

SECTION V - THE PLAN

PROPOSALS FOR NATURAL CORRIDOR PRESERVATION

The following greenway and/or trail designations have been made after the review and examination, of the existing natural corridors section.

Kankakee River - Natural Greenway and Partial Trail

The Kankakee River is the main environmental and recreational attraction in the County. It should always be considered a prime asset to the County and utilized to its fullest potential. The River is one of the cleanest rivers in Illinois and is also very scenic with little industrial development along its banks. The River's banks though are heavily developed in some areas.

The State Park and the proposed Grand Kankakee Marsh project both serve the environmental and preservation needs of the County and the River's ecosystem. Any opportunity to preserve land along the River should receive the highest priority of this Plan. If the Grand Kankakee Marsh Proposal is defeated in the Basin, other highly effective open space and preservation projects are available in that vicinity. The County and the State of Illinois should continue to work with the State of Indiana in rectifying the continual siltation and sediment problems.



Rock Creek - Natural Greenway and Partial Trail



Rock Creek, as stated in the Existing Environmental Asset Inventory Section of this Plan, is one of the most prominent creeks in the Kankakee River Basin. The Creek should be targeted as a high priority for preservation and designation as a greenway. Rock Creek should be designated as a greenway from the State Park to where it merges with Black Walnut Slough. At this point it should follow Black Walnut Slough to the Will-Kankakee County line.

The portion near the State Park should be considered for inclusion into the park if the Illinois Department of Natural Resources considers acquisition in the future. In the

Manteno area, the Village plans a trail along the Creek's northern bank between IL Rt. 50 and County Highway 9. The Rock Creek Greenway could eventually create a linkage to the Raccoon Grove Nature Preserve (FPDWC) in Will County.

Soldier Creek - Natural Greenway

Soldier Creek flows through a highly urbanized part of the Metro area. The Creek bed in the City of Kankakee is either fenced in or buried. This is an unfortunate situation both from an environmental, recreational, and an aesthetic standpoint. To

advance the quality of this natural greenway, the portion currently fenced in should be cleaned up and open space designated along the creek. Removal of the fence and overgrown vegetation would also add to the appearance of the area but this may not be possible because of safety factors. The portion of the creek from 5000 N Road south including the West Branch that begins near the eastern municipal boundary of Bradley and 4500 N Road should be designated as a natural greenway. This greenway should follow the creek bed all the way to the

Kankakee River. There is no trail planned for this corridor. The open space proposal near Bradley should be seriously considered along the Soldier Creek system. The open space would provide a recreational and aesthetic amenity to the Bradley area, as well as, improve flood control on the lower portion of the Creek.



Baker Creek - Natural Greenway

Baker Creek, which is another name for the Exline Slough south of IL Rt. 17, should be designated a natural greenway from the northern county-line south until it joins the main River east of the I-57 bridge. A trail from Armour Road to the Conrail Railroad is planned for this corridor. This Greenway could be extend to IDOT's proposed wetland mitigation project in Will County if the Third Regional Airport were to become a reality.



Iroquois River - Natural Greenway



The Iroquois River, as noted in the Existing Environmental Assets Inventory Section, is the largest tributary of the Kankakee River. The Iroquois River in Kankakee County remains mostly undeveloped. It is a prime opportunity for designation as a greenway. The west bank of the river from 4000 S Road to the mouth of Minnie Creek should be considered a natural greenway. The South Kankakee Trail is planned along the Iroquois River Road.

Minnie Creek - Natural Greenway

The Minnie Creek natural greenway extends from the Iroquois River back to I-57. No trail is planned for this natural corridor.

Bourbonnais Creek - Natural Greenway

Bourbonnais Creek should be fully protected inside the Bourbonnais Creek Geological Area which runs from the mouth of Coyne Street Pond (BTPD) to the Kankakee River. The small canyons and caves found in this area represents one of the finest natural exposures of dolomite in northeastern Illinois, as well as, a unique plant community. Currently, a portion of this area is protected through Illinois Nature Preserve status; this area encompasses the lower stretches of Bourbonnais Creek adjacent to the Kankakee River and the centerline of the creek within the northwest corner of Perry Farm Park. Unprotected segments of the Creek could be potentially impacted if future development is unmonitored.

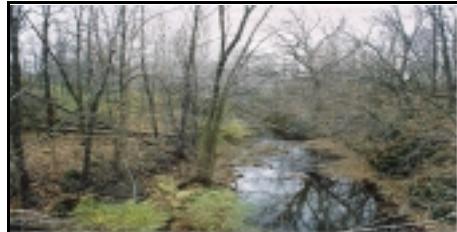
Wiley Creek - Natural Greenway



Wiley Creek should be considered as a natural greenway to provide continuity from the Limestone Forest Preserve (KRVFPD) to the River. The segment of the Creek from Tower Road north to the River should be considered a natural greenway. No trail is planned for this corridor.

Davis Creek - Natural Greenway

Davis Creek forms a natural growth boundary for northern development that proceeds to move northwest along IL Rt. 102 and the northward development region along Career Center Road. It is an important corridor to be targeted for preservation. The Creek should be considered a natural greenway its entire length, excluding the Bon Vivant Country Club property which is already preserved. This corridor should also be considered if the State Park considers future expansion. No trail is planned for this corridor.



