County of Kankakee
Planning Department

Michael J. Van Mill, AICP
Planning Director

189 East Court Street • Kankakee, IL 60901 • 815-937-2940 • Fax 815-937-2974

June 30, 2009

Dear Partners,

On behalf of the Kankakee County Planning Department, I wish to express our appreciation to the Citizen Advisory Committee, the Kankakee County Regional Planning Commission, the Kankakee County Board, and the Community Foundation of Kankakee River Valley for all of your support in the creation of the 2009 Kankakee County Greenways and Trails Plan. The involvement of people like yourselves makes Kankakee County a wonderful place to live and without your efforts this Plan would not be possible.

It was a pleasure working with all of you and I hope we can continue to work together in the future. Your dedication is truly inspiring, again we thank you.

Sincerely,

Delbert Skimerhorn

Delbert Skimerhorn, Sr., AICP, GISP

Planner / GIS Specialist

CC: File

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Photographs

All photographs in this documents are derived from three (3) sources unless otherwise specified:

1. Microsoft Office Online: Microsoft Corporation, Inc.
2. Kankakee County Convention and Visitors Bureau
3. Kankakee County Planning Department

Section I - Introduction

Introduction

Greenways, trails, and open space of all types have a beneficial effect on communities. Studies have shown that open space and recreational opportunities can produce higher property values, provide economic stimulus, and promote healthier citizens. They can also have a positive effect on the community by reducing crime, improving air and water quality, and attracting tourism revenue. Below is a description of some of the benefits of greenways and trails.

1. **Improvement of Air and Water Quality** – The inclusion of open space in an environment can help reduce air pollutants by acting as a filter. The addition of one (1) tree can remove as much as twenty-six (26) pounds of carbon dioxide from the atmosphere each year. [ridethisbike.com, February 27, 2007]. The inclusion of greenways along creeks and rivers act as filter strips to clean water.

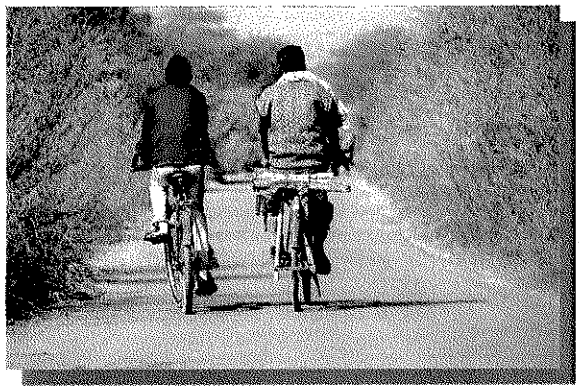
2. **Reduction of Crime** – According to an University of Illinois Study, inner city areas that contain open space with flowers, low growing shrubs, and high canopy trees have half of the crime of similar areas that lack open space. The study showed that these amenities drew people outdoors which reduced irritability, fatigue, aggression, and impulsive behavior. The study also showed that this reduction of negative behavior translates into a reduction of crimes, such as, vandalism and street violence.

The study observed that because open space drew more people outdoors, crimes were more noticeable and harder to conceal. [ridethisbike.com, February 27, 2007]

3. **Promotion of Health** – The National Park Service conducted a study in 1995 which concluded that people are more likely to exercise when a bike trail is located near their home. Further, the study examined claims against medical insurance. This examination concluded that people who exercise regularly have a 14% lower medical claim rate than people who do not exercise. [Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors, National Park Service, 1995]

4. **Improvement of Property Values** – A study conducted in Boulder, Colorado in 1978 found that property less than 3,200 feet from a greenway or trail enjoyed a 32% higher value than those properties located further away. In fact, the study showed that property values declined an average of $4.20 for every foot of distance that they were located away from the greenway or trail. [National Trails Partnership, americantrails.org]

5. **Positive Economic Impacts** – A well connected trail system that is integrated into a community's infrastructure and land use structure can attract users from great distances. This attraction can translate into tourism dollars for the community. A National Park Service study looked at three multi-purpose trails in Florida, Iowa, and California. This study found that the economic activity associated with the three (3) trails had a combined value of $1.5 million per year. [ridethisbike.com, February 27, 2007]

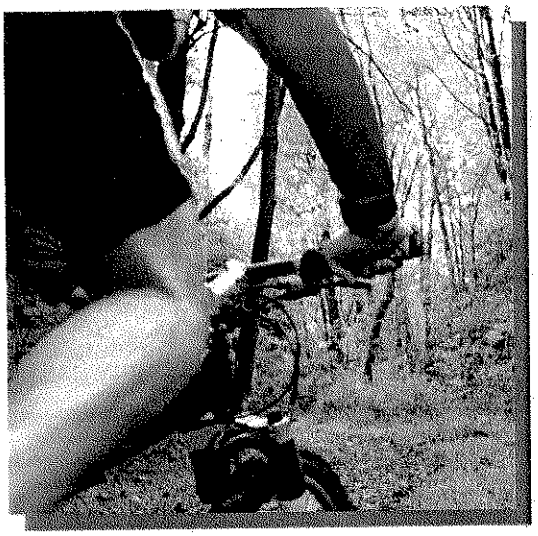


6. **Community Pride and Appeal** – Greenway corridors and trails have been found to be second only to education in citizen's perceived value of municipal services. Greenways and trails can also improve the perception of a community which can draw new residents and customers. [ridethisbike.com, February 27, 2007]

Accomplishments Since 1999

Greenways and trails have been an integral part of the planning and development processes for Kankakee County since the inception of the Greenways and Trails Plan in 1999. At that time the Kankakee County Board adopted a Plan that proposed forty (40) new multi-purpose trails and ten (10) new greenways. While every proposal and recommendation in the 1999 Plan has not been completed, the County has enjoyed many successes in the Greenways and Trails arena in the decade following the Plan's adoption. From trail planning and the formation of discussion groups to trail construction, there has been a significant amount of activity relating to greenways, trails, and open space. These accomplishments include:

- Riverfront Trail – Phase 1 of this trail is the 1999 Plan's greatest success story, due mainly to the continuous involvement of the Community Foundation of Kankakee River Valley. This trail travels from the Splash Valley Aquatic Center south of River Road Park in Kankakee to the existing trail system located in the Kankakee River State Park. It is divided into four (4) Phases. The progress and status of each Phase is as follows:
    - Phase 1 – This segment of the Trail, which travels from the Splash Valley Aquatic Center to the Schuyler Avenue Bridge, has been designed and is scheduled for construction in July 2009 through the receipt of a Federal Grant in the amount of $400,000.
    - Phase 2 – This Phase is currently in the planning stages and possible routes are still being investigated. Phase 2 travels from the Schuyler Avenue Bridge to LeVassuer Park just west of the YMCA. Funding for this Phase has been proposed.
    - Phase 3 - Phase 3 is complete due to the fact that it consists of the existing trail system in the Perry Farm and the Kankakee River Metropolitan Agency (KRMA) Facility, plus connections in park areas of Bourbonnais, Bradley and Kankakee.
    - Phase 4 –This Phase connects the existing trail system in the Village of Bourbonnais and the Perry Farm Park to the existing trail system in the Kankakee River State Park. Alternative routes for this Phase are still being discussed.
- Riverfront Trail Committee – This committee was established in 2004 to facilitate the progression of the Riverfront Trail Project. It has twelve (12)governmental members that represent various jurisdictions and interests along the trail's route.



- Community Foundation of Kankakee River Valley – The Foundation is a non-profit organization with the purpose of enhancing the quality of life for the citizens of Kankakee County. This organization has been instrumental in promoting the 1999 Greenways and Trails Plan, as well as, keeping open space needs in the forefront of local discussions.

- Subdivision Ordinance – In December 2008, the Kankakee County Board adopted new Subdivision Regulations that included recommendations from the 1999 Greenways and Trails Plan for the inclusion and management of open space within new subdivisions.

- Conservation Development Ordinance – The 2008 Subdivision Regulations included a new section that provides for the development of conservation style subdivisions.

- Trim Creek Greenway Study – In 2005, the Campaign for Sensible Growth, the metropolitan Planning Council, and Openlands partnered to develop a management plan for Trim Creek located in northeastern Kankakee County and southwestern Will County. This plan focuses on protecting the Creek's natural beauty and resources while offering preservation strategies and best management practices.

  [Reclaiming Trim Creek, Metropolitan Planning Council, 2005]

- Whispering Willows Park – This Bourbonnais Township Park District (BTPD) park covers seventy (70) acres in rural Bourbonnais Township. It contains a pond, walking trails, and a barn that was moved to the site and converted to a community center using green technologies.

- New 66 Acre Park in Manteno – The Village is in the process of developing a 66 acre park along Interstate 57 north of Manteno Lake Road with the assistance of a $400,000 grant from the Illinois Department of Natural Resources (IDNR). This park will contain sports fields, a pond, and an extensive system of multi-purpose paths that will connect to the Village's trail system.

- Soldier Creek Trail in Bradley – The Village of Bradley has taken steps to create a multi-purpose trail along Soldier Creek north of North Street. Currently a segment of this trail has been built along the Creek behind Edge Brook Subdivision.

- Larry Power Road Trail in Bradley – A segment of the Larry Power Road Trail has been built along the frontage of Summerfield and Pheasant Run Subdivisions in Bradley.

- Career Center Trail in Bourbonnais – The Village of Bourbonnais has been protecting the ComEd easement east of Career Center Road from developers as new subdivisions are constructed. Once the entire right-of-way is acquired. The Village intends to build a segment of Career Center Road Trail within the corridor.

- Splash Valley Aquatic Park – Built in 2004, this facility provides swimming and water recreation to residents of Kankakee County. It is located along River Road near the southern trailhead of Riverfront Trail Phase 1.

- Oak Orthopedic Sports Arena (Ice Rink) – Located adjacent to Kankakee Community College's (KCC) campus, this facility offers ice skating opportunities to the Kankakee River Valley's residents.

- Conservancy District Expansion – The Kankakee River Conservancy District has been acquiring land in rural Momence Township for preservation purposes.

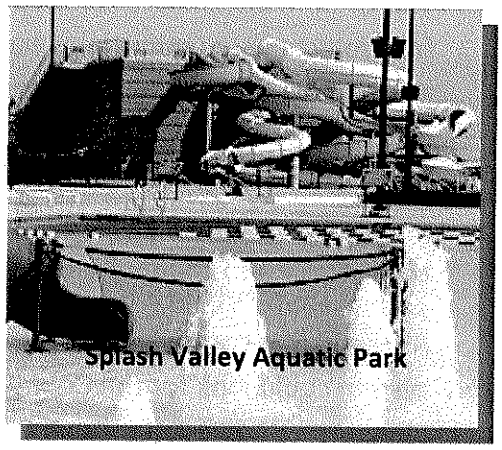


Photo Courtesy of Kankakee River Valley Park District

- Kankakee Valley Forest Preserve District Expansion – The KVPD has added 150 acres to its inventory almost doubling its total acreage to 340 acres.

- West Side Trail in Manteno – A northern portion of the Career Center Trail has been constructed through the subdivisions of Eagles Landing and Winfield Estates in western Manteno.

- Oak Ridge Mobile Home Park Trail in Manteno – The Village of Manteno received a Greenways & Trails Grant in December 2008 to construct a trail and bridge over Rock Creek to provide the residents of Oak Ridge Mobile Home Park with direct access into downtown Manteno. The amount of the grant was $350,000.

- Conservation Design Subdivisions – Prior to the County adopting Conservation Development Regulations, two (2) conservation style developments were approved by the County and are currently under construction.

- Kankakee Sands – The Nature Conservancy has established three (3) new preserves in Pembroke Township totaling nearly 1000 acres. Mskoda Trail and Pembroke Savanna

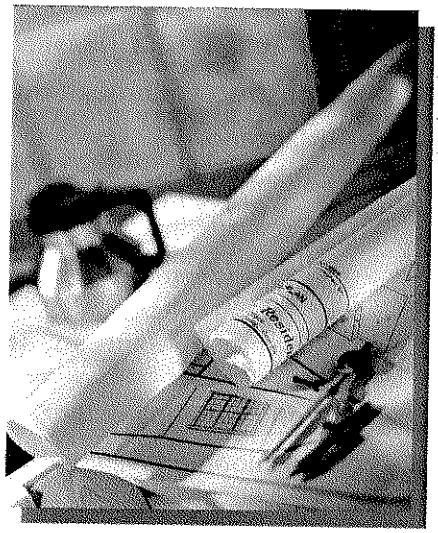
are located on north and east of the Village of Hopkins Park and the Carl N. Becker Preserve is located in the southeastern most corner of the County (See the Greenways and Trails Map for exact locations). Included in these preserves are 4.35 miles of trails.

While it is evident that Kankakee County has experienced many successes, it is important to remember that these accomplishments would not be possible without a Greenways and Trail Plan to provide a solid foundation.

The Greenways and Trails Plan provides the basis for policy decisions and can provide guidance for project construction, land acquisition, and for further planning and routing activities, as well as, facilitate partnerships with open space and recreation promoters. The Plan performs these functions by creating a framework in which decision makers can reference when priorities are being set or decisions are being made. It is very important that decision makers and focus groups consult the Plan throughout the planning and implementation processes to ensure consistency and continuity throughout the system.

As the Plan is countywide, it provides an overall picture of how a complete greenway and trail system could look for the County regardless of jurisdictional or regional influences. This allows planners and decision makers the opportunity to evaluate individual projects in relation to other potential projects.

Update of the Plan



Plans become outdated as projects are completed, issues arise that were not considered when the Plan was originally adopted, and when new design and construction practices are conceived. A successful plan should change to take these matters into consideration. This allows the system and recommendations to be re-evaluated and prioritized. As such, the many successes that Kankakee County has experienced over the previous decade, as well as new design standards, and changing perceptions of the need for green spaces and recreational opportunities, have prompted Kankakee County to revisit the 1999 Plan.

The planning process evaluated the existing system and reviewed the recommendations from the 1999 Plan, as well as, examined changes in land use and population that have occurred over the past decade. Other issues have also been

considered, including new proposals for open space and trail expansion, accomplishments of the original Plan, and changes to codes and ordinances that have occurred since 1999.

The following Sections of the Plan have been reviewed and updated:

1. Section II – Demographics and Statistics has been reviewed and new data has been added to reflect changes in the County that have occurred since 1999.
2. The research Section of the Plan (Section III) has been examined to determine if any new trends or policies have developed since 1999.
3. Section IV – Inventory has been evaluated and the County's open space inventory has been adjusted accordingly.
4. The majority of this update concentrates on Section V of the 1999 Plan. Each proposed greenway and trail has been examined to determine if they are still viable. Suggested alterations and re-routing of the proposed trails have been included in the Plan.
5. Section VI has been reviewed and any changes to the Implementation section of the Plan have been incorporated.

Critical to any planning effort is the evaluation of historical growth trends to determine the adequacy of current goals, policies, and project proposals. The following are several developments that have occurred since the adoption of the original Plan.

- The county and its municipalities have seen a significant amount of residential growth in the last decade. Municipalities have annexed 6044 acres of land since 1999. These annexations, along with development in unincorporated Kankakee County have produced 2209 entitled residential lots.

  The County has also experienced a significant growth in population. It is estimated that Kankakee County's population has grown 7% from 2000 to 2007. This growth has been compared to the 1999 plan and adjustments have been made as needed.

