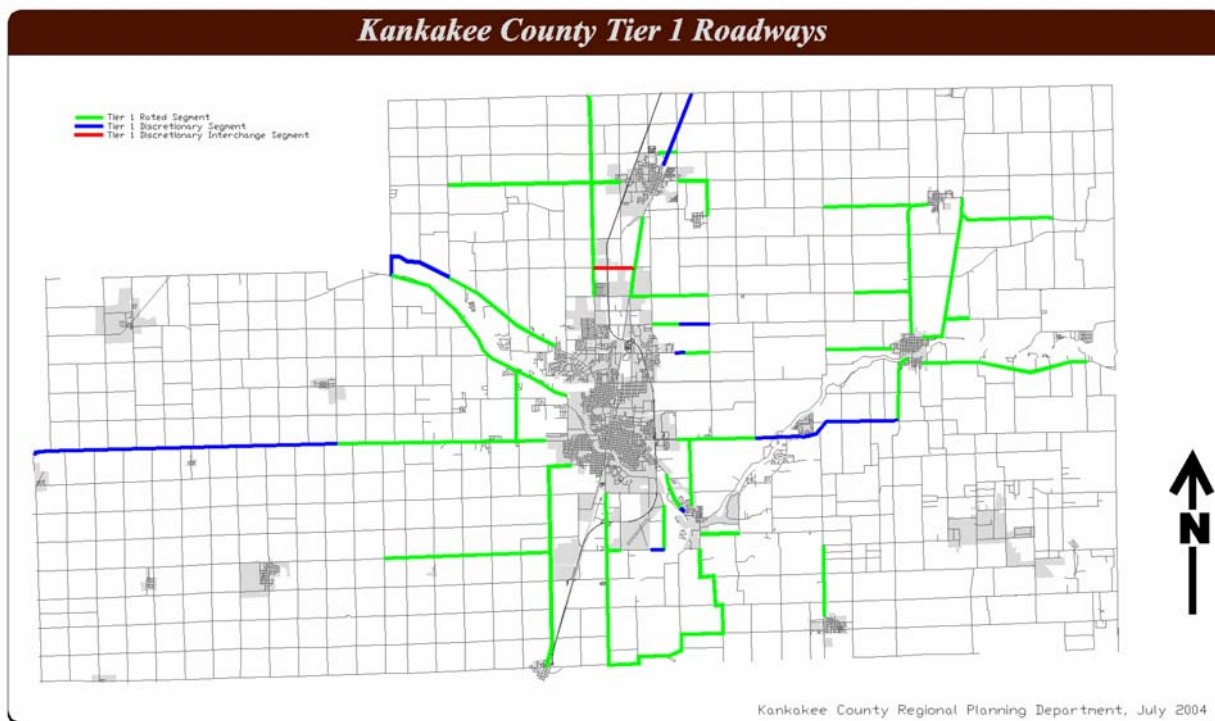




but recommends building setbacks in case roadway improvements are needed, at which time roadway right-of-ways would be purchased.

Over a two-year period, the Kankakee County Planning Department analyzed 1,331 miles of existing and potential roadway corridors. Based on adopted design standards, four corridor types or classes were developed: Tier 1 for urban traffic volumes where six lanes may be needed; Tier 2, where four lanes may be needed; and, Tiers 3 and 4 as rural routes for low traffic volumes. To classify current existing and proposed corridors, a ranking system was devised to rate roadways based on the following seven criteria: future development potential; interstate access; current classification status; river or railroad crossing; major traffic generators; classification links; and, traffic factors. Figure 4-4 (KATS 2004 Transportation Plan excerpt) highlights Tier 1 corridors, and Figure 4-5 illustrates the County-wide system.