Gar Creek - Enhancements

Gar Creek is currently well served by the Gar Creek Tall Grass Prairie (KRVFPD) which covers 85 acres at the mouth of the creek where it joins the River. The area is not considered to be threatened by future development or sprawl. However, improvements to the area along the Creek bed and additional land acquisition should be studied.

Horse Creek - Natural Greenway



Horse Creek is one of the most important Creeks in the western half of Kankakee County, draining thousands of acres of farmland. This Creek should be preserved as a natural greenway to protect it from urban encroachment. It should be preserved from the southern Kankakee County line to the Kankakee River in Will County since the Forest Preserve District of Will County's

Greenways Plan shows a linkage along Horse Creek from the north Kankakee County line to the Kankakee River.

Trim Creek - Natural Greenway

Trim Creek drains thousands of acres of farmland in the eastern portion of the County. It should be a natural greenway to protect it from suburban/urban sprawl.



PROPOSED TRAILS AND LINKAGES

The following is a list of proposed trails within Kankakee County. The routes listed are the preferred routes. Other options are available and should be considered before construction begins. Although most of these trails require about twenty feet of right-of-way, additional land should be acquired along these routes for greenway use.

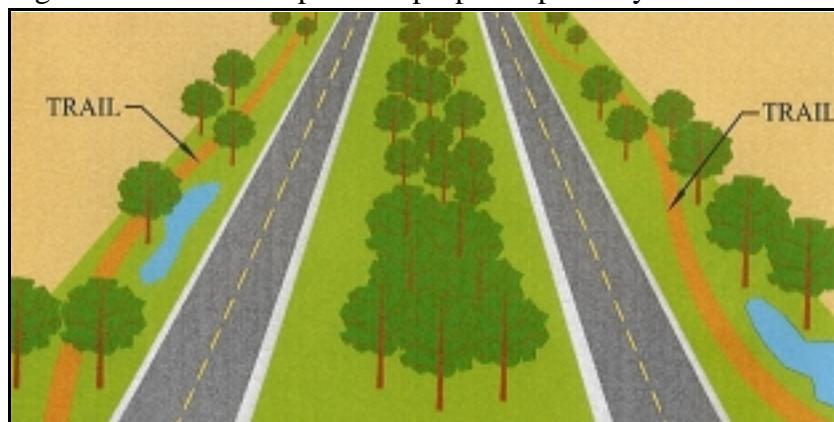
This Plan does not suggest the taking of anyone's private land or property rights. Land should be acquired through willing sellers, donations, or acquired as land along a designated greenway is developed.

Grand Northern Trail and Parkway

This trail and parkway proposed would travel from IL Rt. 50 west to the Kankakee River State Park along 6000 N Road. There would be a four land divided highway with wide natural right-of-way areas on the sides and a landscaped boulevard in between the two roadways. A trail connecting the Bourbonnais/Manteno Trail and the existing trails of the Kankakee State Park should also be built within this right-of-way.

This proposed parkway would not only provide better and more scenic access to the State Park but provide enhanced traffic circulation in the Village of Bourbonnais as development continues north and northwest.

Figure 6 - Artist concept of the proposed parkway



Bourbonnais/Manteno Trail

This trail begins in Bourbonnais along Bethel Road and follows the ComEd easement east to I-57. At I-57 the trail would turn north and follow another ComEd easement to its intersection with County Highway 9 in Manteno. This trail will be a key link between the Village of Bourbonnais and Manteno as the two communities grow toward each other.

Perry-Davis Trail (connection)

The Perry-Davis Trail is an extension of the existing trail that runs along the north bank of the Kankakee River from Kankakee to Bourbonnais. The extension would begin at Cavalier de La Salle Park (VBB) and follow the northern boundary of Bristol Woods Subdivision to Canterbury Lane. From this point, the trail would then be built within the right-of-way of the south side of the paved road in a westerly direction to Riverfront Park (VBB). From Riverfront Park, the trail would meander across park property and head west to the Kankakee River State Park Bike Trail at the Davis Creek campground utilizing existing public right-of-way. Further study will need to be performed before an actual route through this area can be determined. This should be a priority greenway because it benefits multiple communities and helps complete an existing greenway.

River's Edge Trail

River's Edge Trail is also an extension of the trails at the Perry Farm. It starts at LeVasseur Park (KRVFPD) near River Drive in Kankakee and runs south on River Drive until it reaches Kennedy Drive. It then runs along the west side of Kennedy Drive to Court Street. At Court Street, either a tunnel under the roadway or a signalized crosswalk would be needed. Once across Court Street, it would then pass through Alpiner Park (KVPD) and follow 6th Avenue to Legion Park (KVPD). At Legion Park, it would follow River Street to Greenwood Avenue. Running south on Greenwood Avenue, the trails would merge with Cobb Boulevard. Following Cobb Boulevard, the trail would lead to Justine Drive, where it would turn north to Duane Boulevard and then head west on Duane Boulevard to the trail's end at Waldron Road.

Bonfield Trail

Bonfield Trail would start at Bird Park (KVPD) in Kankakee and follow IL Rt. 113 to Tower Road. At Tower Road, the trail would run west until it reaches Limestone School Road. From there, it would follow Limestone School Road south to 1000 N Road where it would turn west and follow 10000 N Road to 6250 W Road. At 6250 W Road, it would turn north and head to 2000 N Road. It would then follow 2000 N Road until it merges with the Horse Creek Trail.