- Likewise, the county and its municipalities have also seen substantial expansion in commercial areas particularly in the City of Kankakee and the

Villages of Bradley, Bourbonnais and Manteno. These areas have also been analyzed and revisions to the 1999 plan have been incorporated.

- Whispering Willows Park is a seventy (70) acre park that has been established in eastern Bourbonnais Township by the Bourbonnais Township Park District (BTPD).
- The Village of Manteno has purchased land and is in the process of developing a 66 acre park at the northern end of the Village.
- New trail and greenway connections have been established in the Villages of Bradley, Bourbonnais and Manteno and the City of Kankakee.
- New recreational facilities in the form of an aquatic park and ice skating rink have been constructed in the southern part of the City of Kankakee.
- Hidden Cove in Bradley has added a sports complex. This facility is privately owned but available for rent to the public. It will become a major attraction for children, young adults, and parents as the facility develops its sports programs.
- Haigh Quarry east of Bradley on North Street offers scuba instruction and recreation diving.
- The Mazonia State Fish and Wildlife Area in the far northwestern corner of the County had not been taken into consideration when the previous plan was devised. This State facility has been examined to determine if it could benefit from inclusion in the County's greenways and trails network.
- Liberty Grade School and St. Paul's School have been constructed along Career Center Road in northern Bourbonnais.
- A large commercial wind farm has been approved for southern Kankakee County that is located between the Villages of Chebanse and Herscher. The trails and greenways in proximity to this development have been analyzed to determine how they will be affected by this massive project and revised accordingly.

- A farmer's market has been established in downtown Kankakee to give area farmers the opportunity to showcase and sell their produce.

- The Kankakee Metropolitan Area has public transit available from the Kankakee River Valley METRO Transit Authority. The transit system serves most of the metropolitan area and bicycle racks are included on all of the busses. It is important that the public transportation system be integrated with the trail network to offer citizens more travel options.

- Several road improvements have occurred during the past decade that should be considered including the extension of Armour Road to Momence, the rerouting of the County Highway leading to Hopkins Park, the closing of McKnight Road, and the realignment of Illinois Route 50 in Bradley.

Several new concepts and proposals have come to light which may affect the routing of trails or the location of new open space. The following list summarizes these proposals.

1. Bradley – Bourbonnais Community High School has purchased 120 acres of land in eastern Bourbonnais Township for a proposed new high school.

2. A new Manteno school complex has been proposed on County Highway 9 approximately one (1) mile west of U.S. Route 45/52.

3. The County's transportation officials have been proposing a new commerce corridor along the northern county line that would provide direct vehicular access between I-55 and I-65.

4. Planned links to surrounding counties are evaluated to ensure continued continuity.

5. The County, in conjunction with the Illinois Department of Transportation, is proposing a new interchange on Interstate 57 at 6000 N Road along with a new east-west arterial highway that would connect Illinois Route 102 to Illinois Route 1/17.

6. Plans are underway to widen Armour Road to five lanes from U.S. Route 45/52 to the Canadian National Railroad Bridge just west of Illinois Route 50. Currently there are no plans to include a trail with the road improvements.

7. Public transportation service has been extended to the Village of Manteno and to the METRA Electric Line in University Park.

The County has also accomplished some of the items recommended in the 1999 Plan which have also been evaluated. They are:

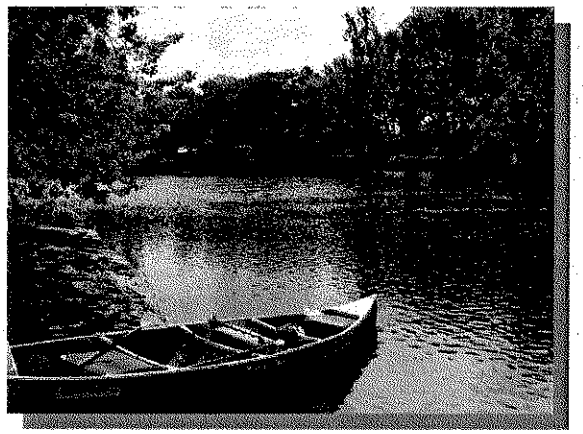
1. Through the partnership with the Community Foundation and the members of the Riverfront Trail Committee, Phase 1 of the Riverfront Trail Projects is scheduled to

be constructed during the summer of 2009. The remaining Phases are also progressing with Phase 2 entering preliminary engineering and Phase 4 entering the initial planning stage. It has been determined that Phase 3 requires minimal improvements and is therefore near completion.

2. Update of the County's Subdivision Ordinance to include the recommendations of the 1999 Plan, as well as, conservation design practices and regulations.

3. Several trail segments in Bradley, Bourbonnais, and Manteno have been constructed.

As evident by the proceeding pages, Kankakee County has witnessed a significant amount of growth and development over the past ten (10) years. This growth is the driving force behind the development of the 2009 Greenways and Trails Plan Update. As new projects are proposed or the County's population increases, the Plan should be periodically revisited to ensure the recommendations outlined in the Plan are still relevant.



History of the Plan

Prior to 1998, open space and recreation planning in Kankakee County was not countywide. It mainly relied on individual project planning or it was hidden within comprehensive plans and individual park district plans. The County's first Greenways and Trails Plan, adopted by the County Board on June 8, 1999 changed that situation. For the first time open space and recreation was comprehensively examined as a primary subject.

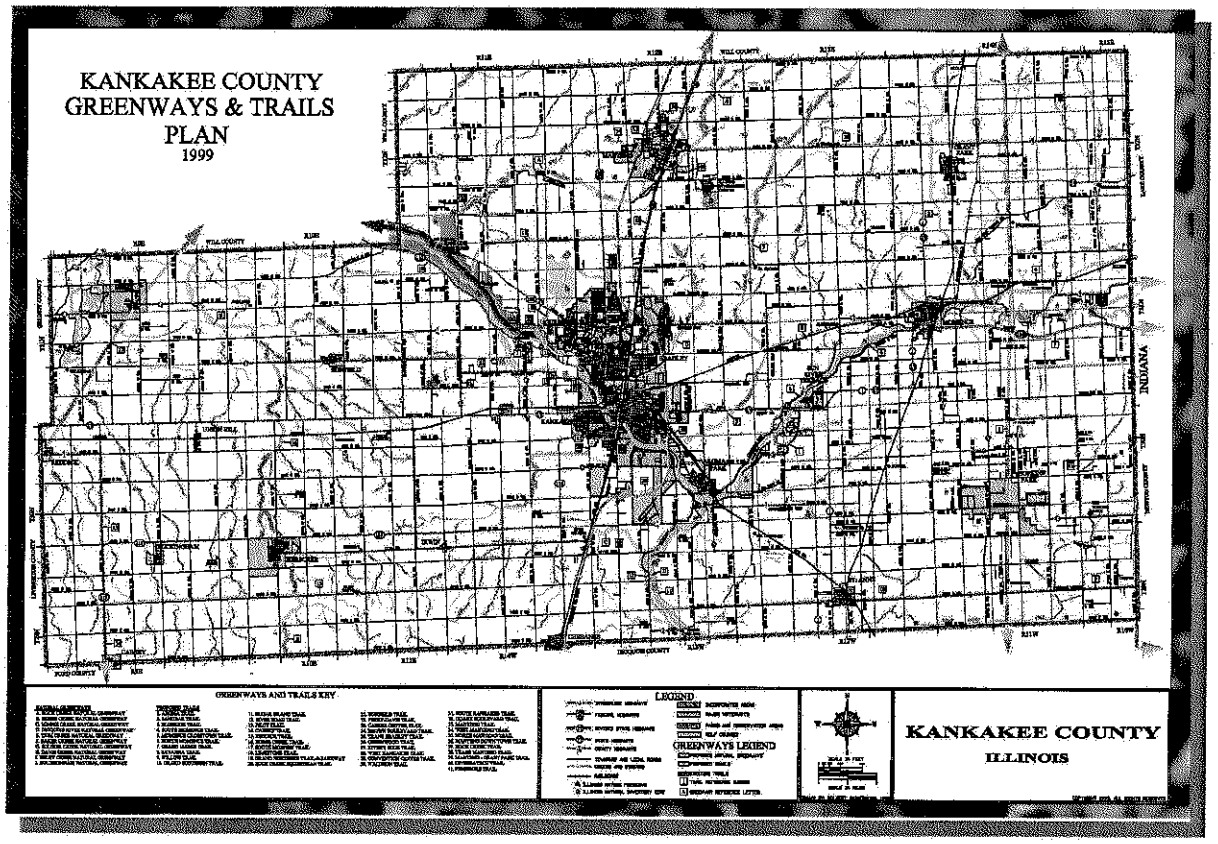
A $25,000 Metro Greenways Grant from the Illinois Department of Natural Resources (IDNR) spurred the creation of the 1999 Plan. This Plan examined open space, recreation, and greenways and trails on a countywide level. As a result, open space and recreation planning became an important part of the land use planning process. The Plan prompted planners and decision makers to include open space planning in their plans and project designs, as well as, to make considerations for open space in their regulations and ordinances.

After ten (10) years and many successes, it was time to review the Plan. In January 2009, the County of Kankakee received a $10,000 grant from the Illinois Department of Natural Resources

(IDNR) for the purpose of updating the 1999 Plan. This 2009 Greenways and Trails Plan is the result of this effort.

On the next page is a map depicting proposed trail and greenway routes from the original 1999 Greenways and Trails Plan.

Map1: 1999 Greenways and Trails Map



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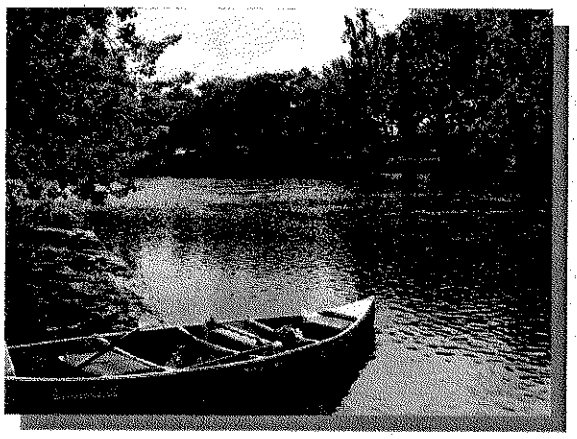

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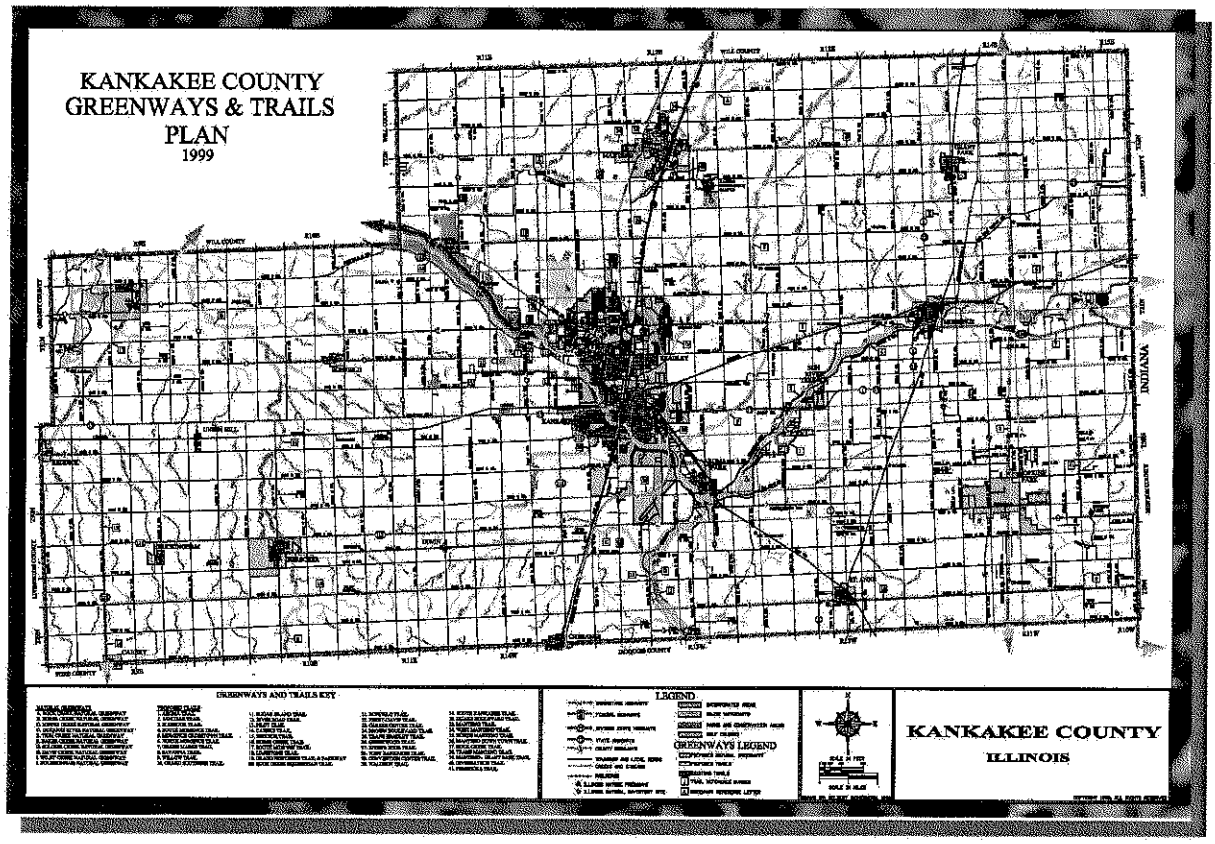


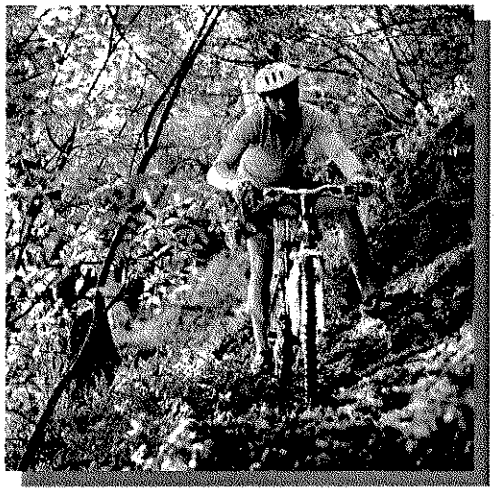
Section II – Mission and Goal

Mission Statement

Greenways and recreational trails should provide the people of Kankakee County with opportunities to enjoy physical and social activities... they should provide opportunities to experience the natural, cultural, and scenic amenities of the greenway and/or trail corridor... they should reflect landscapes typical of the County's different regions... they should be accessible to the County's citizens... they should provide a pleasurable, non-polluting alternative to automobile travel for short trips... they should be an economic asset to communities along the trail... and they should contribute to the quality of life in the County.

These greenways and trails should be developed through partnerships among, federal, state, regional, and local units of government, stakeholder organizations and trail users... they should link communities and their parks and extend from municipalities into the countryside... they should connect the County's diverse regions into neighboring county and state trails... and they should evolve into a network throughout the length and width of the County, easily accessible to all County residents for their use and enjoyment. *[Kankakee County Greenways and Trails Plan, 1999]*

Goal Statement



While there are many goals attributed to this Greenways and Trails Plan, one of the main goals is the identification of a network of greenways and trails to provide non-motorized vehicle transportation opportunities to all citizens of the County while preserving the natural features of the landscape.