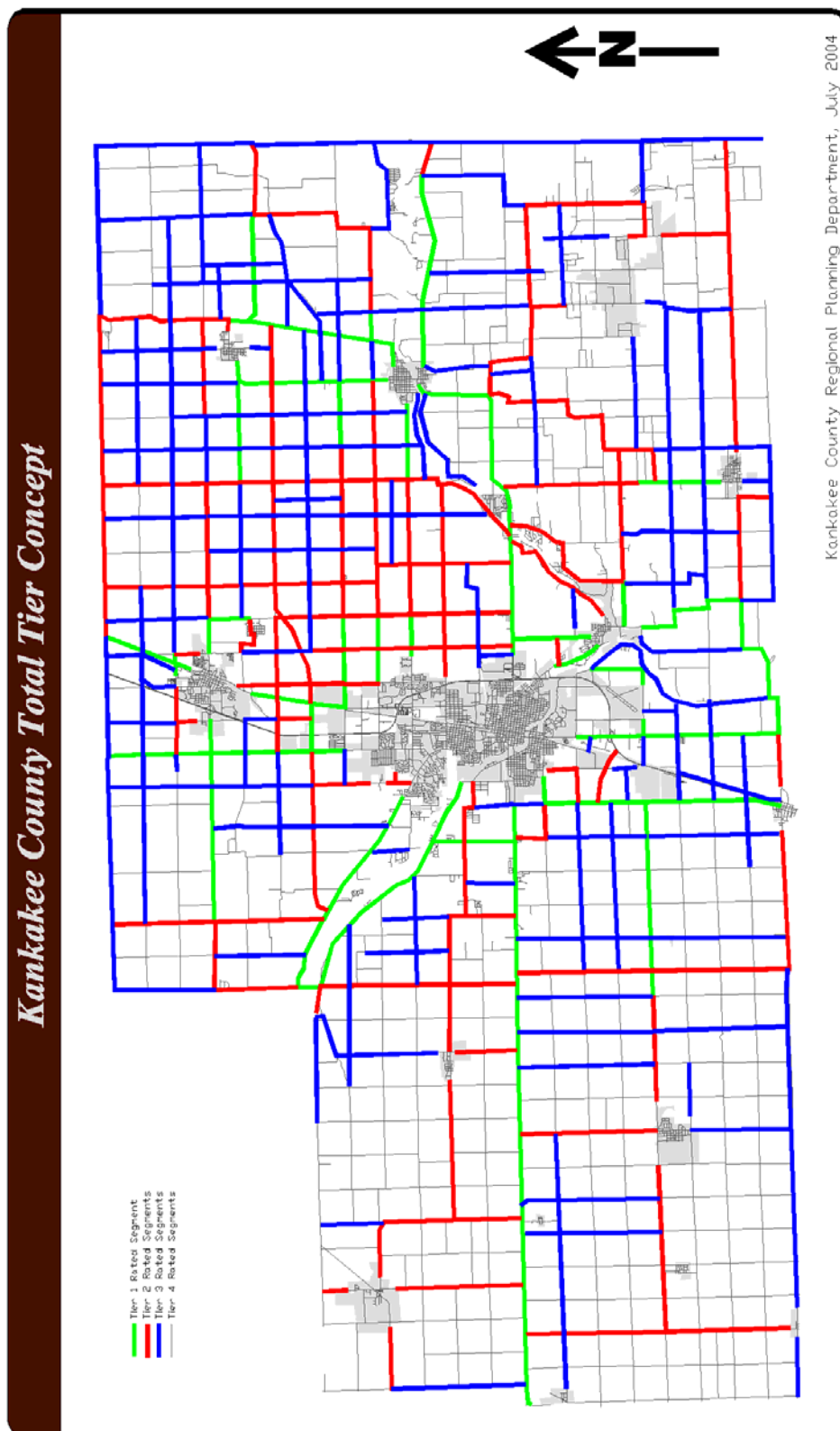
**Figure 4-4: Kankakee County Tier 1 Roadways**



*Source: KATS 2004 Long-Range Transportation Plan Update*



Figure 4- 5: Kankakee County Total Tier Concept



Based on current design standards, typical cross sections have been established to preserve the appropriate width or “clear corridor” for future roadway improvements. Typical cross sections include:

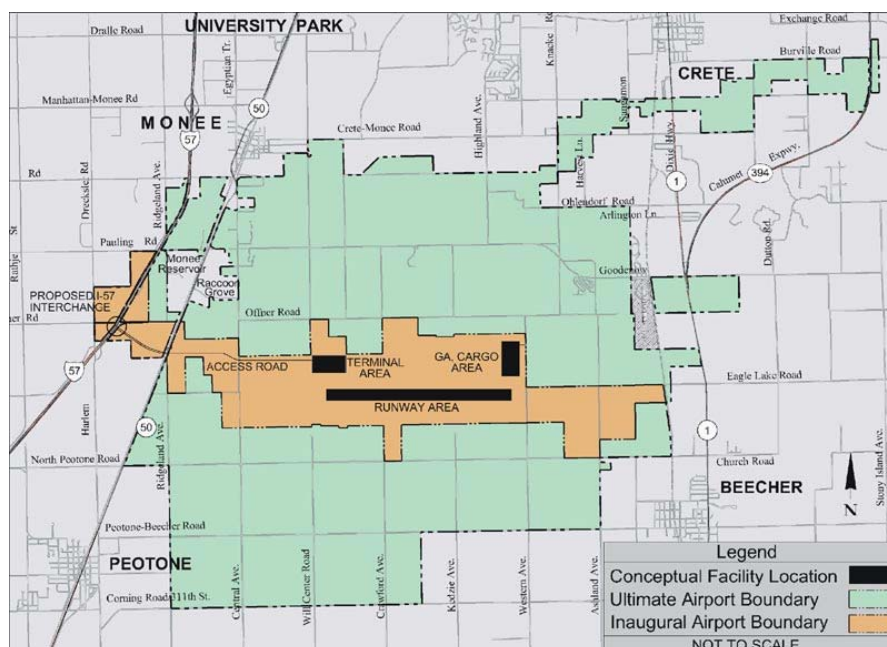
- **Tier 1:** 138-foot corridor (four travel lanes, median turning lane, shoulders, and 26-foot drainage swales)
- **Tier 2:** 110-foot corridor (two travel lanes, median turning lane, shoulders, and 26-foot drainage swales)
- **Tier 3:** 96-foot corridor (two travel lanes, shoulders, and 26-foot drainage swales)
- **Tier 4:** 70-foot corridor (two travel lanes, shoulders, and 26-foot drainage swales)

In order to implement the Program, the County must adopt the tier maps and then subdivision regulation amendments are required to provide appropriate building setbacks.

### *South Suburban Airport*

In 1998, the Illinois Department of Transportation (IDOT) completed the Phase 1 Engineering Study and Airport Layout Plan (ALP) for the construction and operation of a commercial service airport at the South Suburban Airport (SSA) site in Will County, Illinois. Figure 4-6 illustrates the location and conceptual layout of the South Suburban Airport.

**Figure 4-6: Proposed South Suburban Airport Boundaries**



Source: South Suburban Airport Project, IDOT website, 2004



A Master Plan is currently under development. The Master Plan is intended to provide guidelines for future airport development that will satisfy aviation demand in a financially feasible manner, while at the same time resolving the air travel, environmental and socioeconomic issues in the region. The plan is also to provide spatial representation of the future development, anticipated land uses in the vicinity of the airport, a schedule for development, an achievable financial plan, and satisfy local, state, and federal regulations. Preparation of an Environmental Impact Statement (EIS) is also under development.

The Illinois Department of Transportation (IDOT) has prepared draft projections of aeronautical activity for the “inaugural” airport program. The inaugural program represents the first phase of airport development. This document was submitted for review by the Federal Aviation Administration (FAA). On June 4, 2004, FAA approved the report finding that it reasonably projects passenger demand and aviation activity.

IDOT projects that 360 to 3,400 passenger air carrier operations will occur at the SSA during its first year of operation, with growth between 9,800 and 23,500 annual operations after five years. The number of passengers expected at the airport range from 19,600 to 169,000 during the first year and increase between 470,000 and 970,000 after five years.

Cargo activity at the airport is projected to range from 0 to 2,600 operations in the first year to between 1,200 and 5,500 operations after five years. General aviation/corporate aviation activity during the first year is expected to range from 16,400 to 54,000 operations. This activity is expected to increase to between 16,800 and 55,600 operations after five years.

### ***Proposed I-57/6000 N. Road Interchange***

I-57 has provided critical access opportunities for new commercial, industrial, and residential development in Kankakee County. I-57 currently interchanges in Manteno at exit 322, in Bradley at exit 315, and in Kankakee at exits 308 and 312. A key goal of local planning efforts is to deal with truck freight access to I-57 from the corridor between U.S. Route 45/52 and Illinois Route 50. Currently, in order for trucks to access I-57, they must travel through the County’s northern villages and townships, impacting local quality of life.

In the KATS 2004 Transportation Plan, the Metropolitan Planning Organization asserts that I-57 between Bourbonnais, Bradley, and Manteno will realize the highest rate of growth in



the County over the next 20 years. Specifically, the area between 9000 N. Road and 4000 N. Road along I-57 is targeted for future industrial uses. In order to facilitate better access, an engineering feasibility study for a potential I-57 interchange in this area is underway. The I-57/6000 N. Road Interchange is currently the preferred future interchange location.

### ***6000 N. Road Corridor Study***

Although an interchange at 6000 N. Road would resolve many of the north-south truck traffic issues in the I-57 corridor, county-wide truck traffic issues remain. The 6000 N. Road Corridor Study was conducted to resolve truck access issues.