West Kankakee Trail

The West Kankakee Trail would start at Bird Park (KVPD) in Kankakee and head south on Wall Street to Hickory Street. It would head west on Hickory Street until it meets with Curtis Avenue. At Curtis Avenue, the trail would turn south to Gar Creek. The trail would follow Gar Creek to its terminus at the intersection of Gar Creek and 4000 W Road where it would then merge with Pilot Trail.

River Road Trail

This trail is an extension of the existing trails at River Road Park (KVPD) in Kankakee. It would start at the eastern most point on the trail and continue south on River Road to a point about 1 mile north of 7750 S Road. From this point, it would cross private property along the Iroquois River to its termination point at the County line at Sugar Island.

Pilot Trail

Pilot Trail starts at the end of the West Kankakee Trail and continues south on 4000 W Road to 5000 S Road. Running west on 5000 S Road, it would head south to 6000 S Road and then follow 6000 S Road west to its termination point on IL Rt. 115 passing Pilot Grove and the Villages of Herscher, Buckingham, and Irwin.

Horse Creek Trail

Horse Creek Trail starts at the western terminus of Bonfield Trail and follows Horse Creek South until it intersects with Pilot Trail passing through the Village of Herscher.

Cabery Trail

This trail starts at the western terminus of Pilot Trail and heads south on IL Rt. 115 terminating in the Village of Cabery.

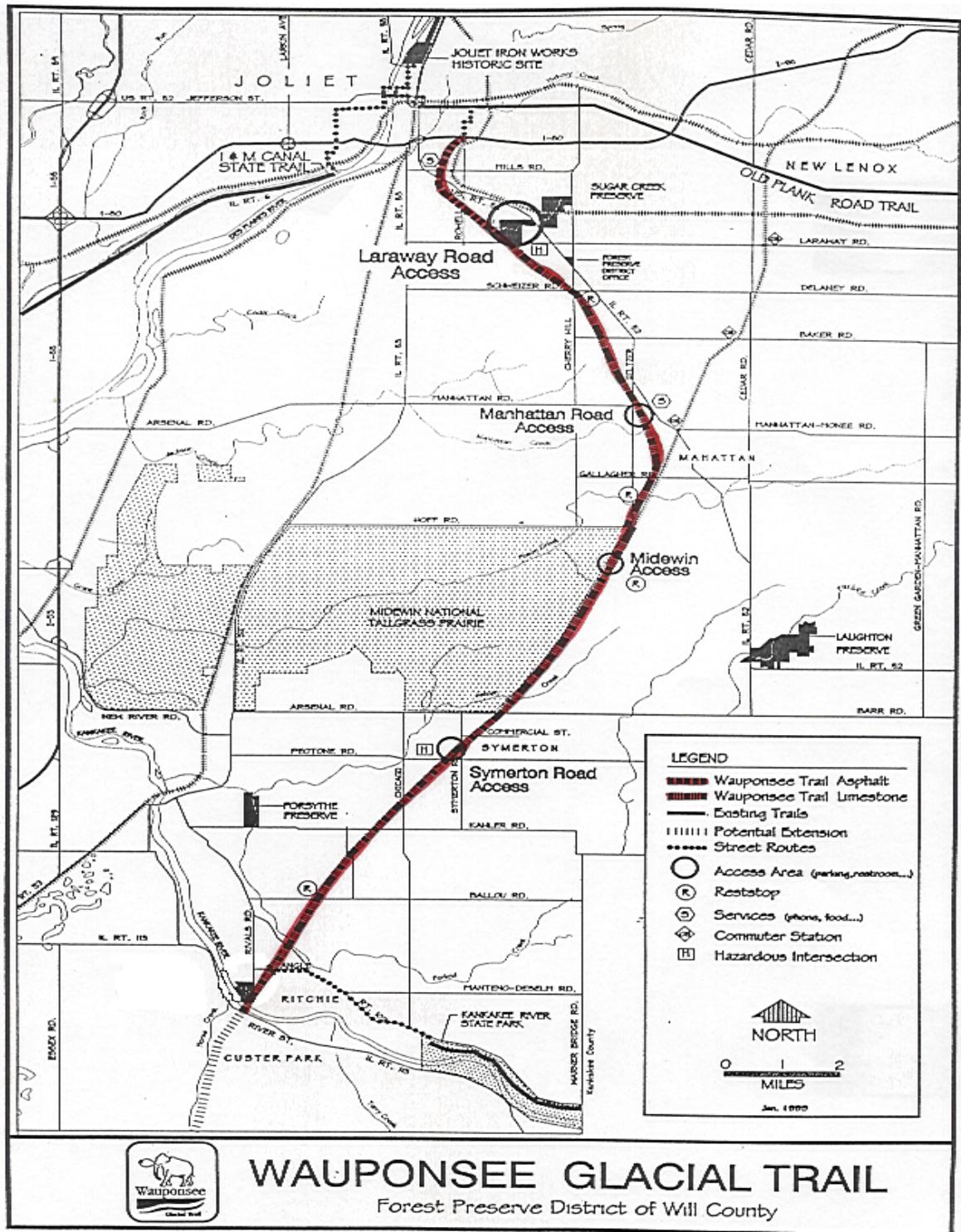
Reddick Trail

This trail also starts at the western terminus of Pilot Trail but heads north on IL Rt. 115 to 1000 S Road. It then turns west on 1000 S Road and continues to its terminus at the southern end of the South Medewin Trail.