Another equally important goal is the protection and preservation of the natural environment. Greenways and trails can help to protect these areas by preserving them for either conservation or recreational uses. As a result, the environment can benefit from cleaner water and air, reduced or eliminated development pressure, and improved wildlife habitat.

The best way to accomplish this goal is through intergovernmental cooperation and input from open space organizations and the citizens of the County. It is essential our partners keep the need for greenways and trails a part of the development process for this goal to be accomplished.

This Plan is not intended to be a regulatory document but rather a guide utilized by decision makers when open space and/or trail development is being considered. When decisions to develop property are considered, greenways and trails should be an integral component of the development plans. By providing for greenways and trails in developments, the system will be created a few segments at a time with little need for tax payer dollars. These segments will eventually become a quality interconnected system.

Methodology / Process

This Plan updates the 1999 Kankakee County Greenways and Trails Plan. As such, it does not include repetitive information and refers to the original 1999 Plan for background information. Readers should refer to the original Plan if additional information or clarification is needed.

Like the original 1999 Plan, this Plan is divided into three (3) parts. Part one, which includes Sections I, II, and III, involves the collection and review of current park facilities and amenities

within the County. Part two, which included Section V, provides an analysis of the existing trail network and its relation to the trails and greenways proposed in the 1999 Plan. This part of the plan also includes information on each proposed greenway and trail and information describing changes that have occurred between the 1999 Plan and this update. The third part of the Plan focuses on implementation and recommendation which may be found in Section VI.

It should be noted that this is a plan for proposed trails that could be constructed in Kankakee County. Many trails are being proposed along waterways, roadways, and across private property. All of these proposed trails will need substantial improvements before they can be utilized for trail purposes. The trails in this plan should not be construed as useable by the public at this time nor does the Plan grant permission to trespass on private property.

A process was developed for the adoption of this Plan. It was determined that a Citizens Advisory Committee (CAC) would be formed to perform the tasks of preparing the plan and hosting the public open house. The CAC would work closely with the staff of the Planning Department to prepare a draft of the Plan.

Once the CAC finished its tasks they forwarded the Plan to the Land Use and Transportation Subcommittee (LUT) of the Kankakee County Regional Planning Commission (RPC).

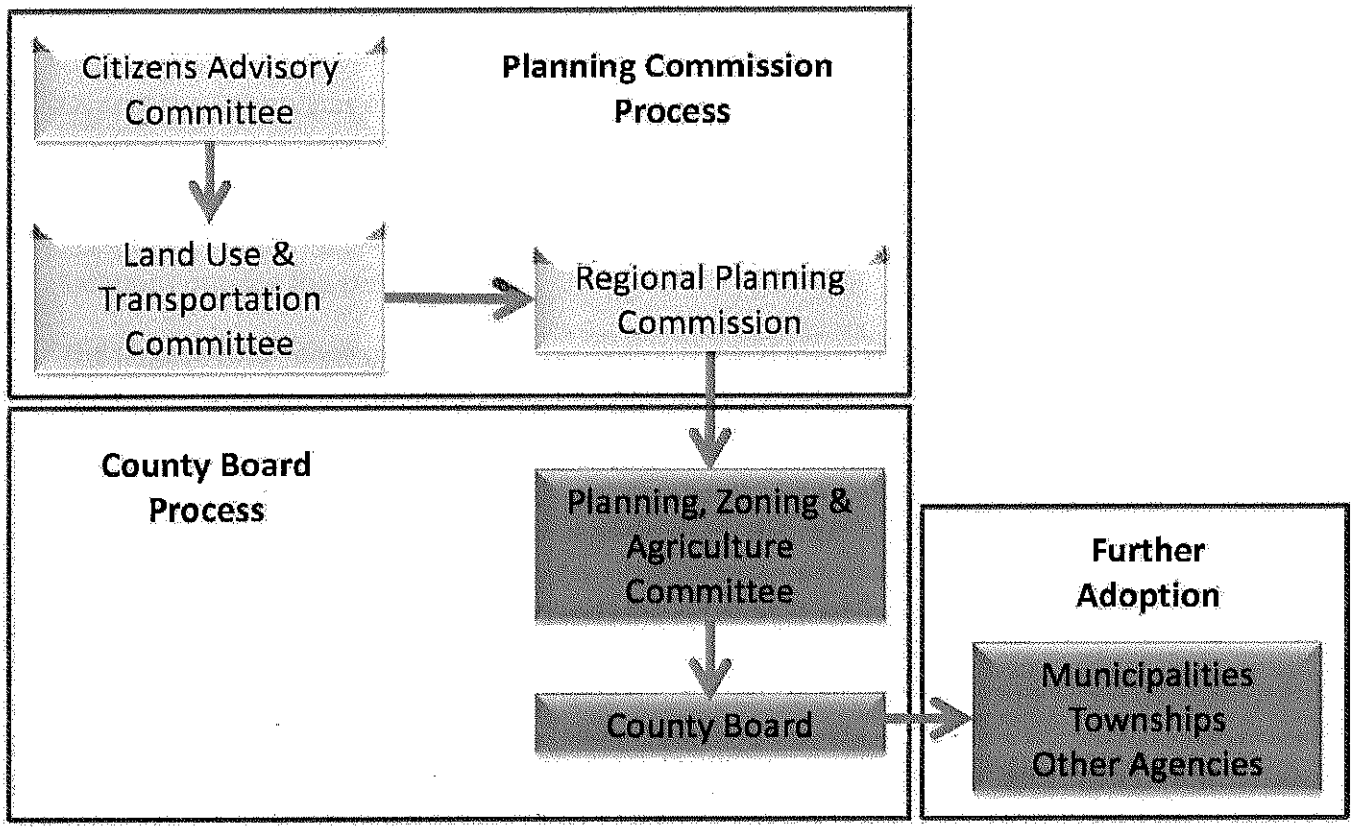
At this point the Plan would follow the normal process of adoption for all Planning Commission projects. That process is as follows:

1. Review and recommendation by the Land Use and Transportation Subcommittee.
2. Review and recommendation by the Regional Planning Commission.
3. Review and recommendation by the Planning, Zoning and Agriculture Committee (PZA) of the County Board.
4. Review and adoption by the County Board.

Adoption of the Plan by the County Board is the final step in the approval process for the purpose of satisfying the requirements of the IDNR Grant which funded the Plan. However, to be truly effective, the Plan needs to be utilized by all of the County's partners. As a next step, the Planning Department will work with the County's partners to seek adoption of the Plan by municipalities, townships, park and forest preserve districts, and all other agencies and

organizations that play a role in the promotion, creation and maintenance of open space, greenways, and trails.

Figure 1: Adoption Process Flow Chart



Section III – Demographic and Statistical Update

Population and County-wide Growth Patterns

The decade following the adoption of the 1999 Plan brought significant growth to areas of Kankakee County in the form of residential and commercial developments. This growth has translated into population growth across the County.

Table 1 compares 2007 population estimates with 2000 and 1990 U.S. Census Bureau population figures.

The County has witnessed a population growth rate between 7% and 8% since 1999.

A substantial amount of the post 2000 growth occurred within the Metropolitan Area and in the Village of Manteno, all of which lie along the Interstate 57 corridor. The Villages of Bradley and Bourbonnais both grew at double digit rates seeing an increase of 13% and 15% respectively, while the Village of Manteno's growth rate showed the most dramatic increase of the communities along Interstate 57 with a 25% increase in population. Outside of the Metropolitan Area, the Village of Essex located in the far northwestern area of the County and the Village of Grant Park located at the far northeastern corner of the County witnessed growth rates of 29% and 17% respectively. The Village of Essex increase in

population is attributed to the Village's close proximity to the Interstate 55 corridor located in Grundy County while the Village of Grant Park's growth is attributes to its proximity to Will County and Chicago's Southern Suburbs.

Not all of the County's communities grew between 2000 and 2007. The City of Kankakee lost an estimated 883 residents giving it a -4% growth rate while the Village of Sun River Terrace lost 91 people creating a growth rate of -17%.

Overall the County has experienced an increase of 6,872 residents from 2000 to 2007. To support this residential growth, commercial growth, and to a lesser extent, industrial growth has occurred in the County. Most of the industrial growth has occurred in the form of expansion of existing facilities while commercial growth has been mainly focused on new locations outside the central core.

The largest occurrence of commercial growth has been focused along Illinois Route 50 near St. George Road in the Village of Bradley. This area has seen the development of a new shopping center containing ten (10) retail stores and two (2) restaurants. In addition, plans have been made to expand this commercial district north of St. George Road.

Another emerging commercial growth area is located at the 308 Interchange on Interstate 57 in southern Kankakee. This area has seen the arrival of a Super Wal-Mart, Hilton Garden Inn and Convention Center, a gas station, and fast food restaurants. Additional commercial and retail developments are planned for the area.

For more information
U.S. Census Bureau
http://www.census.gov
Kankakee County Planning
http://planning.k3county.net

Although many of the County's municipalities have seen growth over the past several years, the majority of the growth has been located in the northern part of the County and along the Interstate 57 Corridor. The most concentrated areas of growth in the County are the areas just east of Bradley extending northward and the land located between the Villages of Bourbonnais and Manteno.

Table 1: Historical Population Trends

Municipality	1990 Population	2000 Population	2007 Population Estimate	Percent Change 2000 to 2007
Aroma Park	690	821	827	1%
Bonfield	299	350	378	8%
Bourbonnais	13,934	15,256	18,206	15%
Bradley	10,792	12,784	14,640	13%
Buckingham	340	400	235	-42%
Cabery	268	300	261	-13%
Chebanse	1,082	1,148	1,090	-6%
Essex	482	500	703	29%
Grant Park	1,024	1,358	1,630	17%
Herscher	1,278	1,523	1,601	5%
Hopkins Park	601	711	789	10%
Irwin	50	60	88	32%
Kankakee	27,575	27,491	27,910	-4%
Limestone	NA	NA	1,585	NA
Manteno	3,488	6,414	8,493	25%
Momence	2,968	3,171	3,180	1%
Reddick	208	208	218	5%
Saint Anne	1,153	1,212	1,239	3%
Sammons Point	NA	NA	305	NA
Sun River Terrace	532	552	461	-17%
Union Hill	37	66	63	-5%
Kankakee County (Total)	**96,255**	**103,833**	**110,705**	**7%**

Source: U.S. Census Bureau

While the previous decade provided residential growth to most of Kankakee County, the County is currently experiencing a period of uncertainty as the economic downturn of late 2008 reaches the area. Residential growth has become stagnant while commercial and industrial growth appears to be leveling off. This condition is being experienced by counties across the nation and it is not a local or regional situation.

Prior to the start of the economic downturn, the County's 2005 Comprehensive Plan developed population projections. These projections are shown below in Table 2. It is believed that the challenges created by the current state of the economy will be overcome and that these projected population figures can still be attained by the County. Please note that the consultants developed both a high and a low projection for each township.

Table 2: Population Projections [Kankakee County Comprehensive Plan, 2005]

Township	2000 Population	2030 Low Population Projection	2030 High population Projection
Aroma	5,835	6,070	6,305
Bourbonnais	33,061	34,236	35,253
Essex	1,294	1,607	1,842
Ganeer	3,222	3,379	3,574
Kankakee	28,029	28,068	28,186
Limestone	4,659	6,225	7,008
Manteno	7,846	8,394	9,021
Momence	3,884	4,001	4,158
Norton	1,067	1,145	1,263
Otto	2,430	2,547	2,704
Pembroke	2,784	2,980	3,254
Pilot	2,065	2,143	2,300
Rockville	785	1,255	1,725
Salina	1,317	1,591	1,825
St. Anne	2,108	2,147	2,225
Sumner	879	1,271	1,584
Yellowhead	2,567	3,037	3,350
Kankakee County (Total)	**103,833**	**110,096**	**115,577**

Source: U.S. Census Bureau / 2030 Kankakee County Comprehensive Plan, 2005

As evident by the projections above, Kankakee County is predicted to continue growing in population. It should be noted that the 2007 estimated population of Kankakee County has already exceeded the low estimate for 2030 by over 600 people. If the economy regains its former position and the 2007 estimates are correct, the County could easily surpass the consultant's high 2030 population estimate of 115,577 citizens.

This growth in population will require expansion of public infrastructure and facilities. Among them will be the need for more recreational opportunities and an increasing desire for open space and natural resource protection.

Urbanization and Greenways and Trails Planning

As mentioned in the previous Plan, Kankakee is in a unique position to plan and build a quality greenway and trail system through cooperation and planning. Even though the County has experienced substantial growth since the adoption of the 1999 Plan, there are still ample opportunities available for the acquisition of land to create the system.

The key to creating this system is the adoption of a Plan that will be followed by decision making officials when development occurs. If the Plan is considered when land use decisions are made, the integrity of the system will remain intact and the system will grow in an orderly fashion. As properties are developed, the proper jurisdiction should require the donation of greenways, trails, and amenities. If developed in this fashion, the system can be constructed with private funds at little or no cost to the taxpaying public. Government would only need to build the segments of trail required to fill in the gaps and provide upkeep and maintenance.

Various studies have shown that development adjacent or in close proximity to open space and trails enhance land values creating a positive situation for developers. These studies highlight the facts that developments in close proximity to open space amenities enjoy a higher property and sale value which translates into more desirable properties. Thus, the developer typically recoups the cost of these amenities through higher sale prices and shorter vacancy periods.

In fact, a study conducted in Boulder, Colorado in 1978 found that property less than 3,200 feet from a greenway or trail enjoyed a 32% higher value than those properties located further away. The study concluded that property values declined an average of $4.20 for every foot of distance that they were located away from the greenway or trail. [National Trails Partnership, americantrails.org]

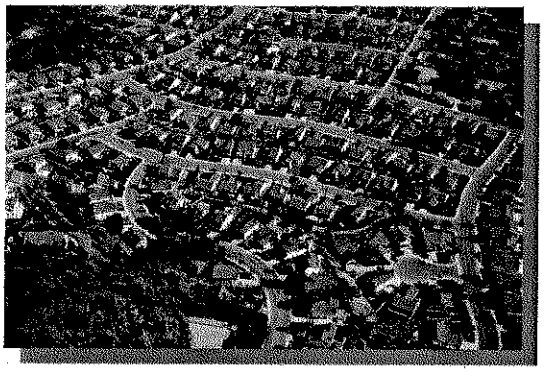
Another study performed in Amherst and Concord, Massachusetts in 2007 compared market value of homes in proximity to open space and trails to those further away. The study found

that the closer homes enjoyed an annual rate of appreciation in value of 22% while home further away only received an increase of 19.5%. [National Park Service, www.nps.gov]

Many additional studies were reviewed and all of them had one common conclusion. Property values are higher the closer they are to open space and recreational amenities. This translates into high profits for developers and increased tax revenues for government.

Integration of Greenways in Development

Open space and recreation opportunities are an integral component to a population's quality of life. The inclusion of these amenities promote the development of a healthier environment, thus creating a healthier community and ultimately healthier people. As such, open space and recreational amenities should be included in new development wherever it is possible and financially feasible.



The best time to integrate greenways and trails into the community is when new developments are in their early planning and approval stages. This allows developers and government officials an opportunity to negotiate requirements and to make alterations to designs prior to the installation of infrastructure.