Currently, the only connection west of 6000 N. Road that would serve trucks is Route 102. In order to fully serve east-west truck traffic in the County, a connection would be needed to Route 17, which can only be reached via Warner Bridge Road. The Warner Bridge is the only river crossing west of Kankakee, and is a vital link for north-south access. Because access is planned to be improved from Route 17 north to Route 102, it was determined that a southern connection was needed from Route 17 to I-57 outside of Kankakee. Therefore, a new connection to I-57 exit 308 was selected as the best option for this southern route (see Figure 4-7 on the following page).

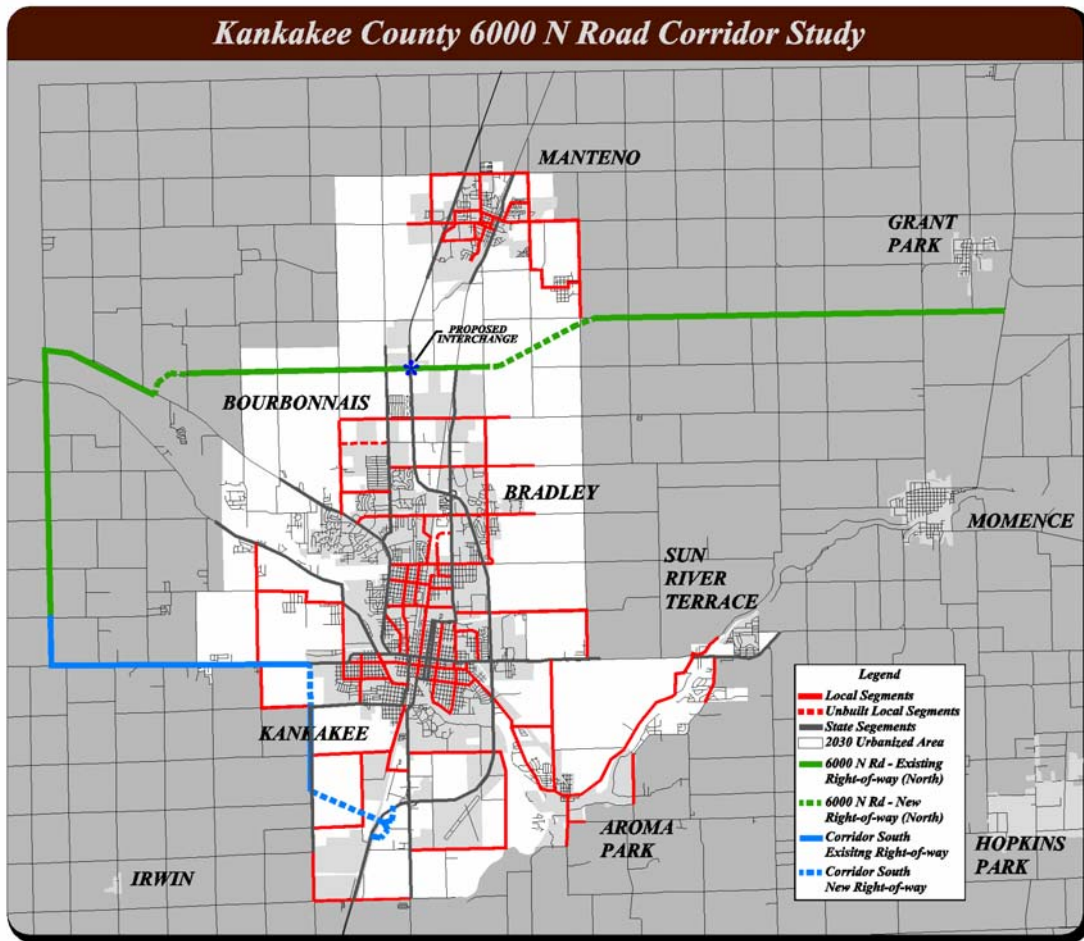


*Warner Bridge Road is a key river crossing*

County Highway 9 is currently the only improved east-west roadway in northern Kankakee. In order to serve east-west truck traffic east of I-57, an appropriate truck route is needed to connect with Illinois Route 1. Based on public input, a 7000 N. Road with Vincennes Trail at its terminus (just east of Route 1) was identified as an alternate route. In May 2004, the Kankakee County Board unanimously adopted these preferred truck access routes (see Figure 4-7).