South Midewin Trail

This trail would begin in the Village of Reddick at the intersection of 1000 S Road and the abandoned Norfolk and Western Railroad right-of-way and head northeast on the railroad right-of-way passing through the village of Essex on its way to the Will County line. At the county line, the trail would need to be extended northeast for approximately 1½ miles, by the Forest Preserve District of Will County, to the planned twenty-five mile Wauponsee Glacial Trail between Custer Park and Joliet. The Wauponsee Glacial trail will begin at IL Rt. 113 and extend across the Kankakee River on a steel trestle bridge connecting with the Midewin National Tall Grass Prairie in the former Joliet Arsenal site, as well as, with a number of other regional trails at Joliet. The entity implementing this Plan will be working on preserving the remainder of this right-of-way with IDNR and the Forest Preserve District of Will County. A map of the Wauponsee Glacial Trail is shown on the next page.

Figure 7 - Proposed Wauponsee Glacial Trail



limestone Trail

Limestone Trail would begin at the intersection of Bonfield Trail and Wiley Creek. It would then follow Wiley Creek north to State Park property (IDNR) adjacent to IL Rt. 113. From there, it would follow IL Rt. 113 utilizing State Park property to Warner Bridge Road. On Warner Bridge Road, the trail would head north, across the Kankakee River to State Park property (IDNR), and tie into the existing 20 mile trail system on the north side of the State Park. All portions of this trail north and west of Wiley Creek would be built on existing State Park property (IDNR).

Convention Center Trail

This Trail is an extension of the existing trails at River Road Park (KVPD) and Gar Creek Tall Grass Prairie (KRVFPD). It begins at the intersection of River Road and 500 E Road and travels south on 500 E Road to I-57. It would then travel along the outside of the I-57 right-of-way to 1500 E Road then north to the existing trail at River Road Park.

Duane Boulevard Trail

This Trail starts at the intersection of Greenwood Avenue and River's Edge Trail in Kankakee. It would follow Duane Boulevard to Country Club Drive and north on Country Club Drive to the KBS Railroad spur. It would then follow the railroad spur east and link to the Waldron Trail.

Brown Boulevard Trail

The trail would start at the intersection of Gettysburg Drive an the Bourbonnais/Manteno Trail. It would then head south on Gettysburg and Brown Boulevard to Latham Drive and then head south on Latham Drive to River's Edge Trail on Canterbury Lane in the Village of Bourbonnais.

Career Center Trail

This trail starts at the western terminus of the Bourbonnais/Manteno Trail and heads west on Bethel Drive. From there, it would head south on Career Center Road and Briarcliff Lane to Exeter Turn. It would then follow Exeter Turn south until it merges with the Brown Boulevard Trail near Canterbury Lane. Another option that could be used instead of these existing street right-of-ways would be to utilize the extensive

greenways and trails within the Briarcliff Estates Subdivision. However, these greenways and trails are privately owned and maintained by the Homeowners Association. has not yet been approached with the possibility of using these trails for public access. Thus, this Plan is not suggesting that the Briarcliff system of greenways be used at this time.

Manteno-Grant Park Trail

The Manteno-Grant Park Trail starts at the intersection of 3000 E Road and 9000 N Road and travels east on 9000 N Road to its termination point on the Savanna Trail in Yellowhead Township.

Sugar Island Trail

This trail starts at the intersection of the River Road Trail and the Sugar Island Bridge. Once over the bridge, this trail would follow the east edge of the Iroquois River crossing private land until it intersects with he Youth Camp Road just north of 4500 S Road. It would then follow Youth Camp Road to Bridge Street in the Village of Aroma Park. At the intersection of Bridge Street, the trail would head east on Sand Bar Road to the intersection of the KBS Railroad right-of-way and the linking points of the Waldron Trail and Sandbar Trail.

Willow Trail

Willow Trail would start at the intersection of 7000 S Road and the Savanna Trail in Pembroke Township. It would head east on 7000 S Road to the State Line. At the State Line, it would head south into Iroquois County and Willow Slough in Indiana.

Grant Southern Trail

This trail would start along the east bank of the Iroquois River and follow 7000 S Road east to the western terminus of Willow Trail in Pembroke Township and passing through the Village of St. Anne.

Savanna Trail

The Savanna Trail would utilize the right-of-way of the now abandoned Chicago and Southern Railroad running through the Townships of Yellowhead, Momence, and Pembroke. This right-of-way has been sold to private individuals but is still intact. The Savanna Trail would start at the Iroquois County Line and continue north to the Will County Line where it would meet with other planned trails in Will County. This trail has the potential of linking to the Old Plank Road Trail, Grant Illinois Trail, and American Discovery Trail if extended into Will and Cook Counties.

Grand Marsh Trail

This trail would start at the intersection of IL Rt. 114 and IL Rt. 1 and follow IL Rt. 114 east to the State Line. It would then follow 18000 E Road north to the termination point of the North Momence Trail on County Highway 52.