Including greenways and trails in the early planning stages can save expenses associated with retrofitting them into existing development and ensure continuity throughout the system.

Section IV – Emerging Trends

Green Infrastructure

For the past few years the United States has experienced an insurgence of "green technologies and practices" into construction projects. From green roofs and new weatherization techniques to alternative energy sources, these technologies and practices are slowly permeating the construction industry.

The growing popularity of these types of elements being included into construction projects is mainly due to the rising costs of fossil fuel, instability in its markets, and a n environmental awareness to reduce the carbon footprint. Even without increased pressure from the fossil fuel markets, the inclusion of green technologies in construction projects makes sense from an environmental and conservation perspective.

It also makes sense to include these technologies into greenways and trail projects wherever possible. Open space, greenways, trails, and recreational facilities are by definition green infrastructure. However, more could be done especially in the area of recreational facilities. Some examples include using solar, wind, and geothermal technologies to heat and cool buildings, utilizing green roofs and modern weatherization techniques to reduce energy costs, orientating buildings to maximize exposure to natural light sources, and the use of permeable pavements for parking lots, trails, and walkways. The park office building for the Forest

Preserve of Will County located just south of Joliet is a good example of how these technologies are utilized.

Another opportunity to use environmentally friendly building practices is in the use of construction materials that are either from recycled sources or materials that are easily recyclable. Recreational structures, signs, fences, benches, and other park amenities could all be constructed using reused or recyclable materials.

The reuse or adaptation of existing structures for other uses is also a good way to conserve energy and natural resources. An example would be the barn located at the Whispering Willows Park in Bourbonnais Township. This barn was a dilapidated structure that was donated to the Park District and moved to the site. It was then retrofitted and rehabilitated into an interpretive center.

The reuse of old buildings conserves energy by capitalizing on the embodied energy that they contain. Embodied energy is the sum of all of the energy that is expended to create and transport the building materials, construct the building, and maintain the structure during its life time. When a building is razed all of this embodied energy is lost, and if a replacement building is constructed more energy is expended. The re-adaptation of existing structures can take advantage of this embodied energy and reduce the burden on our natural resources.

For more information

The Resource Portal for Green Roofs

http://www.greenroofs.com

Pervious Concrete

http://www.perviouspavement.org

Economic Alliance of Kankakee County

http://www.kankakeecountyed.org

Kankakee County Convention & Visitors Bureau

http://www.visitkankakeecounty.com

Various new concepts have also come to the forefront of this topic including urban greenways, urban forests and stormwater management. Urban greenways and urban forests are concepts that have been around for a few years. The underlying goal of these concepts is to introduce open space and park-like amenities into urban areas that are traditionally dominated by concrete and pavement.

Some of the amenities that could be included into these areas are:

- Tree planting along roadways.
- The inclusion of landscaping in development projects.
- The inclusion of open space areas in development projects.
- The use of green roofs.
- The use of permeable pavements.
- The inclusion of pedestrian and bicycle friendly facilities.

The use of these concepts can transform a "concrete jungle" into an urban area that looks and feels like a park.

Stormwater management has also seen some changes over the past several years. Best management practices have been developed for stormwater management and new construction practices have been developed. These practices can include the construction of filter strips to control the quality of stormwater runoff, the planting of native plant species to absorb toxins in the runoff, and the use of permeable surfaces to reduce the impact of single point source effects from storm water into our water systems. The use of these practices can improve the quality of stormwater and help control the rate of runoff.

These practices and techniques should be investigated when projects are being designed to determine how they can be incorporated into the design plans of the greenway or trail.

Economic Development

Now more than ever, it is imperative that local governments do all that they can to attract quality developments and tourism dollars. A quality interconnected network of trails is one way that local governments can capture these dollars. It has been proven that trails, when constructed properly, can attract users from great distances and even recreational vacationers. These users can and will spend money in locations near trails. From food and lodging, bicycle repairs and hiking equipment to even retail shopping, tourism dollars can be captured through the availability of a trail network.

Pennsylvania State University conducted a study of the Oil Creek Bike Trail in 1992. This study revealed that the average trail user spent approximately $25.85 per day. These expenditures were broken out as: $9.09 for food, $6.27 for transportation, $2.56 for lodging (Many visitors utilized State campgrounds) and $7.94 for equipment and activities. [National Bicycle and Pedestrian Clearing House, www.imba.com]

Another 1992 study, this one conducted by the National Park Service, found that users of the Tallahassee – St. Marks Trail in Florida spent an average of $11.00 per day. [National Bicycle and Pedestrian Clearing House, www.imba.com]

Kankakee County established a county-wide economic development organization in 2007. The Economic Alliance of Kankakee County is charged with promoting and attracting economic development in Kankakee County and

its municipalities.

The County is also fortunate to have a Convention and Visitors Bureau. The main task of the Bureau is the promotion of tourism within Kankakee County. As such, the Bureau could be an important partner in the promotion of the County's greenway and trail system.

The County should utilize these agencies in the promotion of trails and the attraction of tourism dollars.

Another way to capture tourism dollars is the promotion of historic sites and buildings. Greenways and especially trails can help this endeavor. Kankakee County has several historic buildings and sites that could be served by trails which would provide tourist with another alternative for visiting these sites. Coupled with commercial establishments that cater to these visitors, these trails and historic places could bolster the dollars Kankakee County receives from tourists.

Farmer's Market Photograph – Courtesy of Kankakee Development Corporation

The County and its municipalities should also capitalize on established events in the community to attract tourist dollars. The Farmer's Market in downtown Kankakee is a wonderful example. The Market is in its 11th year and features over twenty (20) vendors. This type of event attracts visitors and its inclusion along a trail route would only benefit both the Market and trail users.

While it is not feasible to route main trails to all of these destinations it may be possible to add feeder routes that could connect them to the main trail system. As such, this Plan does not show all of the possible feeder trails but does encourage the local municipalities to plan and construct trails that serve that purpose.

Section V – Update to the Inventory

An essential work element in the development of this Plan was the examination of the County's existing inventory of greenways, trails, parks, open space, and potential corridors. Information was gathered and analyzed for each of these categories. The information was then used by the Committee to route trails and determine deficiencies in open space and recreational amenities.

Existing Trails

While trails in Kankakee County are of good quality, they are few in number. The 1999 Plan identified five (5) trails and/or trail systems. They are:

Kankakee River State Park

River Road Park & KCC

Shannon Bayou

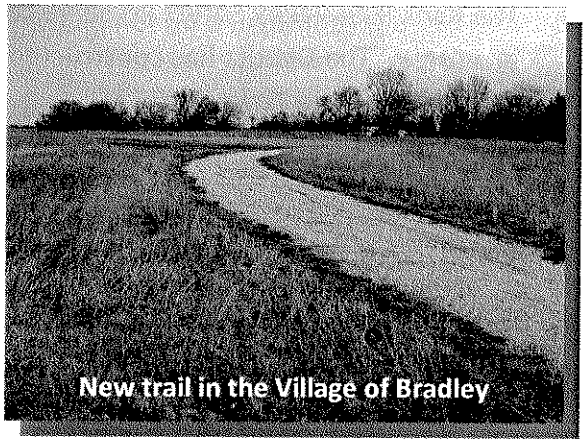
Perry Farm Park

Gar Creek Tall Grass Prairie

Since the adoption of that Plan, seven (7) new trails have been established, one (1) of the existing trails has been extended, and two (2) trails are expected to start construction in the summer of 2009. In addition, municipalities have been setting aside areas for the future construction of trails. The following describes these additions and extensions.

The City of Kankakee, with the help of a coalition of local governments and citizens, has made significant progress in the construction and planning of the Riverfront Trail project. The stretch of trail which travels from the aquatic center just south of River Road Park to the Schuyler Avenue Bridge is slated to be constructed in the summer / fall of 2009. This segment represents Phase 1 of the Riverfront Trail project. Phase 2 of the project, which travels from the Schuyler Avenue Bridge to LeVassuer Park, is in the planning stages and is currently being discussed by the group. Phase 3 includes the existing trails in the Perry Farm Park and will require only minor modifications. Phase 4 is in the beginning stages to identify key linkages. Once the entire project is completed, the Riverfront Trail will provide continuous, non-motorized vehicle transportation routes from River Road in Kankakee to the trail system in the Kankakee River State Park. This connection, coupled with future extensions to the Wauponsee Glacial Trail in Will County, will connect the citizens of Kankakee County with access to an extensive network of trails in Will County.

The Village of Bradley has taken positive steps to create a Village trail system. The Village has created two (2) segments of trails. One is a short segment that runs along Larry Power Road from just east of Cardinal Drive to the eastern edge of Summerfield Subdivision. The other is a segment that runs along Soldier Creek beginning at North Street to about one half mile north to the end of Edge Brook Subdivision. Both of these trails are planned to be extended as development occurs along these routes.


New trail in the Village of Bradley

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

The Village of Manteno is also creating a 60+/- acre park located at the intersection of I-57 and Lake Road that will have an extensive trail network within its boundaries. This trail is intended to extend into a private development just east of the park and will eventually terminate near the Canadian National Railroad just north of Lake Road.

Another trail that has been constructed by the Village of Manteno is located in Eagles Landing and Wind Field Estate Subdivisions on the west side of the Village. This trail is approximately

one half mile in length and travels in a northeast to southwest direction. The Greenways and Trails Plan intends to use this segment of trail as part of the Career Center Trail.

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

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

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

The Kankakee Valley Forest Preserve District has also contributed to the County's trail inventory. The District has constructed an internal trail system within the Waldron Arboretum located in Aroma Township.

Existing Corridor Inventory

The 1999 Plan identified seven (7) corridors and identified them as corridors that were already preserved for reasons unrelated to local regulations. These corridors included pipelines, utility easements, and railroad right-of-ways. These corridors are:

ComEd Corridor (north-south from Bourbonnais to Manteno)

Kankakee, Beaverville and Southern Railroad

Illinois Central Railroad (now known as Canadian National RR)

Chicago and Southern Railroad (abandoned)

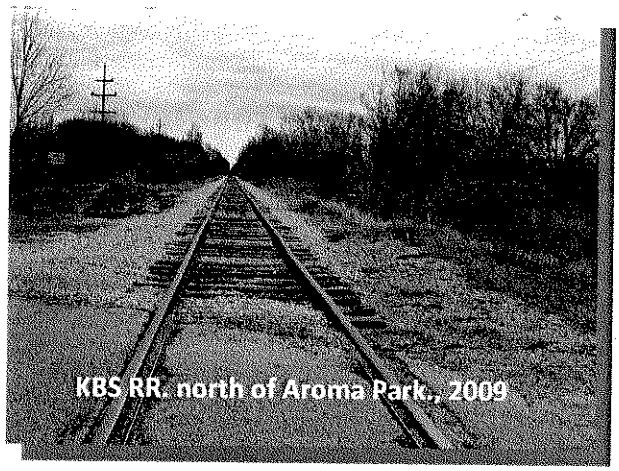
ComEd Corridor (east-west between 6000N and 7000 N Road)

ConRail Railroad (now known as Norfolk Southern RR)

Norfolk and Western Railroad (abandoned)

The corridors were re-evaluated and visited by County staff. It was determined that all were still viable corridors although the two abandoned railroad right-of-ways may have become

more difficult to utilize. Both of these old rail corridors have been sold off in pieces to private individuals, usually the surrounding farm. There is some hope that they can still be used due to the fact that in most cases the rail bed, bridges and infrastructure still exist. Preservation efforts could be problematic, however, as these two (2) corridors lie in unincorporated rural townships that do not possess agencies with the authority to preserve open space.


KBS RR. north of Aroma Park., 2009

Additionally, the inventory was reviewed to determine if any new corridors have been established since 1999. It was found that only one had been established for a pipeline. However, due to its location in the far northeastern corner of the County and its short distance of travel within the county it was decided that this corridor would not be a benefit to the greenways and trails system.

For detailed information about these corridors please refer to the Existing Corridor Inventory Section of the 1999 Plan, Page 29.

Existing Environmental Asset Inventory

The 1999 Plan also inventoried environmental assets within the County. There were two (2) rivers and nine (9) creeks identified in that Plan. They are:

Kankakee River

Baker Creek

Gar Creek

Minnie Creek

Soldier Creek

Wiley Creek

Iroquois River

Davis Creek

Horse Creek

Rock Creek

Trim Creek

The committee and staff reviewed these environmental assets and determined that they were adequately addressed in the 1999 Plan. Please refer to the Existing Environmental Asset Inventory Section of the 1999 Plan, Page 32, for detailed information about these assets.

Illinois Natural Areas Inventory

A list of high quality, undisturbed natural areas that were identified by the Illinois Department of Natural Resources (IDNR) as Illinois Natural Areas (INAI) was included in the previous Plan. Staff reviewed this list and compared it with a new list that was obtained from the IDNR website. The staff has concluded that two (2) natural areas have been dropped from the list and that four (4) areas have been added. The two (2) areas that have been removed are the Kankakee River Natural Preserve and the Union Hill Railroad Prairie. The new list is as follows:

Aroma Forest Preserve

Campbell's Woods

Goodrich Railroad Prairie

Guiding Star Savanna

Iroquois River-Sugar Island*

Kankakee River Prairie

Little Beaver Creek

Momence Wetlands

Pembroke Savanna

Stateline Savanna

Tallmadge Sand Forest*

Bourbonnais Geological Area

Essex Pit #11 Geological Area

Gooseberry Island

Hooper Branch Savanna*

Kankakee River

Leesville Savanna

Manteno SW Geological Area

Otto Road Railroad Prairie

Rock Creek Canyon

Sweet Fern Savanna*

*New Additions

While the nature of these areas lend themselves to preservation rather than active recreational pursuits it may be feasible to include these areas in a greenways system since greenways can also contain land that is being preserved in a natural state. Some of these areas are in public ownership but the majority of them remain in private hands. As stated in the 1999 Plan, Page 37, steps should be taken to encourage permanent protection of these areas.

Existing Park Inventory

The 1999 Greenways and Trails Plan included an inventory of park land in the metropolitan area of Kankakee County. This Plan update has reviewed the inventory and made any necessary changes. The inventory has also been expanded to include all of the County's municipalities, as well as, State owned park facilities.

Overall, the County has a robust park network offering various recreation activities to its citizens. Biking, hiking, swimming, ice skating, picnicking, and most major sport activities are available at various locations. Park sizes range from small neighborhood tot lots to large conservation and recreational areas. The park system is concentrated in the metropolitan area but non-urban municipalities and even a few townships provide park land in other parts of the County. In communities where park land is unavailable, the local school playgrounds and fields usually fill the needs of residents. The largest park within Kankakee County is the Kankakee River State Park which has approximately 1800 acres.

During the past decade, the County and its municipalities have added 391 acres of new park land to bring the County's total inventory of park land to 6245 acres. This has occurred mostly in the communities of Bradley, Bourbonnais, Kankakee, and Manteno.

Further analysis shows that the County's parks provide a variety of recreational opportunities, some of which have been added over the past decade. The County has seen the construction of the OAK Orthopedic Sports Arena (Ice Rink) and Splash Valley Aquatic Park in the City of Kankakee, as well as, the development of the Whispering Willows Park in Bourbonnais Township. Whispering Willows Park is unique in the County as its building, which is a restored barn, was rebuilt using green technologies.