Figure 4-7: Kankakee County 6000 N. Road Corridor Study Recommendations



Source: KATS 2004 Long-Range Transportation Plan Update

### ***Commuter Rail Feasibility Study***

Kankakee County undertook a *Commuter Rail Feasibility Study* in early 2004. The study's main purpose is to investigate potential connections and station locations for an extension of Chicago's METRA Electric District Line, between its current terminus at University Park and downtown Kankakee. While a service connection is technically feasible from a rail operations standpoint, costs and institutional issues are the key factors for feasibility for new commuter lines, both of which are still under investigation. Should it occur, the development of the South Suburban Airport would hasten the need for commuter rail service in Kankakee County. Significantly, the extension of the METRA Line to Kankakee County is listed as a recommendation of the Chicago Area Transportation Study's (CATS) 2030 Regional Transportation Plan.



## B. Goals and Objectives

Kankakee County's transportation network is complex, and includes both urban and rural systems. To facilitate and concentrate growth in the urbanized area, the County is committed to major improvements along the I-57 corridor, including new interchanges and upgrades, improved rail access, and the introduction of commuter rail. In addition, the County is committed to solving its east-west access issues through roadway improvements.

Planning goals and objectives are intended to provide general policy direction. Goals describe a desired end state toward which planning efforts should be directed, while objectives describe actions that should be undertaken in order to advance toward the overall goals. The subsequent transportation goals are followed by individual objectives that were considered in the implementation and recommendations section.

### Transportation

***Goal 1: Maintain and enhance the existing County transportation system.***

- Objective 1.1: Implement the county-wide Corridor Preservation Program and maintain necessary "clear corridors" for future roadway improvements.
- Objective 1.2: Seek developer participation in roadway improvement costs that are uniquely attributable to new development.
- Objective 1.3: Continue to work with state and local officials in the maintenance and improvement of the county-wide roadway system.
- Objective 1.4: Adopt and enforce an access control policy to eliminate unnecessary multiple access points along the existing roadway network.

***Goal 2: Integrate multi-modal transportation planning with land use and economic development to create transportation choices.***

- Objective 2.1: Within the urbanized area, forward preliminary subdivisions and land development plans to the METRO Transit District for their review to expedite transit service to Kankakee County.
- Objective 2.2: Continue to support development of South Suburban Airport in Will County.
- Objective 2.3: Support high speed rail system connections between Chicago, through Kankakee County, to St. Louis.
- Objective 2.4: Encourage the development of trails, bicycle facilities and related improvements in new developments as recommended in the Kankakee County Greenways and Trails Plan and any related municipal plans





Objective 2.5: Working with METRO, encourage routing plans for public transit that maximize employee access to the County's employment markets.

Objective 2.6: Continue to support the extension of commuter rail service from University Park (originating in Chicago) to downtown Kankakee.

**Goal 3:** *Support the Metropolitan Planning Organization's (MPO) efforts to secure multi-modal transportation funds to strengthen the county's position in the region, national and international economies.*

Objective 3.1: Continue to seek intergovernmental cooperation and financial support in transit funding to help solve county-wide transit accessibility problems.

Objective 3.2: Initiate marketing campaign to better communicate the role and benefits of the MPO.

**Goal 4:** *Facilitate improved regional corridor access systems through Kankakee County (East-west corridor, east-west truck traffic, river crossing(s), and air transport)*

Objective 4.1: Support the I-57/6000 N. Road Corridor Interchange to allow truck traffic generated by and to the area between U.S. 45/52 and Illinois 50 to gain access within the corridor.

Objective 4.2: Establish primary east-west truck routes in the northern portion of the County.

Objective 4.3: Depending on the ultimate alignment, support the proposed "Illiana" connection (between I-65 in Indiana and I-57 in Illinois), and its potential for relief of east-west truck traffic through Kankakee County.

Objective 4.4: Move forward with implementation procedures for the 6000 N. Road/Warner Bridge Road/Exit 308 Corridor.

Objective 4.5: Identify alternative river crossings to accommodate future development and facilitate north-south access across the Kankakee River in cooperation with area units of government and municipalities.