North Momence Trail

The North Momence Trail would start at the intersection of 1000 E Road and Conrail Railroad and follow 1000 E Road to 4000 N Road. It would then follow 2000 E Road east to an abandoned railroad right-of-way and then follow the railroad right-of-way southeast until it merges with the Conrail corridor. It would continue along this corridor until it reached the intersection of County Highway 13. The trail would follow County Highway 13 until it intersects with County Highway 52. At this point, it would follow Count Highway 52 to the State Line and the eastern terminus of the Grand Marsh Trail.

Momence Cross Town Trail

This trail would start at Eldridge Trail and head down IL Rt. 1 to the western termination point of the Grand Marsh Trail.

Trans Bradley Trail

This trail is an extension of the Perry Trail (BTPD) network. It would start at the eastern terminus of the existing trail at Perry Farm and travel east along Perry Street to Kennedy Drive. On Kennedy Drive, the trail would head south to Broadway Street to a signalized pedestrian intersection. From this point, it would head east on Broadway to Schuyler Avenue. It would then head north on Schuyler Avenue to Broadway Street

and follow Broadway east to Randolph Avenue in east Bradley. From there, it would turn north following Randolph Avenue to Christine Drive and follow Christine Drive to Armour Road. At Armour Road, it would travel east to Cardinal Drive and then north to Northfield Drive. It would cross the North Field Square Mall property and connect with Larry Power Road. At Larry Power Road the trail would head west until it connects with the Manteno Trail.

Greenwood Trail

Greenwood Trail would start at the intersection of Greenwood Avenue and River's Edge Trail and head north on Greenwood Avenue to IL Rt. 50. It would then head west to the Penn Central Railroad spur and follow that spur to Euclid Avenue in Bradley. From there, it would follow Euclid Avenue to its link with the Trans Bradley Trail.

Sandbar Trail

The Sandbar Trail starts in the Village of Aroma Park and follows Sandbar Road to Eagle Island Road. From Eagle Island Road, it would link to the Eldridge Trail along the Conrail right-of-way.

Aroma Trail

The Aroma Trail starts in the southern end of the Village of Aroma Park and heads east along Birchwood Lane to County Highway 21. It heads north on County Highway 21 to IL Rt. 17. On IL Rt. 17, the trail travels north across the Kankakee River bridge to Sandbar Trail.

Eldridge Trail

Eldridge Trail starts at the intersection of Armour Road and Cardinal Drive in the Village of Bradley, and heads east on Armour Road to Exline Road. It follows Exline Road south to the Conrail corridor. It follows the Conrail corridor to its intersection with 3000 N Road. Following 3000 N Road, the trail ends at IL Route 1 where it merges with the North Momence Trail.

South Momence Trail

This Trail starts at the intersection of IL Rt. 1 and IL Rt. 114 and travels west on IL Rt. 1 to River South Drive. The Trail continues west on River South Drive to the Village of Sun River Terrace. In the Village residential streets are utilized to get to IL Rt. 17. It then travels west on IL Rt. 17 to County Highway 21.

Waldron Trail

Waldron Trail follows the Kankakee Beaverville and Southern Railroad corridor from Kankakee to Aroma Park. The Trail would start at the intersection of the rail line at Greenwood Avenue in the City of Kankakee and end at the intersection of Sandbar Road in the Village of Aroma Park. Another option for this Trail would be to utilize the right-of-way of Waldron Road instead of the railroad. Further studies would be needed to determine which option is the most feasible, however, this Plan suggests that using the railroad corridors would be the preferred route at this time.

Trans Manteno Trail

This Trail starts at the intersection of County Highway 9 and 3000 E Road in Manteno Township. The Trail travels west on County Highway 9 and Third Street. At Maple Street, the Trail heads north until it reaches Park Street. It then heads west to Diversatech Drive and south on Diversatech Drive to the northern link of the Manteno Trail.

West Manteno Trail

This Trail starts at the intersection of Cypress Drive and County Highway 9 and travels west crossing I-57. At 1000 E Road, the trail would lead north. It then meanders through Lester Estates, using residential streets, ending in the field just northwest of this subdivision. The end of this trail should be extended further north and east as development in Manteno continues.

North Manteno Trail

This Trail begins at Park Street near Cypress Drive in the Village of Manteno, and travels north along the I-57 Corridor to a drainage swale and following this swale east to Maple Street. The Trail would travel north on Maple Street to Manteno Lake Road, and then head east to just past IL Rt. 50. The Trail would then follow another

drainage swale south to County Highway 9.

Rock Creek Trail

This Trail would start at the intersection of Rock Creek and the Manteno Trail and then head east along Rock Creek to County Highway 9.

Manteno Downtown Trail

This Trail would pass through the middle of the Village of Manteno's Central Business District. It would start at the Manteno Trail just south of Amber Road and follow the west side of the ICG Railroad right-of-way north to Adams Street where it crosses the tracks and heads north on the east side of the tracks to Third Street. At this point, it would cross back over the tracks and continue north along the west side of the tracks to its termination point at the Will County Land Use Department that follows the Illinois Central Railroad right-of-way north into Will County.