The Kankakee River Nature Conservancy and the Illinois Department of Natural Resources have added property to its inventory over the past decade. This has occurred in the Momence Township area along the Kankakee River between the City of Momence and the Indiana State Line.

The Nature Conservancy has added three (3) preserves in Pembroke Township totaling about 1000 acres.

The following table lists all of the parks and open spaces within Kankakee County including the park authority which has jurisdiction over the property. This list also identifies amenities within the parks including sports facilities, playground equipment, trails, and building and restroom availability. Acreage figures have also been provided.

Table 3: Existing Park Inventory

Park Authority / Park Name	Acreage	Trail	Playground	Pavilion	Picnic	Diamonds	Soccer	Basketball	Volleyball	Track	Tennis	River	Boat	Restrooms	Building(s)
Bourbonnais Township Park District															
Perry Farm and Children's Museum	170	Y		Y	Y							Y		Y	Y
Whispering Willows	131	Y		Y	Y							Pond		Y	Y
Turnberry	2.52				Y							Pond			
City of Momence															
Conrad Park	1.28				Y							Y			
Walnut Street Park	0.5		Y	Y	Y										
Island Park	8		Y	Y	Y						Y	Y		Y	Y
Illinois Department of Natural Resources															
Kankakee River State Park	1800	6	Y	Y	Y							Y	Y	Y	Y
Mazonia State Fish & Wildlife Area	1600											Lakes	Y		
Momence Wetlands	664														
Iroquois River Conservation Area	46														
Kankakee River Conservancy District															
Momence Township Property	254														
Kankakee Valley Forest Preserve															
Gar Creek Tall Grass Prairie	86	2.5													
Aroma Forest Preserve	84	1.2	Y												
Shannon Bayou	46	Y		Y	Y										Planned
Limestone Preserve	30														
Waldron Arboretum	90	Y													
Strasma Grove	2	Y													
Kankakee Valley Park District															
Alpiner Park	3.7	Y	Y		Y	Y								Y	Y
Pottawatami	10		Y	Y	Y	Y									
Goselin	5	Y	Y	Y	Y				Y						Y
Railroad Bridge	15		Y	Y	Y								Y		
Hieland Park	15		Y		Y										
Hell Estates	5.8		Y	Y		Y		Y							
Jeffers	2	Y	Y		Y			Y							Y
Kensington	3.5		Y			Y		Y							
Kraftdale	1.5		Y	Y											
Legion	9		Y	Y	Y										
Marycrest	3.3		Y	Y		Y		Y							
McBroom	5.5		Y	Y	Y	Y		Y			Y				
Pierson	4.1		Y		Y										
Pine	2.3		Y		Y			Y							
North Schuyler	4		Y	Y	Y			Y							
Skyline	1.5		Y	Y	Y				Y						
Snow Park	1		Y		Y										
Strasma Grove	2.5		Y			Y		Y							
Washington	7.3		Y					Y			Y				
Beckman	23		Y	Y	Y	Y					Y	Y	Y	Y	Y
Bird	22.8		Y	Y	Y							Y	Y	Y	Y
Cobb	10		Y	Y	Y						Y			Y	Y
Gov. Small Park & Museum	28	Y												Y	Y
LeVasser	16	Y	Y		Y	Y	Y							Y	Y
Old Fair	14	Y	Y	Y	Y			Y						Y	
Pioneer	12		Y	Y	Y	Y		Y			Y			Y	Y
River Road	400	Y	Y	Y	Y	Y						Y	Y	Y	Y
Riverside Sports Complex	7					Y									Y
Splash Valley Water Park	116													Y	Pool
Oak Orthopedics Sports Complex	5.5													Y	Ice Rink
Limestone Park District															
Limestone Park	120	1	Y	Y	Y	Y		Y	Y		Y			Y	Y
Manteno Township															
Boudreau Park	2.5														
Village of Bourbonnais Parks															
Bon Aire Park	0.25		Y												
Marcotte Park	6.05		Y	Y	Y	Y									
Granger Park	0.69		Y		Y	Y									
Cavalier de LaSalle Park	4.97	Y	Y	Y	Y							Y			
Friendship Park	0.5		Y		Y										
Gettysburg Park	1		Y		Y										
Jordan Park	0.16		Y												
Keno Park	4.16		Y		Y	Y	Y	Y			Y			Y	
Latham Park	0.33		Y		Y	Y		Y							
Meadows Park	3		Y	Y	Y	Y		Y			Y				
Northfield Park	0.87		Y		Y			Y			Y				
Northwest Park	4.29		Y		Y			Y							
Goselin Park	4.6		Y	Y	Y	Y								Y	
Slater Park	3.8		Y			Y								Y	Y
Stonewall Park	0.58		Y		Y										
Sunridge Park	6.05		Y			Y									
Thirteen Acre Park	13.11	Y													
Letourneau/Richard Home	1.34														Y

(Continued From Previous Page)

Park Authority / Park Name	Acreage	Trail	Playground	Pavilion	Picnic	Diamonds	Soccer	Basketball	Volleyball	Track	Tennis	River	Boat	Restrooms	Building(s)
Village of Bradley Parks															
Blatt Park	1.87		Y		Y			Y			Y				
Ponikvar Park	1.63		Y	Y	Y			Y	Y		Y				
Franklin Park	0.22		Y	Y	Y										
Glenn's Park	0.46		Y	Y	Y			Y							
Helgeson Park	5.78	Y	Y		Y							Y			
Jeanette Park	0.27		Y												
John's Park	0.94		Y												
Lil's Park	15.95		Y	Y	Y	Y			Y	Y				Y	
Lion's Park	0.88		Y	Y	Y										
Northfield Park	1.5		Y		Y										
Quail Park	1.32		Y		Y	Y		Y			Y				
Rudy's Park	2.94		Y	Y	Y	Y								Y	Y
Ward Park / R.O. Martin Sports Complex	5.39				Y	Y									
Cap Estates Park	0.34		Y	Y	Y										
Newtowne Park	1.7		Y												
Legion Park War Memorial	0.35														
Village of Grant Park															
American Legion Community Park	2.5		Y	Y	Y						Y			Y	Y
Village of Herscher Parks															
Village Park	3.74		Y	Y	Y	Y		Y			Y			Y	Y
Lion's Park	5.35		Y		Y	Y									
Pilot Park	6.73		Y	Y	Y	Y								Y	Y
Christopher Sims Memorial Park	5.59		Y		Y									Y	Y
Village of Hopkins Park															
Martin Luther King Park	24				Y	Y								Y	Y
Rodeo Park	10														
Village of Manteno															
Hendrickson Park	5.63		Y		Y										
Eddie Reed Park	3.36		Y	Y	Y				Y						
Jacobs Park	1.51		Y	Y	Y										
Ruder Park	18.55		Y		Y										
Wright's Park	9.72		Y	Y	Y			Y							
Lucille Thiles Park	1.68		Y	Y	Y						Y				
Don Belcher Park	2.02		Y	Y	Y										
Heritage Park	24.59		Y	Y	Y	Y	Y								
Legion Park and Memorial	0.7			Y	Y										
Merchant's Park	0.52			Y											
Manteno Municipal Golf Course	132.19														Y
Village of Sun River Terrace															
Unnamed Park by River	4				Y			Y					Y		

Source: Kankakee County planning Department

Kankakee County is not alone in its addition of park land. Will County is in the process of adding two (2) new forest preserves near the Kankakee County Line just outside of Rockville Township. An analysis of the other surrounding Counties shows that they have not created nor are they planning any new parks near the Kankakee County border.

It is important to keep an inventory of the County's park assets. This inventory can be utilized to gauge the County's park space and recreational opportunities and to compare them with similarly sized counties. Knowing where the parks are located and determining which amenities that they posses are an integral part of the trail and greenway planning process. Every effort should be made to link the County's parks together into a cohesive system through the construction of greenways and trails.

Existing Roadways

The County's rural roadways and local city streets can provide hiking and bicycling opportunities with minimal improvement. The Guide for the Development of Bicycle Facilities that was published by the American Association of State Highway and Transportation Officials (AASHTO) states that bicycles will travel on roadways where they are permitted providing that the bicycle operator feels safe. [Guide for the Development of Bicycle Facilities, AASHTO, 1999] As such, many of the County's roadways are suitable for biking as they are not heavily travelled by automobiles although caution should be taken as these roadways tend to have higher speed limits (45 to 55mph range).

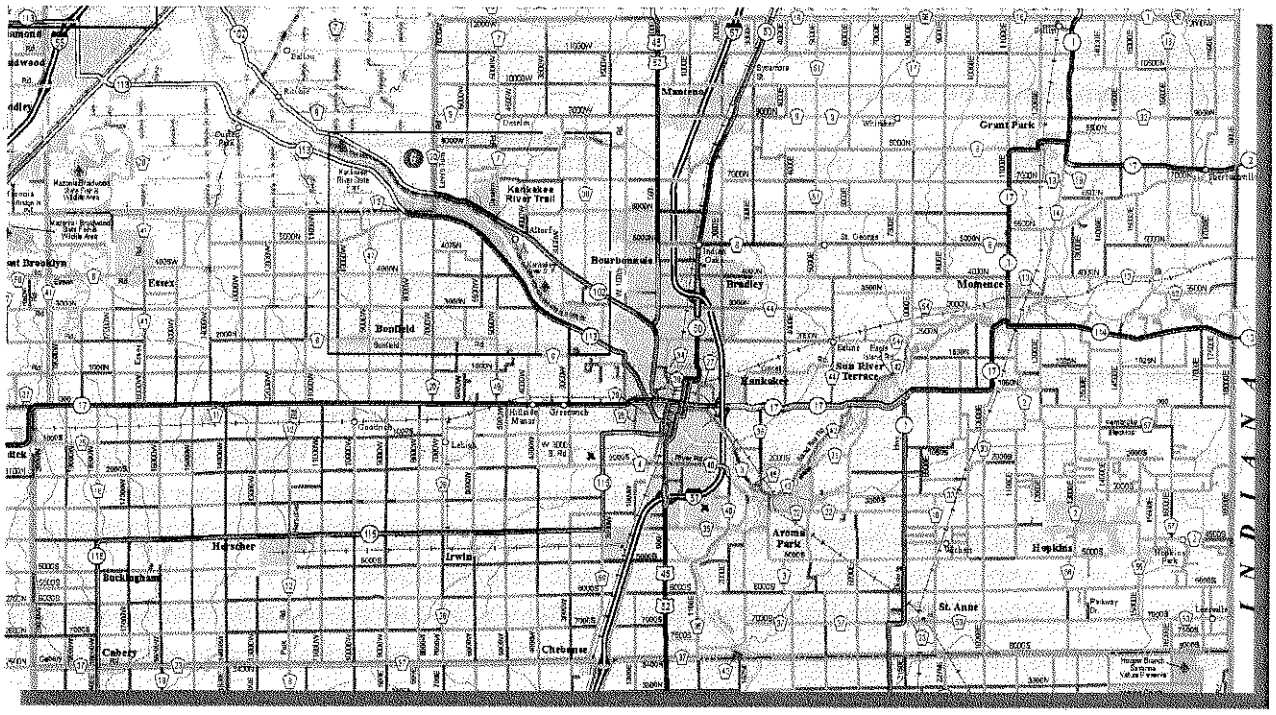
The use of these roadways for biking and walking is mainly dependent on the user's experience and comfort level. While these roadways may not be suitable for use by an unescorted child, they may be perfectly suited for use by a reasonably experienced adult. However, any liability related to the use of roadways for non-motorized vehicle purposes is usually born by the user. In a 1998 decision by the Illinois Supreme Court, *Boub v. Wayne Township*, the sharply-divided Court granted immunity to local governments for injuries suffered by cyclists due to road conditions. [League of Illinois Bicyclists, Ed Barsotti, www.bikelib.org]

Adding bicycle and pedestrian friendly facilities to existing roadways can increase the safety, comfort, and enjoyment level of users. This, in turn, can increase the number of potential users and the frequency in which the roadway is used for non-motorized vehicle transportation. As such, this Plan should always be reviewed and considered whenever road improvements are being planned.

The Illinois Department of Transportation has developed a series of maps that depict the suitability of roadways for non-motorized vehicle use. The map is color coded with green being the most suitable, while gray is the least suitable. Roads shown in Black should not be used for non-motorized vehicle travel. The Kankakee County portion of this map is shown on the next page.

It should be noted that this map is intended to be a guide and that the roadways depicted on it are not necessarily suitable for all users. Care should be taken by users to determine if their age and experience level is sufficient to operate a bicycle on these roads.

Map 2: 2009 Illinois Bike Map



Source: Illinois Department of Transportation,

http://dot.state.il.us/bikemap/bikehome.html

Public Transportation

Kankakee County is fortunate to have two (2) transit authorities providing transportation services to its residents. SHOWBUS is a rural transit provider serving rural Kankakee County while Kankakee River Valley METRO Transit Authority (METRO) provided service to the Kankakee Metropolitan Area.

SHOWBUS is a demand response system where residents schedule a ride ahead of time and are picked-up at their homes. Because of this, the SHOWBUS system does not lend itself to inclusion in the Greenways and Trails Plan. In contrast, the METRO system has established bus stops and transfer stations, as well as bicycle racks on all buses, making it suitable for inclusion in the Plan.

The METRO system has routes throughout the Metropolitan Area some of which are near planned trails. The transfer stations are located along planned trails and will make excellent places where riders can transfer between public transportation and the trail system. One of the transfer stations is located at the METRO Center Complex on St. George Road and another is located in Downtown Manteno. Both are in close proximity to the Bourbonnais-Manteno Trail. The third transfer station is located at the western end of Broadway Avenue in the Village of

Bradley near the Perry Farm Park. It is in close proximity to the Trans Bradley Trail. A fourth transfer station is located in downtown Kankakee but at the time of this Plan it is expected to be relocated. However, a new location has not been determined. When a location is chosen the trail system should be adjusted accordingly.

Metro has also added service to the Metra Electric Line in University Park. This new service will offer new transportation options to the citizens of Kankakee County.

Existing Regulations on Development

The best and most cost effective time to obtain open space and construct trails is when property is developed. As such, it is imperative that governments create regulations that require developers to include open space, and pedestrian and bicycle facilities in their projects.

Over the past decade the County Board has taken several steps to advance open space and trail creation, as well as, stormwater management and a new focus on historical preservation.

Subdivision Ordinance

On December 9, 2008, the Kankakee County Board adopted a comprehensive amendment to the Subdivision Ordinance including provisions for greenway and trail development. This Ordinance is consistent with the recommendations outlined in the 1999 Greenways and Trails Plan. This action was an important milestone for greenway and trail development in unincorporated County. It provides the authority for the County to require greenways and trails as a part of every new development. These regulations:

1. Require developers to donate land for greenways, trails, and open space, and build the trails and related amenities when a designated trail passes near or through their development.
2. Prohibits the practice of using stormwater facilities as qualified open space donations. All required open space donations are in addition to any land required for stormwater facilities.
3. Encourage developers to group open space together amongst multiple developments to create larger and more useful open space areas.