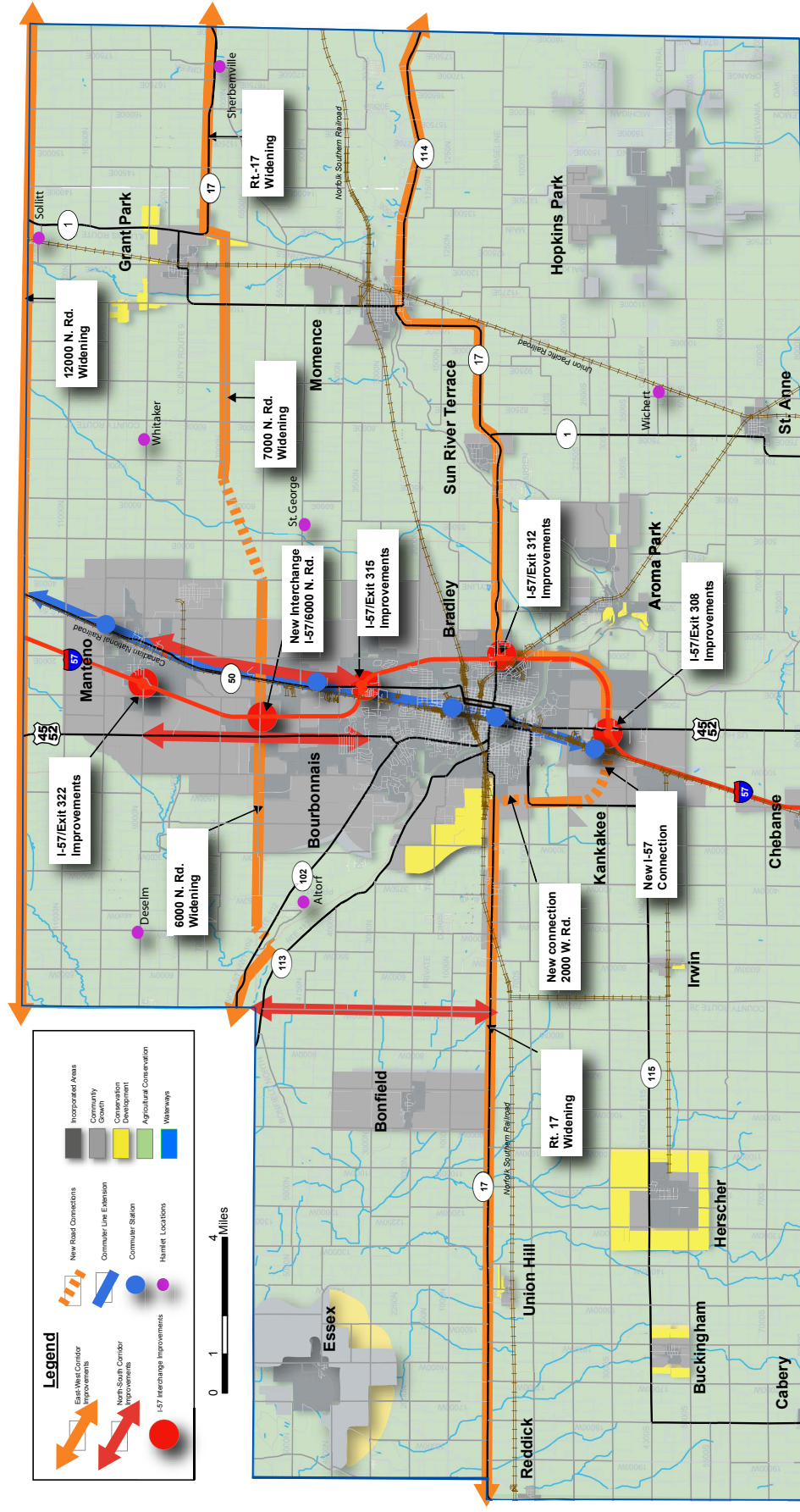


## C. Recommendations and Implementation

Kankakee County is at a key juncture in its history in directing future transportation improvements consistent with its “town and country” land use vision. Given its consistency with the Land Use Plan, the County will support KATS 2004 Long-Range Transportation Plan in order to invest transportation funds where future growth is planned. In particular, the County is focused on highway improvements along the I-57 corridor, including upgrading interchanges at exits 322, 315, 312, and 308 and building a new interchange at 6000 N. Road. In addition, the County desires to improve freight rail access and the Greater Kankakee Airport to support projected industrial growth. These I-57 corridor improvements would encourage more growth to occur in the County’s urbanized area, instead of its rural areas. The County also seeks to improve east-west access and north-south access through its Corridor Preservation Program, which would preserve “clear corridors” for future highway improvements. Specifically, the 6000 N. Road corridor is significant for both east-west and north-south access in the County. Since roadway widening is costly due to construction and property costs, the County will work to minimize the need for roadway widening by working on development regulations that reduce access points and development densities in the County’s rural areas. Lastly, the County will support agricultural productivity by preserving the function of rural roadways, which also helps define the County’s character. Ultimately, Kankakee County is committed to making the appropriate transportation improvements that will induce growth, but not negatively impact the County’s rural areas. Due to costs, major projects have been prioritized for implementation and are highlighted on Figure 4-8: Major Transportation Recommendations Plan.