South Kankakee Trail

This Trail is an extension of the River Road Trail system and begins at the northern end of the Gar Creek Prairie Trail. It would cross the Shapiro Developmental Center property and the Consumer's Illinois Water Company property ending at Hawkins Street. It would head east on Hawkins Street until it reached Curtis Avenue where it links with the West Kankakee Trail.

Rock Creek Equestrian Trail

This Trail would be used mainly for the purpose of horseback riding, however, other uses such as snowmobiling in the winter months could also be acceptable. The Trail would begin at the riding stables located in the Kankakee River State Park and then head north to Rock Creek. It would then follow the south bank of Rock Creek east to 4000 W Road. It would then cross the creek and follow the north bank back to DeSelm Road and finally ending back at the stables.

Diversatech Trail

This Trail would begin at the intersection of County Highway 9 and Rock Creek and then head south on 3000 E Road until it reaches the entrance of the Illinois Diversatech Campus in Manteno Township. It would then head east into Diversatech using the existing road grid within the industrial development, for a loop, and then head back to the entrance. This Trail, while not recreational in nature, would give the employees of the various Diversatech companies an alternative mode of transportation to and from their places of business. There is, however, an intense amount of truck traffic in this area and it is recommended that if a trail is built that it should be separated from the road for safety reasons.

Pembroke Trail

This Trail would begin at the intersection of the Savanna Trail and 1000 S Road. It would then follow 1000 S Road east to 16000 E Road. At 16000 E Road it would head south flanking areas of woods and tall prairie grasses until it reaches the intersection of 16000 E Road and 4500 S Road. It would continue east on 4500 S Road to the State Line. At the State Line it would head south along a gravel road passing under large overhanging trees until it finally reaches its terminus with the Willow Trail at 7000 S Road.

PROPOSED PARK FACILITIES

Grand Kankakee Marsh National Wildlife Refuge

The U.S. Fish and Wildlife Service has been studying the Kankakee River Basin for the purpose of locating a wildlife refuge. There are several locations being studied and as of yet no decisions have been made. The Service proposes to acquire 30,000 acres within the basin, which may include parts of Momence and Pembroke Townships. If this refuge were to become a reality, plans for trails within the Momence and Pembroke areas should be modified and encouraged to accommodate the new refuge.

Confluence Park

This park is planned for an area at the confluence of the Kankakee River and the Iroquois River in section 22 of Otto Township. The land is mostly floodplain and is currently being farmed. This park could encompass as much as 300 acres allowing room for many different recreational activities.

Bradley Lake

The proposed Bradley Lake would utilize the extensive floodway in sections 22

and 23 of Bourbonnais Township just east of the Village of Bradley. Areas within this floodplain frequently flood and would likely be favorable to the creation of a lake although engineering studies have not yet been performed.

LeHigh Quarry Lake

The large limestone quarry in section 7 of Limestone Township is currently being used for the mining of gravel, however, when mining operations are exhausted, this quarry could be used to create a recreational lake. The quarry has an approximate 1 mile radius and is very deep. Should a lake be created, a park area could also be incorporated into the plans. The mining life of the quarry is unknown.

Essex Strip Mines

The Essex strip mines are located in the northwest corner of Essex Township covering several square miles. They have been abandoned for many years and recently large tracts have been sold to private parties. The area, although left rugged from the mining operations, is very beautiful and has the ability to provide habitat for many different animal and plant species. There are several privately owned recreational facilities located within the strip mine area. If a County wide organization is formed for recreational purposes, the Essex strip mines should be studied for the possibility of becoming a recreational park and/or wildlife refuge.

PROPOSED ROADWAYS & IMPROVEMENTS TO EXISTING ROADWAYS

The Greenway Plan proposes one corridor for possible roadway development. But as noted in this Plan, transportation needs and greenways should be a mutually inclusive effort. The designation of a natural greenway corridor should allow flexibility for future transportation corridor crossings and, likewise, future roadways in the greenway corridor should be planned with environmental sensitivity in mind and every attempt should be made to maintain the corridor as planned.

There are six (6) factors most often cited to define the appropriate design for building a trail on an existing roadway. The six factors used in this Plan are:

<input type="checkbox"/> Traffic Volume	<input type="checkbox"/> On-Street Parking
<input type="checkbox"/> Average Motor Vehicle Speed	<input type="checkbox"/> Sight Distance
<input type="checkbox"/> Traffic Mix	<input type="checkbox"/> Number of intersections

The following table grades the existing roadways in Kankakee County according to these factors.

Table 4. Design Treatment for Existing Roadways in Kankakee County

ROAD NAME	VOLUME	SPEED	MIX	PARKING	SIGHT	INTERSECTIONS
1000 S ROAD	550	55	LIGHT	NO	GOOD	5
18000 W ROAD	750	55	LIGHT	NO	GOOD	10
6000 S ROAD	>150	55	LIGHT	NO	GOOD	14
2000 N ROAD	1150	55	LIGHT	NO	GOOD	15
5000 W ROAD	>150	55	LIGHT	NO	GOOD	2
1500 N ROAD	1300	55	LIGHT	NO	GOOD	14
5000 S ROAD	175	55	LIGHT	NO	GOOD	2
IL RT. 113	2800	35-55	MEDIUM	NO	FAIR	5
RIVER ROAD	1100	35-55	LIGHT	NO	GOOD	10
500 E ROAD	75	55	LIGHT	NO	GOOD	2
1500 E ROAD	NA	30-55	LIGHT	NO	GOOD	1
CURTIS AVENUE	>1000	30	LIGHT	YES	GOOD	10
HICKORY STREET	NA	30	LIGHT	YES	FAIR	7