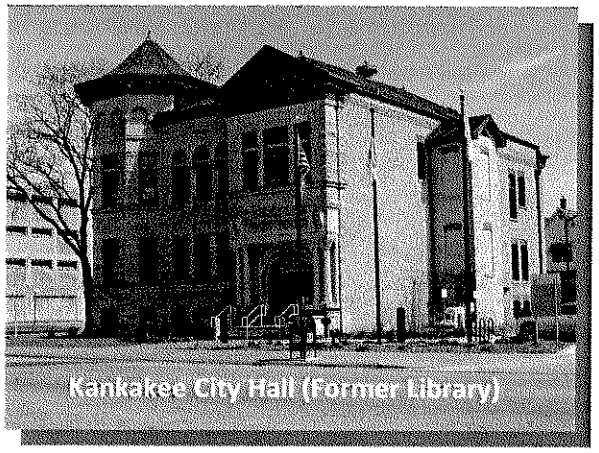
In addition to the greenways and trails provisions, this Ordinance includes regulations for the establishment and construction of conservation style subdivisions. This inclusion will allow developers more options and incentives for creating quality open space and amenities within their developments.

Stormwater Ordinance

The County Board adopted a Stormwater Management Ordinance that coincides with the Subdivision Ordinance and other development regulations. This Ordinance, which was adopted in April of 2006, regulates stormwater and drainage throughout unincorporated Kankakee County. It also addresses best practices and provides guidance for maintaining construction sites throughout the development process to ensure damage to waterways and ecological systems are minimized.

The adoptions of the regulations were an important step forward in the promotion and creation of a healthy greenway and open space system throughout the County. These regulations will be monitored to gauge their effectiveness and adjustments will be made as deemed necessary.

Historic Preservation Ordinance


Kankakee City Hall (Former Library)

The County Board took steps in April, 2007 by passing a Resolution to create a Historic Preservation Commission. The Committee has since been formed and they are making progress toward creating a Historic Preservation Plan.

This program is significant to the Greenways and Trails Plan and System as it can provide destinations and attractions along trail routes. The Land Use and Transportation Subcommittee and the Historic Preservation committee should combine efforts to ensure that proposed trails pass near historic sites wherever feasible and appropriate.

Examples are the Bradley House and Hickok House, both located in the 700 Block of South Harrison Avenue. There is currently an effort to transfer these properties into public ownership and create a park like setting along the Kankakee River. They are located in close proximity to the Greenwood Trail.

If these properties become publicly owned, the trail system should make accommodations to include them as a destination. This could include rerouting Greenwood Trail or providing a feeder trail to the site.

Section VI – Changes to the Plan

Proposed Natural Corridor Preservation (Greenways)

The 1999 Plan designates eleven (11) waterways as natural greenway corridors. The committee reviewed these corridors and determined that they remain viable. One new natural greenway corridor and one new urban greenway are added to the list. A definition and description of natural greenways is located in the 1999 Kankakee County Greenways and Trails Plan on Page 16.

Greenways from the 1999 Plan

Baker Creek Natural Greenway

Davis Creek Natural Greenway

Horse Creek Natural Greenway

Kankakee River Natural Greenway

Rock Creek Natural Greenway

Trim Creek Natural Greenway

Bourbonnais Natural Greenway

Forked Creek natural greenway

Iroquois River Natural Greenway

Minnie Creek Natural Greenway

Soldier Creek Natural Greenway

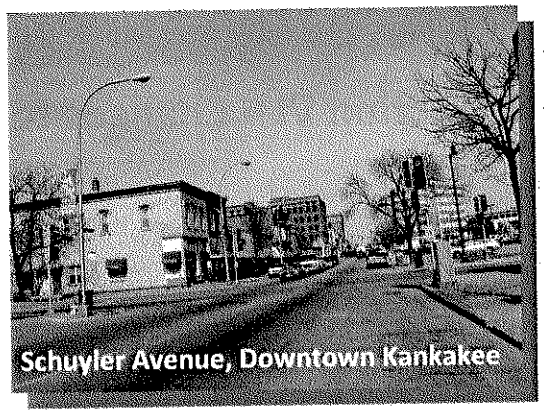
Wiley Creek Natural Greenway

New Greenways

Forked Creek Natural Greenway - The natural greenway is approximately three (3) miles long and follows the South Branch of Forked Creek from Donahue Grove and Huyck's Grove Forest Preserves, both located in Will County.

New Urban Greenways

Downtown Kankakee Urban Greenway - The area of Downtown Kankakee bounded by Chestnut Street, River Street, Washington Avenue and Harrison Avenue has been designated as an "urban" greenway. This greenway differs from traditional greenways in the fact that it does not have a physical ground level presence nor does it have outstanding natural features.


Schuyler Avenue, Downtown Kankakee

Urban areas do not lend themselves well to the establishment of greenways. This is due, in part, to the intensity of development, past development practices that did not take open space into consideration, and the lack of available ground level property. This concept attempts to rectify this situation.

The concept for this greenway is that incentive programs could be established for properties within this boundary to promote and entice property owners to apply green building technologies to their developments. The technologies may include green roofs, permeable surfaces, an increase of open space and public amenities at ground level, and energy efficient heating and cooling systems. The government could also provide additional programs to this area, such as, tree planting and landscaping programs, pedestrian / non-motorized vehicle friendly requirements, aesthetic regulations, and cultural programs such as public arts programs.

These programs could be established using various regulatory tools that the City already has in place. The zoning and subdivision ordinances, building codes, and design regulations could all be amended to include provisions for these programs.

If these programs were to be established, the area within this boundary could become a model for other urbanized greenways. If successful the boundaries of this greenway could be expanded to include a larger area of Kankakee and additional urban greenways could be established in other municipalities with intensely developed areas.

New and Altered Trails

During the planning process and the review of the 1999 Plan the committee examined each of the planned trails to determine if they were still viable and if any alterations were needed. The committee also looked at the addition of new proposed trails. Included in this review were existing and proposed trails outside of Kankakee County. The following list is a quick guide to the alterations, additions and removals. Also, it was suggested that as trails are developed, the names be evaluated to make them more marketable and to encourage support.

New Trails

3270 W Road Trail – This trail was added at the request of the Village of Bourbonnais to provide a connection along 3270 W Road between the proposed Route 102 Trail and the Kankakee River State Park Trail System.

Armour Road Trail - The portion of Eldridge Trail from Illinois Route 50 to Baker Creek has been renamed Armour Road Trail and the segment from Illinois Route 50 to Cardinal Drive has been removed per the Village of Bradley's Comprehensive Plan.

Baker Creek Trail – The Village of Bradley's Comprehensive Plan proposes a trail along the Baker Creek Natural Greenway from North Street to St. George Road.

Bourbonnais – Manteno West Trail – The Village of Bourbonnais is planning a trail along the ComEd transmission lines that run from Bethel Drive to the Lumberyard Park approximately one-half mile east of Career Center Road. The County is also proposing to extend this trail by connecting it to Career Center Road and looping it back into the Village of Manteno at Manteno Lake Road.

Cardinal Drive Trail – A trail is planned by the Village of Bradley along Cardinal Drive from North Street to St. George Road.

Conservancy Trail – The creation of three (3) new preserves in Pembroke Township by the Nature Conservancy has prompted the proposal of this trail. It connects the Mskoda and Pembroke Savanna Preserves with the Village of Hopkins Park and the proposed Pembroke Trail and grand Southern Trail.

Davis Creek Trail – Kankakee County is planning an interconnecting trail along 2320 W Road from Illinois Route 102 to 3100 N road.

Forked Creek Trail – This trail follows the South Branch of Forked Creek from the Donahue Grove and Huyck's Grove Forest Preserves both located in Will County.

Ganeer Trail – This three (3) mile long trail follows North River Road in Ganeer Township and connects Sandbar Trail with the Momence Cross-town Trail.

Larry Power Road Trail – Larry Power Road has been included by the Village of Bradley as a proposed trail route from Illinois Route 50 to Baker Creek.

Liberty Trail – The Village of Bradley has plans for a trail along Liberty Street from Schuyler Avenue to Soldier Creek and North Street.

Maple Street Trail – Maple Street Trail has been planned by the Village of Manteno to travel between the North Manteno Trail and the Trans Manteno Trail.

Mazonia Trail – This trail connects the South Midewin Trail in the Village of Essex to the Mazonia State Fish & Wildlife Area and could extend to the Proposed Route 66 Trail if it ever becomes a reality.

North Street Trail – The Village of Bradley has plans to create a trail along North Street from Kennedy Drive to Baker Creek.

Rock Creek Trail – The Village of Manteno has been planning a trail along Rock Creek from Career Center Road to the north County Line.

Route 102 Trail – The Village of Bourbonnais has planned for a trail along Illinois Route 102 from Career Center Road to the Grand Northern Trail.

Route 50 Trail – A trail has been planned by the Village of Bradley along Route 50 from North Street to St. George Road.

Skyline Trail – A trail is proposed along Skyline Road from Whispering Willows Park to St. George Road by the Village of Bradley.

St. George Road Trail – The section of St. George Road from the Canadian National Railroad to Baker Creek has been designated as a proposed trail by the Village of Bradley.

Warner Bridge Trail – Warner Bridge Road from the Kankakee River State Park Trail to the newly proposed Forked Creek Trail in Rockville Township has been designated as a trail.

Yellowhead Trail – The elimination of Savanna Trail along the Chicago & Southern Railroad right-of-way has necessitated the need for another trail in Yellowhead Township to provide continuity in the trail system. This trail follows County Highway 13 from North Momence Trail to the north County Line.

New Water Trails

Kankakee River State Park Water Trail – The Kankakee River from Bird Park in the City of Kankakee to Warner Bridge Road has been designated a water trail.

Sandbar Water Trail – A portion of the Kankakee River from the Island Park in the City of Momence to the Village of Aroma Park has been designated a water trail.

Altered Trails

Bonfield Trail – The portion of this trail from Bird Park to Tower Road has been moved from Illinois Route 113 to Butterfield Trail and Main Street.

Bourbonnais – Manteno Trail – The southern end of this trail now ends at the intersection of the Canadian National Railroad and Larry Power Road.

Career Center Trail – This proposed trail has been extended nine (9) miles north to intersect with the North Manteno Trail.

Convention Center Trail – A supporting trail has been added to the Convention Center Trail from Marcotte Road to the Kankakee County Fairgrounds on U.S. Route 45/52.

Eldridge Trail – This trail has undergone extensive rerouting since the 1999 Plan. See the description located under the proposed trail section for more information.

Manteno – Grant Park Trail – This proposed trail will be extended to connect to the Yellowhead Trail instead of stopping at the Savanna Trail.

North Manteno Trail – This trail will now follow proposed right-of-ways through Section 15 north of the mobile home park instead of traveling along township roads.

Pembroke Trail - The elimination of the Savanna Trail along the Chicago & Southern Railroad right-of-way has necessitated the realignment of the Pembroke Trail. It will now head north along Township Road to the Grand Marsh Trail instead of heading west to the Savanna Trail.

Perry – Davis Trail & River's Edge Trail – These two (2) trails have been incorporated into phases of the Riverfront Trail. Also, River's Edge Trail has been renamed as the Cobb Boulevard Trail for the portion not part of the Riverfront Trail. This portion travels from the Schuyler Avenue Bridge to the intersection of the KBS Railroad Spur and the KBS Railroad main line.

Pilot Trail – Renamed to K4 Wind Farm Interpretive Trail.

River Road Trail – The trail has been rerouted from River Road to 2000 E Road from 2000 S Road to Airport Road.

Trans Bradley Trail – This trail has undergone extensive rerouting since the 1999 Plan. See the description located under the proposed trail section for more information.

West Manteno Trail – West Manteno Trail will follow County Highway 9 to Career Center Trail. The previously planned part of the Trail that went through Lester Estates Subdivision will still be included as part of the trail but will be an interconnecting trail instead of the main trail.

Removed Trails

Brown Boulevard Trail – This trail has been eliminated at the request of the Village of Bourbonnais.

Savannah Trail – This trail was planned to be built utilizing the abandoned right-of-way of the Chicago & Southern Railroad that traveled north-south through Yellowhead, Momence and Pembroke Townships. However, due to the right-of-way being transferred to private ownership coupled with the removal of the roadbed and Will County's plans not to utilize the right-of-way Kankakee County has removed this trail from its plans.

Proposed Trails

The planning process has provided Kankakee County with 60 proposed trails which is an increase from the 41 planned trails in the 1999 Plan. These proposed trails are the culmination of months of discussions with county and municipal officials, the Citizens Advisory Committee, the public, park district officials, and officials from other counties.

The 60 proposed trails listed in the Section represent 324.75 miles of multi-purpose trails. Included in this figure is 17.5 miles of special purpose trails consisting of 14.5 miles of proposed water trails and three (3) miles of equestrian trails.

The proposed trails are designed to provide non-vehicular transportation opportunities and recreational opportunities throughout Kankakee County. This includes trail proposals that

provide access to all of the County's twenty-one (21) municipalities and nineteen (19) townships. These trails also provide vital links between commercial shopping centers, employment and business locations, recreation centers, and public facilities such as schools, libraries and government buildings. It is important to consider these types of land uses when proposing trail routes as they create a destination for non-recreational trips. Especially important are school facilities and libraries as the children who attend these institutions are limited in their access to motor vehicles.

On the following pages each proposed trail is identified and a description of its general route is provided. Also included is an estimate of the length of the proposed trail, its status in the 1999 Plan, and information regarding special amenities and/or reasons for its chosen location.

A fold-out map depicting these trails in correlation to open space and public facilities is attached to this Plan and should be consulted for trail routing.

3270 W Road Trail

This is a proposed interconnecting trail between the Route 102 Trail and the Riverfront Trail in western Bourbonnais Township. It is one (1) mile in length and begins at the intersection of 3270 W Road and Illinois Route 102 and travels south on 3270 W Road to the Davis Creek Campground where it enters State Park property. It then continues across the campground to the Riverfront Trail.

Armour Road Trail

This is not a new trail being proposed along Armour Road in Bradley but rather it is the western part of the Eldridge Trail proposed in the 1999 Plan. The Eldridge Trail has been rerouted and split into the Eldridge Trail and Armour Road Trail. The Armour Road trail begins at Cardinal Drive and travels east on Armour Road to its intersection with Baker Creek traveling 2.5 miles along the way.

Aroma Trail

Aroma Trail begins at the intersection of Illinois Route 17 and Sandbar Road and travels east over the Kankakee River Bridge to Heiland Road where it turns south and travels along Heiland Road to Birchwood Lane in Aroma Park. It then travels west on Birchwood Lane to its termination point at the intersection of Birchwood Lane and Bridge Street traveling approximately seven and one-half miles along the way. An alternative stopping point for this trail could be the Shannon Bayou Forest Preserve located in Aroma Park.

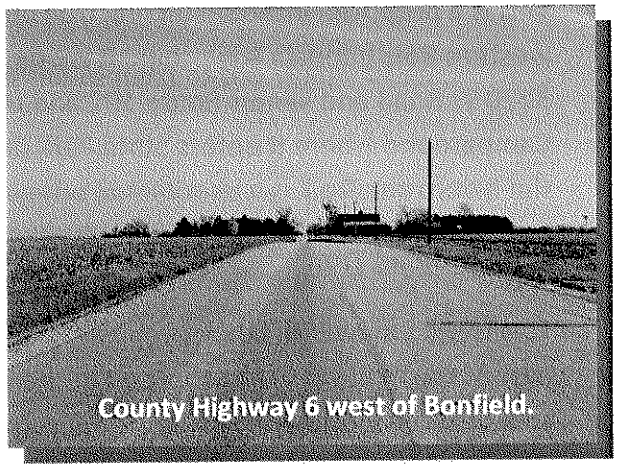
Baker Creek Trail

The proposed Baker Creek Trail is located within the Baker Creek Natural Greenway in rural Bourbonnais Township. It follows the Creek beginning at North Street and ending at St. George Road, travelling approximately 3.5 miles.