**Figure 4-8: Major Transportation Recommendations Plan**



Source:  
Kankakee County  
Illinois Natural Resources Geospatial Clearinghouse



## Transportation

Based on plan goals and objectives, and County preferences for future transportation improvements, several recommendations and implementation strategies are provided below.

***Recommendation 1: The County will support transportation improvements along the I-57 corridor to facilitate and concentrate growth in the urbanized area.***

A. Provide support for I-57 interchange improvements.

Highway interchanges along I-57 have spurred economic development in Kankakee County. In order to facilitate improved access and circulation as well as development opportunities, the County should provide support for interchange improvements at Exit 322 in Manteno, at Exit 315 in Bradley, and at Exits 312 and 308 in the City of Kankakee. In particular, existing interchanges are used heavily by freight trucks, and require access improvements to reduce truck and car conflicts. Kankakee County could provide support for these interchanges by facilitating meetings between appropriate State, County, and Municipal representatives to discuss issues, opportunities, and funding sources.

B. Facilitate construction of the I-57/6000 N. Road interchange.

Kankakee County has studied the feasibility of the I-57/6000 N. Road interchange. Due to its importance for truck access from U.S. 45 and Route 50, the County has already committed to preliminary engineering studies for the interchange through KATS. In particular, KATS has requested a preliminary engineering study for the interchange as part of its 2005 Highway Improvement Program. The preliminary engineering study would also determine the costs for a bridge overpass on 6000 N. Road over the Canadian National Railroad and Route 50, to minimize future rail and vehicle conflicts. In addition, Kankakee County is working with the Villages of Bourbonnais, Bradley, and Manteno to determine appropriate land use regulations that would maintain roadway capacity and facilitate development. The County should continue its land use and transportation planning efforts to help facilitate the construction of the 6000 N. Road interchange.



C. Facilitate engineering studies for U.S. 45 and Route 50 improvements.

Due to its importance for truck access, the County should encourage KATS to conduct preliminary engineering studies for U.S. 45 and for Route 50. The study should examine potential widening, median turning lanes, and existing at-grade rail crossings to enhance safety. Kankakee County should advocate for funding of highway improvements through the IDOT Transportation Improvement Plan.

D. Develop a local roadways assessment plan for the North I-57 Corridor.

Kankakee County has been working with the Villages of Bourbonnais, Bradley, and Manteno on a joint land use plan for the North I-57 Corridor between the municipalities. To facilitate orderly development, these cooperating agencies also should work on a joint transportation plan that evaluates the need for local roadway improvements and new access roads. The KATS 2004 Long-Range Transportation Plan has documented the need for arterial roadway improvements. The County and municipalities should support the funding of this local roadway study through KATS.

E. Support the expansion of the Greater Kankakee Airport.

The Greater Kankakee Airport is the largest local airport south of the Chicago region. Due to its location near I-57/Exit 308, the County should support the expansion of the airport for commercial service and industrial purposes. The County should facilitate meetings between airport leadership, the Economic Development Council, the Chamber of Commerce and others to prepare a unified capital and economic development plan for the airport.



***Recommendation 2: The County will support, and the MPO will implement, the KATS 2004 Long-Range Transportation Plan as the basis for transportation improvements in the Kankakee Urbanized Area.***

***Implementation Actions:***

- A. Discuss potential expansion of Kankakee Urbanized Area with the Village of Manteno.

The Kankakee Area Transportation Study (KATS) is the Metropolitan Planning Organization (MPO) for the Kankakee Urbanized Area, which includes the City of Kankakee, Bourbonnais, Bradley, and Aroma Park. Due to projected growth, the County should discuss with Manteno's elected officials the potential expansion of the Kankakee Urbanized Area to include Manteno. Due to associated planning and financial benefits, Manteno should be included in the MPO at a mutually agreed upon time.

- B. Pursue expansion of METRA service to Kankakee with IDOT.