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WALL STREET	11800	30	MEDIUM	YES	FAIR	8
COBB BOULEVARD	2500	25	LIGHT	YES	GOOD	9
RIVER STREET	14600	30	LIGHT	YES	FAIR	12
DUANE BOULEVARD	NA	30	LIGHT	YES	GOOD	11
JUSTINE DRIVE	NA	25	LIGHT	YES	GOOD	2
GREENWOOD AVENUE	2600	25	LIGHT	YES	GOOD	15
6TH AVENUE	NA	25	LIGHT	YES	GOOD	3
KENNEDY DRIVE	22200	35	HEAVY	YES	GOOD	5
RIVER DRIVE	NA	25	LIGHT	YES	GOOD	3
EUCLID AVENUE	NA	20	LIGHT	YES	GOOD	4
BROADWAY STREET	10500	25	MEDIUM	YES	GOOD	20
ARMOUR ROAD	19100	40	HEAVY	YES	GOOD	9
NORTHFIELD ROAD	NA	20	LIGHT	YES	GOOD	4
CARDINAL DRIVE	>2500	35	LIGHT	SOME	GOOD	2
LARRY POWER ROAD	1950	35-55	MEDIUM	NO	GOOD	3
CAREER CENTER ROAD	2950	30-55	LIGHT	NO	GOOD	3
BRIARCLIFF LANE	4700	30	LIGHT	YES	GOOD	8
CANTERBERRY LANE	NA	30	LIGHT	YES	GOOD	3
BROWN BOULEVARD	1250	30	LIGHT	NO	GOOD	10
BETHEL DRIVE	1500	30	LIGHT	YES	GOOD	4
6000 N ROAD	>150	55	LIGHT	NO	GOOD	6
9000 N ROAD	4650	55	LIGHT	NO	GOOD	12
BRIDGE STREET	3300	30	MEDIUM	YES	GOOD	7
7000 S ROAD	900	55	LIGHT	NO	GOOD	27
YOUTH CAMP ROAD	550	55	LIGHT	NO	FAIR	1
SANDBAR ROAD	800	55	LIGHT	SOME	GOOD	4
HIGHLAND ROAD	350	55	LIGHT	NO	GOOD	14
EAGLE ISLAND ROAD	450	55	LIGHT	NO	FAIR	7
RIVER SOUTH DRIVE	750	55	LIGHT	NO	FAIR	6
COUNTY HIGHWAY 13	1200	55	MEDIUM	NO	GOOD	1
COUNTY HIGHWAY 52	1150	55	LIGHT	NO	GOOD	16
18000 E ROAD	150	55	LIGHT	NO	GOOD	2
IL RT. 114	4650	35-55	HEAVY	SOME	GOOD	17
IL RT. 1	5300	35-55	HEAVY	SOME	GOOD	12
HAWKINS STREET	NA	30	LIGHT	YES	FAIR	15
3000 E ROAD	1200	55	LIGHT	NO	GOOD	2

PROPOSED DEVELOPMENT REGULATIONS

This Plan recommends that municipalities consider adopting development guidelines to implement this Plan and achieve the goal of creating multi-purpose trails. By adopting and implementing effective trail and greenway development regulations, municipalities and the County will have the tools and techniques to build the system in a cost effective and systematic way by requiring land developers adjacent to a greenway or trail to donate the land and/or build the system. Each municipality must be able to evaluate their individual community goals and develop an ordinance or regulations that best suits their specific needs. Characteristics of a model ordinance is outlined below.

Purposed of Trails and Greenways (sample language)

The public recreational trail and natural greenway requirements are intended to:

- Increase recreational opportunities within the community and connect these recreational opportunities with a regional greenway or trail system.
- Increase public access to the Kankakee River, the Kankakee River State Park, and public parks system and open spaces throughout Kankakee County and neighboring Counties.
- Assist in flood protection and control.
- Provide trail heads and connections to other multi-modal forms of transportation.
- Help create a pleasant urban and rural environment.
- Provide consistent standards for trail development.
- Provide continuity to plant and animal species.

Dedication of Public Right-of-Way or Easement

All applicants for a zoning change or building permit on lands designated where a recreational trail or natural greenway is proposed should be required to grant an easement for the trail or conservation easement for a natural greenway. A natural easement should prohibit development along that portion granted, and the recreational trail easement will be used only to construct a multi-purpose trail and related amenities (to be determined).

Construction of the Trail

Residential Zones

The construction of the recreational trail in a single dwelling residential zone is only required for subdivisions, Planned Unit Developments (PUD's), or other residential-type developments that involve the creation of a street. Existing single dwelling lots are not required to construct the trail, but the easement is available to the city, park district, or other jurisdiction to build the trail if deemed necessary. At such time as a land developer begins to negotiate with a local jurisdiction on a residential development, the developer should donate land and financially assist in the trail's construction.

A conservation easement may be granted to a respective municipality, park district, applicable authority, or remain in private ownership for its management.