Bonfield Trail

This trail is approximately thirteen (13) miles long traveling east-west through Limestone and Salina Townships. It starts at Bird Park in the City of Kankakee and travels north along Illinois Route 113 to Butterfield Trail where it turns west and travels along Butterfield Trail to Main Street. The trail then travels north along Main Street to Tower Road. It then meanders west along Tower Road until Tower Road becomes County Highway 6. At this point it follows County Highway 6 west until it intersects with Horse Creek and the Proposed Horse Creek Trail.

This trail also includes a loop that encircles Limestone Park. This Loop leaves the main trail at the intersection of County Highway 6 and Limestone School Road and travels south to 1000 N Road where it turns west and follows 1000 N Road to 6250 W Road. At 6250 W Road it turns and travels north to intersect with the main trail at County Highway 6.


County Highway 6 west of Bonfield.

Although this trail was included in the 1999 Plan, it was determined by the committee that the eastern end of the trail should be rerouted. The original route followed Illinois Route 113 to Tower Road instead of meandering along Butterfield Trail and Main Street. This alteration was recommended to allow employees and visitors of Riverside Medical Center improved access to the hospital facilities.

Bourbonnais – Manteno Trail

This 3.5 mile proposed trail begins at Larry Power Road in the Village of Bourbonnais and follows the Canadian National Railroad right-of-way north until it insects with the proposed Rock Creek Trail on the south side of the Village of Manteno.

Cabery Trail

Cabery Trail follows Illinois Route 115 from 6000 S Road to the southern Kankakee County Line in the Village of Cabery. It is intended that this trail could be extended into Iroquois County if another trail were to be built in that County. The Cabery trail is two (2) mile long.

Cardinal Drive Trail

Cardinal Drive Trail is three (3) miles in length and travels along Cardinal Drive in the Village of Bradley from North Street to St. George Road. Plans are currently underway to construct part of this trail in the summer of 2009.

Career Center Trail

This proposed trail has undergone a great deal of rerouting since the 1999 plan. The section of the trail east of the ComEd easement on Bethel Drive has been removed and major extension has been added to the north. The proposed trail begins at the existing trail in Cavalier De LaSalle Park and travels north along Exeter Turn in the Village of Bourbonnais until it connects with Briarcliff Lane. It then travels north on Briarcliff Lane until Briarcliff Lane becomes Career Center Road. At this point it travels north on Career Center Road to Bethel Drive where it turns east and travels along Bethel Drive to the ComEd easement on the east side of Belle Aire Subdivision. It then travels north along this easement to the Lumber Yard Park in rural Bourbonnais. The trail then travels west across the park to Career Center Road where it continues north to County Highway 9. It then travels west on County Highway 9 to Rock Creek where it turns northeast and follows the creek to 10000 N Road. The trail then heads east along 10000N Road to an easement one-half mile west of 1000 E Road. It then travels south along this easement to Lester Estates Subdivision where it meanders east through this subdivision and others until it crosses I-57 and connects with the North Manteno Trail. This trail is approximately 12.5 miles in length.

Conservancy Trail

The Conservancy Trail was added to the Plan to provide access to the newly established preserves created by The Nature Conservancy in Pembroke Township. The Nature Conservancy has purchased approximately 1000 acres of land for preservation as the Pembroke Savanna, Carl N. Backer Preserve, and Mskoda Trail.

Conservancy Trail would begin on 10000 E Road at its intersection with the Grand Southern Trail and proceed north along 10000 E Road to 4000 S Road. At 4000 S Road it would turn east to 12000 E Road passing the Mskoda Preserve. It would then head north on 12000 E Road to 3250 S Road where it would turn east to 13000 E Road passing the Pembroke Savanna Preserve.

From this intersection it would head south to 4000 S Road and then turn east on 4000 S Road until it reaches 15000 E Road. At this Point it would follow County Highway 2 to the trail's intersection with Pembroke Trail at 16000 E Road.

The trail is eleven (11) miles in length and passes directly through the Village of Hopkins Park.

Convention Center Trail

This 4.25 mile proposed trail would begin at the Aquatic Center on River Road and travel south along 1500 E Road to I-57 where it would travel west along the outside of the I-57 right-of-way to Marcotte Road. At Marcotte Road it would travel north to connect into the existing trail in the Kankakee Forest Preserve Districts property on River Road.

An extension of this trail is also being planned. This extension would begin at the intersection of I-57 and Marcotte Road and travel west on River Stone Parkway to U.S. Route 45/52. It would then travel south on U.S. Route 45/52 to Minnie Creek where it would turn southeast and follow Minnie Creek to River Road Trail.

Diversatech Trail

Diversatech Trail is a proposed trail that provides access to new residential developments within the Diversatech Campus area. This area is a mixed-use area with residential, commercial, industrial, institutional, and recreation uses. The trail begins on 3000 E Road at Rock Creek and travels south along 3000 E Road to 8000 N Road where it would turn east and follow 8000 N Road to Pine Street. At Pine Street the trail would head south to Mulberry Street where it would turn east and travel to Bramble Street. It would then turn south and travel to the Manteno Golf Course where it would cross the golf course to reach the northern end of the Skyline Trail. This trail is approximately 2.25 miles in length.

Duane Boulevard Trail

This trail starts at the intersection of Greenwood Avenue and River's Edge Trail in Kankakee. It then follows Duane Boulevard to Country Club Drive and then heads north on Country Club Drive to the KBS Railroad spur. At this point, the trail would turn east and follow the railroad spur to connect to Waldron Trail. The trail is approximately one and one-half miles long.

Eldridge Trail

This trail has undergone extensive rerouting since the 1999 Plan, mostly due to the creation of a new County Highway extension to the City of Momence. It now begins on Armour Road at its intersection with Baker Creek and then follows Armour Road east along the new County highway extension until Armour Road become Second Street in the City of Momence. It then

continues to follow Second Street east to the Norfolk and Southern Railroad right-of-way and then follows the railroad east to Illinois Route 1 where the trail terminates at its intersection with the North Momence Trail. A trail loop that is an extension of this trail is being planned by the citizens of the City of Momence at the eastern end of the trail. This loop begins at the end of the trail and follows an old abandoned railroad right-of-way northwest to 10000 E Road where it turns south and follows 10000 E Road south to the Norfolk and Southern Railroad right-of-way. It then follows the railroad right-of-way back to the starting point. The entire length of this trail including the loop is 8.5 miles.

Forked Creek Trail

This trail follows the South Branch of Forked Creek from the proposed Donahue Grove Forest Preserve to the proposed Huyck's Grove Forest Preserve both located in Will County. The two (2) forest preserves have recently been established and were not in existence when the 1999 Plan was written. Kankakee County intends for this trail to continue into Will County if the Will County Forest Preserve deems it necessary. The trail, in Kankakee County, is approximately 3.5 miles long.

Ganeer Trail

This trail begins at the Sandbar Trail and its intersection with North River Road. It then follows North River Road east to River Street where it continues east to Illinois Route 1. The trail is 3 miles in length.

Grand Marsh Trail

This trail begins at the Kankakee River Bridge in downtown Momence and travels south and east along Illinois Route 114 to the Indiana State Line. At the State Line a branch trail is planned to travel north along the State Line to interconnect with the North Momence Trail. It is envisioned that this trail would continue into the State of Indiana, however, that State does not currently have any plans to construct a trail in this area. The proposed trail is seven and one-half miles long.

Grand Northern Trail

The Grand Northern trail is a six (6) mile long trail that was included in the 1999 Plan. This trail follows the 6000 Road right-of-way from the Canadian National Railroad to 4150 W Road where it turns south to connect to Illinois Route 102. Extensive road improvements and a new interchange at I-57 are proposed for 6000 N road and it is planned that this trail will be part of those improvements.

Grand Southern Trail

The Grand Southern Trail is 11.5 miles in length and travels along 7000 S Road from the Iroquois River to the abandoned Chicago & Northern Railroad right-of-way located just west of County Highway 56 in Pembroke Township.

Greenwood Trail

Greenwood Trail begins at the intersection of Greenwood Avenue in the City of Kankakee and heads north to Illinois Route 50 where it turns west and travels to the Penn Central Railroad spur. It then travels north along this spur to South Street in the Village of Bradley where it turns west and travels to Schuyler Avenue. It then heads north on Schuyler Avenue until it reaches the proposed Liberty Trail at Liberty Street. This trail is approximately two (2) miles long.

A possible feeder trail could be established for the route to serve the Bradley House and Hickok House Campus if these properties become publicly owned.

Horse Creek Trail

Horse Creek Trail is planned to follow Horse Creek in Pilot and Salina Townships from 2000 N Road to 6000 S Road and is also part of the Horse Creek Natural Greenway. The proposed trail is approximately eight (8) miles long and passes through the Village of Herscher.

K4 Wind Farm Interpretive Trail (Formerly Pilot Trail)

The K4 Wind Farm Interpretive Trail was designated as the Pilot Trail in the 1999 Plan. The establishment of a Wind Farm by Vision Energy in the area south of the trail prompted the name change. The name was changed to capitalize on opportunities that its proximity to the Wind Farm could create for an interpretive trail that would provide stopping points and kiosk that would provide information about renewable energy and sustainable development.

The trail is 16.25 miles in length and follows 6000 S Road from Illinois Route 115 in Norton Township to 5000 W Road in Otto Township. The trail would then turn north on 5000 W Road and travel one (1) mile north to 5000 S Road where it would turn east and follow 5000 S Road another mile east to 4000 W Road. At 4000 W Road it would travel north to its intersection with the proposed West Kankakee Trail at Gar Creek.

Larry Power Road Trail

Larry Power Road Trail is a new trail being proposed by the Village of Bradley. It begins at the Canadian National Railroad and travels east along Larry Power Road until it reaches the Baker

Creek Trail. This proposed trail is 3 ¾ miles in length and passes by the Northfield Square Mall and a proposed new Bradley-Bourbonnais High School.

Liberty Trail

Liberty Avenue was designated in the Village of Bradley's Comprehensive Plan as a proposed trail route. The trail would begin at the intersection of Liberty Street and Schuyler Avenue and travel east on Liberty Street to Jefferson Avenue. At Jefferson Avenue it would head north to Franklin Street and turn east. It would then follow Franklin Street to Van Buren Avenue which it would follow north to its connection with the Trans Bradley Trail at Broadway Street. Liberty Trail is approximately 1.5 miles in length.

Limestone Trail

Limestone Trail starts at the existing trail that lies within the Kankakee River State Park north of the Kankakee River near Warner Bridge Road. It then follows Warner Bridge Road to Illinois Route 113 and follows Illinois Route 113 to Wiley Creek. At Wiley Creek it turns south and travels through the proposed Wiley Creek Natural Greenway until it intersects with the proposed Bonfield Trail at County Highway 6. The trail is approximately 5.75 miles long.

Manteno Downtown Trail

This proposed trail travels along the Canadian National Railroad right-of-way and provide access to downtown Manteno. It begins at Rock Creek on the south side of Manteno and follows the railroad north for 3.5 miles until it reaches the County Line where it stops for Kankakee County. However, this trail is expected to be extended to the Village of Peotone by Will County.

This trail may have significant importance in the future as a Metra Train Station is being considered along the railroad north of the Village. If the station becomes a reality, this trail could provide non-motorized vehicle and pedestrian access to the facility.

Manteno-Grant Park Trail

This trail begins at Rock Creek just east of the Village of Manteno and follows County Highway 9 (9000 N Road) east to County Highway 13 in Yellowhead Township thirteen (13) mile away. The elimination of the Savanna Trail in Yellowhead Township necessitated the addition of two (2) miles on the east end of this proposed trail so that it would connect to the newly planned Yellowhead Trail.

Maple Street Trail

This trail is a new trail being proposed by the Village of Manteno to interconnect two previously planned trails. It begins on the Trans Manteno Trail where it intersects with Maple Street and

Grand Southern Trail

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Greenwood Trail

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A possible feeder trail could be established for the route to serve the Bradley House and Hickok House Campus if these properties become publicly owned.

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This trail may have significant importance in the future as a Metra Train Station is being considered along the railroad north of the Village. If the station becomes a reality, this trail could provide non-motorized vehicle and pedestrian access to the facility.

Manteno-Grant Park Trail

This trail begins at Rock Creek just east of the Village of Manteno and follows County Highway 9 (9000 N Road) east to County Highway 13 in Yellowhead Township thirteen (13) mile away. The elimination of the Savanna Trail in Yellowhead Township necessitated the addition of two (2) miles on the east end of this proposed trail so that it would connect to the newly planned Yellowhead Trail.

Maple Street Trail

This trail is a new trail being proposed by the Village of Manteno to interconnect two previously planned trails. It begins on the Trans Manteno Trail where it intersects with Maple Street and

follows Maple Street north until it intersects with North Manteno Trail. The proposed trail is less than one-half mile long but is an important interconnecting trail as it passes by Manteno High School and provides access between two (2) trails.

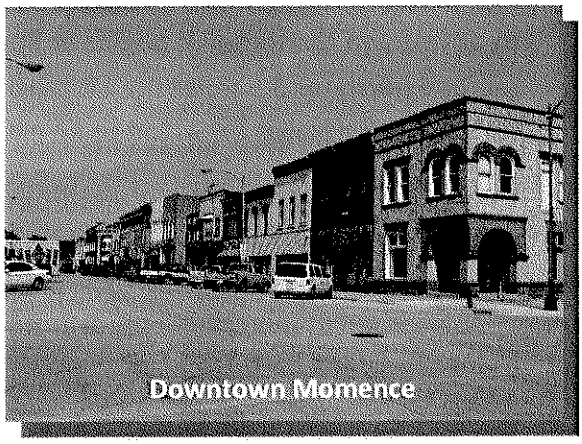
Mazonia Trail

This is a new trail that is being planned in Essex Township. It would begin at the intersection of the South Midewin Trail and County Highway 41 and travel north on County Highway 41 to 4750 N Road where it turns west and travels to 17000 W Road. At 17000 W Road the trail turns north to 5000 N Road and travels west on 5000 N Road to the Mazonia State Fish & Wildlife Area. At this point it would either follow existing roads or meander across park land to the Will County / Grundy County line. Once the trail reaches the County line it is envisioned that it will continue through other portions of the park until it connects to the proposed Route 66 Trail. Kankakee County officials will need to work with the other counties to discuss the feasibility of this extension.

The portion of this trail in Kankakee County is 4.5 miles in length and would provide multi-purpose trail access through the Mazonia State Fish & Wildlife Area passing by beautiful scenery with plenty of potential for the viewing of wildlife and vegetation.

Momence Cross Town Trail

This is a very important trail for the eastern end of Kankakee County as it provides the only access point from the north side of the Kankakee River to the south side. It travels along Illinois Route 1 beginning at its intersection with Illinois Route 114 and heads north until it reaches the Norfolk and Southern Railroad where it connects to the North Momence Trail. The trail is about ¾ of a mile long.