Kankakee County has studied the feasibility of expanding METRA service from University Park in Will County to the City of Kankakee. The County is now exploring the possibility of an alternatives analysis study, which would study the costs and benefits of the feasible alternatives. Kankakee County should discuss with the Illinois Department of Transportation (IDOT) its support of the South Suburban Airport, provided Kankakee's interests in transportation access and improvements is satisfied.

***Recommendation 3: The County will refine the Corridor Preservation Program by prioritizing growth corridors in urban areas and reducing rural area improvements.***

***Implementation Actions:***

- A. Preserve "clear corridors" for the County's total tier system.

Kankakee County should update its zoning regulations to increase minimum building setbacks, so that a "clear corridor" is preserved on all tier roadways. The County should also work with municipalities to adopt the same regulations through intergovernmental agreements. It is in the best





interest of the County and the municipalities to cooperate on land use and transportation planning, so that capital investments address their original intended purpose and need.

B. Facilitate preliminary engineering study for 9000 N. Road widening.

The Corridor Preservation Program identifies 9000 N. Road, west of I-57, as a Tier 1 corridor. Due to its significance for truck access from U.S. 45, the County should work with township and municipal highway officials to facilitate a preliminary engineering design study for this corridor. In addition, the County should work with Manteno on developing land use and access control regulations.

C. Develop joint land use plans to reduce Tier 1 improvements in rural areas.

The Corridor Preservation Program establishes 10% of the County's roadways as Tier 1 corridors. While the plan identifies desired improvements, construction funding for the improvements has not been identified. To reduce the need for costly construction, the County should work with municipalities on joint land use plans and related development regulations. In a number of locations, adjustments to Tier 1 classifications might be made which more fully support the land use recommendations of the Plan. Specifically, the Villages of Irwin, Chebanse, Aroma Park, and St. Anne all have adjacent Tier 1 road designations in rural locations. Ultimately, the County should work with these communities not only to reduce the need for costly road improvements, but also to maintain two-lane roads that help define the County's rural character.



***Recommendation 4: The County will support agricultural productivity by preserving the rights of farmers to use rural roadways.***

***Implementation Actions:***

A. Consider developing a rural roadways program for farm vehicle usage.

Agricultural operations often require the use of slow-moving farm vehicles along the County's roadways, which in turn cause conflicts with standard trucks and cars. Given the necessity of shared right-of-way, the County should consider preparing operation and development standards for roads, and other improvements within or near right-of-way to permit compatible farm vehicle operations. For instance, the County could build larger shoulders along certain roads, which are heavily traveled by both farm and standard vehicles. In addition, the County could consider designating critical travel routes for farm vehicles and post roadway signs. These standards and guidelines could be assembled into a rural roadways program, which could be cooperatively developed by the County, Farm Bureau, and rural townships and municipalities.

B. Discourage residential developments along gravel roads.

Many rural areas of Kankakee County contain gravel roads, which are appropriate for agricultural land uses but not for residential land uses. Since residents typically drive many times from home and back over the course of a day, this frequent travel will quickly deteriorate the condition of gravel roads. Therefore, with the exception of farm homes, the County should revise its development regulations to prevent residential developments along gravel roads.

***Recommendation 5: The County will work to solve regional and local east-west access issues.***

A. Work with Will County to persuade IDOT to study regional east-west access.

Truck traffic through the northern municipalities of Kankakee County—Momence, Grant Park, and Manteno—is a significant quality of life and safety issue. Many trucks “by-pass” Chicago’s metropolitan traffic via I-65 in Indiana, and then use state and county roads in Kankakee County to reach I-



57. The Chicago Area Transportation Study's (CATS) 2030 Regional Transportation Plan has recommended three potential corridor improvements that would alleviate this regional truck issue: the Illiana Corridor, the I-57/IL 394 Connector, and the South Suburban Corridor. Kankakee County should continue to work with Will County and IDOT to place these projects on the state's transportation improvement plan and to fund preliminary engineering studies.

B. Facilitate preliminary engineering studies for the 6000 N. Road Corridor.

Kankakee County has already studied the feasibility of the 6000 N. Road Corridor to address east-west access through its northern tier and north-south access, west of I-57. Due to the corridor's importance for truck access, the County should work with KATS to secure partial funding for a preliminary engineering study to determine improvement needs and costs.

C. Facilitate joint feasibility study for the 12,000 N. Road Corridor.

Kankakee County and Will County are investigating an opportunity for a joint feasibility study through an Illinois Tomorrow Corridor Planning Grant. The purpose of the feasibility study is to resolve inconsistent roadway alignments between the two counties and to identify potential solutions to east-west truck traffic issues.