All Other Zones

Construction of the recreational trail is required on lands designated with a recreational trail designation in the Plan in any situations listed below:

- When there is new development.
- When exterior alterations to the existing development as a whole are 25% or greater of the assessed improvement value of the total improvements on the site.
- When streets are constructed in a subdivision, industrial park, or PUD.

Trespass

Nothing in the development regulation is intended to authorize public use of private property. Public use of private property is a trespass unless appropriate easements and access have been acquired. (Adapted from the City of Portland, OR - Title 33 Planning and Zoning Code - 1/1/91, the Bourbonnais Municipal Code, and other various sources.)

Trail Standards

The construction of the recreational trail by a land developer must meet the AASHTO standards for trail development as determined by the City, Village, or County Engineer following the recommendations set forth by the Greenways and Trails Plan.

Recreational facilities must be designed in accordance with the Americans with Disabilities Act and accommodate people with various levels of disabilities. It is recommended that paved trails be built with an asphalt or concrete surface in suburban/urban residential settings with a minimum width of then feet with a grass shoulder width of two feet on each side. Paved trails should be developed with a minimum depth of a two inch bituminous concrete surface course and a six inch aggregate base course set on top of geotextile fabric for ground stabilization. All disturbed construction areas should be covered with a minimum depth of four inches of

topsoil to get good germination of see. These types of trails are designed for hiking, jogging, bicycling, in-line skating, and cross country skiing.

It is recommended that unpaved trails be built with a limestone-screening surface in open rural areas with a minimum width of ten feet with a grass shoulder width of two feet on each side. However, a 12 to 14 foot width with a grass shoulder width of two feet on each side should be considered to minimize potential conflicts between users. These trails may be designed for hiking, jogging, bicycling, cross-country skiing, equestrian, and snow-mobile use.

All trails should provide connections to nearby public facilities and recreational areas wherever possible.

Signage should be provided for general visitor information and to foster an appreciation of the natural and cultural features along trails. Uniform signage should be provided in the following four informational levels:

1. Interpretive/Wayside Exhibits will offer descriptions or stories regarding geographical features, natural areas, etc., and will be in association with rest stops and access areas.
2. Wayfindings Signs will point areas of interest and services within and beyond the corridor including service areas, such as, business districts, commuter stations, phone, food, gas, lodging, and other public facilities.
3. Regulatory Signs will display site rules, hours, activities permitted, trail, etiquette, warnings of congested areas or hazards ahead.
4. Directional Signs will consist of mileage markers, location maps, and street names.

Wherever possible, graphic logos should be developed to provide continuity along major corridors, e.g. Kankakee River Trail, and help exemplify the interpretive

theme. This image will be suitable for mileage markers, as well as, larger signs. In addition, an interpretive plan should be developed along major corridors to help guide the development of interpretive exhibits and wayfinding signs.

Trail Maintenance & Liability

The respective authority will assume maintenance and liability of the trail or greenway, similar to its responsibilities for other publicly owned park property, if the authority finds all of the following:

- The applicant requests that the authority assume the responsibility.
- The trail lies within the easement or right-of-way granted to the authority for the construction of the trail.
- The trail has been constructed to the authorities standards.
- The applicant retains maintenance of any conservation easements granted.

Wherever possible, the recreational trail should provide or enhance vegetative buffers for interpretation, habitat views, and/or shade for visitor comfort. For example, small isolated patches of prairie along a trail may be expanded into adjacent disturbed areas by introducing land management techniques like prescribed burning and dispersing native seeds.

Trees adjacent to a trail should remain undisturbed unless their is a sight-line issue or unless an opportunity for restoration or enhancement arises due to changes in adjacent land uses or for other reasons to be evaluated as necessary. Additional trees should be planted to provide shade for trail use, particularly at rest areas and

interpretive areas. Vegetation may be retained or introduced to screen undesirable views and/or contribute to the variety of natural features along the trail. Where appropriate and as needed, native landscapes should be created or restored in interpretation/education areas.

The respective authority building and managing the trail should encourage volunteers to become trail host/rangers and assist with interpretation, maintenance, and policing. Courtesy Patrols and adopt-a-trail programs should be established to offer opportunities for organized groups, churches, schools, clubs, etc.

All trails should be designed to allow access to emergency and maintenance equipment. Rest areas and interpretive exhibits should be clustered to facilitate maintenance. Barricades, bollards, and signs and police presence should be used to minimize illegal uses. The respective authority building and managing the trails should enter into an intergovernmental or interagency agreement to provide for law enforcement agencies to assist each other. Likewise, the respective authority building and managing the trail should work with the Township/County Highway Department to provide safe road crossings and develop a signalized crosswalk or overpass/underpass where roadways are expanded or where crossings become dangerous.

RECOMMENDED CHANGES TO THE KANKAKEE COUNTY ORDINANCE

Although it is important that local municipalities adopt consistent regulations to develop the natural greenway and recreational trail system, the County has little control over their enforcement or plans for the system outside of its jurisdiction. The County

must also adopt codes to better accommodate both pedestrians and bicyclists. These new adjustments will be implemented in new developments in the unincorporated portion of the County. Recommended changes to the County's Subdivision Regulations are outlined in the Appendix B of this Plan.