Downtown Momence

North Manteno Trail

North Manteno Trail begins at the end of Career Center Trail and follows a drainage easement northeast to Maple Street. It then follows Maple Street north to Lake Manteno Road where it travels east until it crosses Illinois Route 50. Once across Illinois Route 50 the trail would meander through future developments in the northeast quarter of Section 15 until it reaches 3000 E Road where it would turn south and travel to its termination point on County Highway 9 at Rock Creek. The proposed trail is approximately 2.75 mile long.

North Momence Trail

North Momence Trail begins at the intersection of Illinois Route 1 and the Norfolk and Southern Railroad. It then follows the railroad east 4.5 miles until it reaches County Highway 52 where it turns south and then east and follows County Highway 52 to the Indiana State Line. The entire length of this proposed trail is eight (8) miles.

Like the proposed Grand Marsh Trail, it is envisioned that this trail will eventually continue into the State of Indiana and connect to recreational facilities in that State.

North Street Trail

North Street Trail was first designated a proposed trail route in the Village of Bradley's Comprehensive Plan. The trail begins at the Perry Farm located at the west end of North Street and follows North Street east until it reaches Baker Creek and connects with the proposed Baker Creek Trail. This trail is six (6) miles in length.

Pembroke Trail

The elimination of the Savanna Trail has necessitated the re-routing of this trail. The Pembroke Trail begins at the intersection of 7000 S Road and 18000 E Road and heads north along 18000 E Road until it reaches County Highway 20. It then travels west on County Highway 20 to County Highway 57 and heads north until County Highway 57 turns west. At this point the old routing of the trail continued on County Highway 57 to Savanna Trail, however, with the elimination of Savanna Trail, Pembroke Trail now continues north on 16000 E Road (County Highway 57) another mile and then turns east on Baseline Road. It then travels east on Baseline Road until it reaches 17000 E Road where it turns north and travels along 17000 E Road until it stops at Illinois Route 114 which is a segment of the Grand Marsh Trail. The trail is twelve (12) miles in length and travels near the Black Oak Savanna located in Pembroke Township.

Reddick Trail

The Reddick Trail is a six (6) mile long trail that follows County Highway 18 and 25, and Illinois Route 115 from the Norfolk Southern railroad right-of-way in the Village of Reddick until it intersects with Cabery Trail and the K4 Wind Farm Interpretive Trail at the intersection of 6000 S Road and Illinois Route 115.

Riverfront Trail

The Riverfront Trail is a combination of existing trails and part of the planned River's Edge Trail and the Perry-Davis Trail from the 1999 plan. This trail travels from the Aquatic Center on River

Road in Kankakee to the existing trail system in the Kankakee River State Park. It includes nearly six (6) miles of new or re-constructed trail facilities.

The trail starts at River Road near the entrance of River Road Park and travels north through the park, Kankakee River Valley Forest Preserve property, and State of Illinois property (Shapiro Developmental Center) to Jeffery Street. It then heads north along an easement acquired from Aqua Illinois, Inc. behind the old quarry to Water Street where it continues north utilizing the street right-of-ways to the Schuyler Avenue Bridge. This segment is considered Phase 1 of the trail project.

Phase 2 of the project crosses the Schuyler Avenue Bridge to River Street and heads west on River Street to Fifth Avenue where it turns north. It then meanders through Legion Park and along local roads to Alpiner Park where it crosses under the Kankakee River Bridge at Court Street. From the Kankakee River Bridge it would travel north through Fisherman's Park and along Kennedy Drive to River Drive where it would continue north along River Drive to the existing trail network in LeVasseur Park. The exact routing of this trail has not yet been determined and adjustments may need to be made once an engineering study has been completed.

Phase 3 of the trail utilizes the existing trail network located in LeVasseur Park, the water reclamation plant property, the Perry Farm, Cavalier De LaSalle Park, and River Front Park. It is anticipated that only minor modifications and amenities will be required to complete this Phase.

Phase 4 travels from the end of the existing trail system at Riverfront Park in Bourbonnais along Sportsman's Club Road to Chippewa Drive where it heads west and north along Chippewa Drive. The remaining part of this Phase has yet to be determined but two (2) alternatives have been suggested. One alternative would be to cross Davis Creek at the end of 2700 N Road or on private property near that location if right-of-way can be acquired. The other alternative would be to continue north on Chippewa Drive to 3100 N Road and then follow 3100 N Road west to Davis Creek Campground. Either way this Phase would end in Davis Creek Campground where it would connect to the State Park's existing trail network.

River Road Trail

River Road Trail is the southern extension of the Riverfront Trail. The trail was originally planned to travel on River Road for its entire length, however, a plan for the airport that was conducted by the County and City of Kankakee in 2009 suggested that it follow 2000 E Road for

1.5 miles. Thus, it begins at the Aquatic Center on River Road and travels south on River Road to 2000 E Road. At 2000 E Road it continues south instead of following River Road. It then reconnects to River Road at Airport Road and continues following River Road to 6000 S Road where it leaves the road right-of-way and travels along the Iroquois River to Sugar Island Bridge. This part travels across private property and right-of-way would need to be acquired before it could be utilized.

The Airport Plan also suggested that the segment of River Road from Airport Road to 6000 S Road be relocated further west to remove the road from the floodplain. This plan then suggests that the old right-of-way for River Road be utilized for trail purposes. The authors of this updated Greenways and Trail Plan concur that if the right-of-way for River Road were to become abandoned for road purpose that it should be acquired for trail purposes.

The entire length of the proposed River Road Trail is approximately seven (7) miles.

River's Edge Trail

The 1999 Plan routed this trail form the existing trails at LeVassuer Park to Justine Drive in the Riverview Neighborhood of Kankakee. Since that time the stretch of proposed trail from LeVassuer Park to the Schuyler Avenue has become part of the Riverfront Trail project (Phase 2). As such, River's Edge Trail now begins at the Schuyler Avenue Bridge and travels east on River Street to Greenwood Avenue where it turns south and follows Greenwood Avenue to Cobb Boulevard. It then follows Cobb Boulevard east to Justine Drive where it heads north until it connects to the Duane Boulevard Trail, traveling approximately two (2) miles along the way.

Rock Creek Trail

Rock Creek Trail follows Rock Creek in Manteno Township. It begins on Rock Creek at its intersection with Career Center Road and meanders along the Creek through the Village of Manteno until it reaches the County Line at 12000 N Road. The proposed trail is 7.5 miles long and is being proposed by the Village of Manteno.

Route 102 Trail

The Route 102 Trail is planned by the Village of Bourbonnais to travel along Illinois Route 102 from Career Center Road to the Grand Northern Trail at the extension of 6000 N Road. This trail is approximately 4.75 miles long.

Route 50 Trail

The Village of Bradley has been planning this trail in their Comprehensive Plan. It begins at St. George Road and follows Illinois Route 50 south to North Street which is three (3) miles away. The routing of this trail replaces parts of the Trans Bradley Trail from the 1999 County Plan.

Sandbar Trail

This trail begins at the intersection of 3000 N Road and 8000 E Road in Ganeer Township and follows 8000 E Road south to Eagle Island Road. It then continues south on Eagle Island Road to Sandbar Road at its intersection with Illinois Route 17. The trail then crosses Illinois Route 17 and continues south on Sandbar Road until it reaches its termination point at the KBS Railroad in Aroma Park. The trail is approximately seven and one-half miles in length, following the Kankakee River the entire way. An alternative stopping point for this trail could be the Shannon Bayou Forest preserve located in Aroma Park.

Skyline Trail

Skyline Trail is a proposed trail that begins at Whispering Willows Park in Bourbonnais Township and travels north along Skyline Road until it reaches Diversatech Trail north of the Manteno Golf Course in Manteno Township. This trail is six (6) miles long.

Soldier Trail

This proposed trail begins at North Street in Bradley where it meets Soldier Creek. It then travels north along the creek until it connects to the St. George Road Trail, traveling 3.5 miles along the way. A portion of this trail has been constructed by the Village of Bradley. It runs from North Street to approximately one-half mile north.

South Creek Trail

This trail begins in the detention pond area along I-57 at the end of the drainage way which is part of the North Manteno Trail. It then travels south through multiple detention areas until it reaches Cypress Drive where it continues south to County Highway 9. At this point it turns east down County Highway 9 and travels to South Creek Drive where it turns south. It then continues south on South Creek Drive and travels across a Village park until it reaches a ComEd easement. The trail then follows the ComEd easement south until it meets the proposed Rock Creek Trail. This trail is one (1) mile long.

South Midewin Trail

This proposed trail is approximately seven (7) miles in length and travels along the right-of-way of the abandoned Norfolk & Western Railroad from County Highway 25 in the Village of Reddick

to the northern Kankakee County line just north of the Village of Essex. This trail was included in the 1999 Plan and is intended to connect to the Wauponsee Glacial Trail that is planned for Will County.

South Momence Trail

South Momence Trail follows the Kankakee River in Ganeer Township. It begins at the intersection of Illinois Route 1 and Illinois Route 114 and travels west on Illinois Route 1 to River South Drive. The trail then continues west on River South Drive to the Village of Sun River Terrace. In the Village, the trail meanders along residential streets to reach Illinois Route 17 at County Highway 21. Final routing through the Village will need to be determined by additional study. This proposed trail is approximately 5 miles long.

St. George Road Trail

St. George Road Trail is a new trail being proposed by the Village of Bradley. It begins at Illinois Route 50 and travels east along St. George Road until it reaches the Baker Creek Trail. This proposed trail is four (4) miles in length and passes by the new commercial establishments in north Bradley along the way.

Sugar Island Trail

This trail begins on the Sugar Island Bridge in southern Aroma Township and heads north along the Iroquois River across property that is currently in private ownership. Acquisition of right-of-way will be necessary to construct this trail.

It follows the Iroquois River north until it reaches Youth Camp Road where it leaves the River and follows Youth Camp Road to Bridge Street in Aroma Park. At Bridge Street it turns north and follows Bridge Street until the trail terminates at the intersection of Bridge Street and Sandbar Road. The trail is approximately seven (7) miles in length.

Trans Bradley Trail

The Trans Bradley Trail begins at the Perry Farm located at the west end of Broadway Street and follows Broadway Street east to Schuyler Avenue where it travels north until it reaches East Broadway Street. It then travels east on East Broadway Street to Van Buren Avenue where it turns north and travels to its termination point at North Street traveling three (3) miles along the way.

Trans Manteno Trail

Although this trail is only two (2) miles in length it provides a vital east-west link through the Village of Manteno. It begins on Park Street at its intersection with Cypress Drive and travels

east to Maple Street. It then turns south on Maple Street for one (1) block until it reaches third Avenue. It then follows Third Avenue to 9000 N Road where it continue east on 9000 N Road to Rock Creek.

Waldron Trail

Waldron Trail follows the Kankakee Beaverville and Southern (KBS) Railroad corridor from Kankakee to Aroma Park. The trail starts at the intersection of the rail line at Greenwood Avenue in the City of Kankakee and ends at the intersection of Sandbar Road and the railroad in Aroma Park. The trail is approximately 5 miles long.

Another option for this trail would be to utilize the right-of-way of Waldron Road instead of the railroad. Further studies will need to be conducted to determine which route would be the most suitable for the trail. An alternative stopping point for this trail could be the Shannon Bayou Forest Preserve located in Aroma Park.

Warner Bridge Trail

Warner Bridge Trail is a newly planned four (4) mile long trail that would travel along Warner Bridge Road from the trails located within the State Park to its intersection with Forked Creek. The inclusion of the trail was necessitated by the creation of a new forest preserve in Will County at the intersection of Warner Bridge Road and Forked Creek.

West Kankakee Trail

This trail was included in the 1999 Plan and the committee has decided to continue to include this trail in the proposed network. The trail starts at Riverfront Trail where it intersects Station Street in the City of Kankakee. The trail then heads west on Station Street until it reaches Wall Street. At this point it travels south to Hickory Street. It then heads west on Hickory Street until it meets with Curtis Avenue. At Curtis Avenue, the trail then turns south to Gar Creek. The trail would then follow Gar Creek to its terminus at 4000 W Road where it would connect to the K4 Wind Farm Interpretive Trail. The trail, as planned, is 6.5 miles in length.

West Manteno Trail

This proposed trail including its interconnecting extension is three (3) miles long. It begins on County Highway 9 where it connects to the Career Center Trail and travels east to Cypress Drive in the Village of Manteno. An interconnecting trail is also being planned as part of the West Manteno Trail. It would start at County Highway 9 where it intersect with 1000 E Road and travel north to Lester Drive. It would then travel north and west through residential subdivisions until it connects to the Career Center Trail. As these residential subdivisions are

still being planned and constructed, an exact route through the area has not yet been established.

Willow Trail

Willow Trail begins at the end of the Grand Southern Trail at the abandoned right-of-way of the Chicago & Northern Railroad in Pembroke Township and heads east along 7000 S Road to 18000 E Road which is also the Indiana State line. It then turns south on 18000 E Road and continues to follow 18000 E Road to the southern County Line traveling six (6) miles along the way. It is envisioned that the trail would continue south and east until it reaches Willow Slough which is a State Park in Indiana. The County will need to work with the State of Indiana to make this extension a reality.

Yellowhead Trail

The creation of a plan for Yellowhead Trail was necessitated by the loss of the Savanna Trail corridor in rural Yellowhead Township. This trail begins at the intersection of County Highway 13 and 4000 N Road in Momence Township and follows County Highway 13 eight and one-half miles north to the Kankakee County Line. It is planned that this trail will eventually connect to trails being planned in Will County by their Forest Preserve District although an exact route has yet to be determined.

Proposed Special Purpose Trails

The Plan also includes three (3) trails designed for special purposes. There are two (2) trails being planned as water trails for use by non-motorized water craft and one (1) trail being planned for horseback riding. These trails are described below:

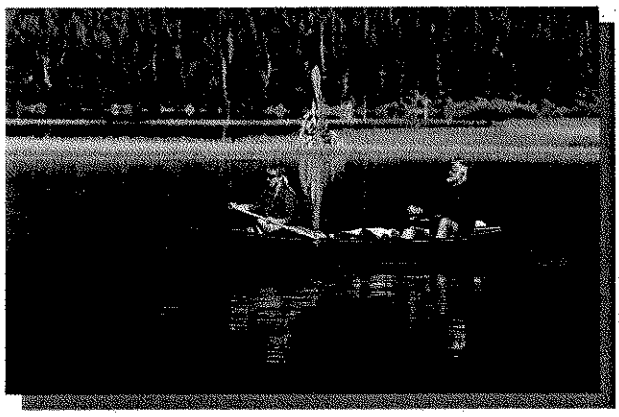
Kankakee River State Park Water Trail

This proposed trail differs from the other proposed trails due to the fact that it does not contain any physical infrastructure. It designates a section of the Kankakee River as a water trail for the purpose of providing amenities needed by non-motorized water craft users. These amenities could include restroom and picnic facilities, as well as, improved boat launch facilities. The water trail would begin at the boat launch located at Bird Park in the City of Kankakee and follow the Kankakee River to the boat launch located just west of Warner Bridge Road in the Kankakee River State Park. It is approximately 7.5 miles long.

Rock Creek Equestrian Trail

This trail was included in the 1999 Plan as a trail designated for the specific purpose of equestrian use. However, the riding stables located at the Kankakee River State Park which were the impetus for the location of this trail are no longer in operation. The committee chose to keep this trail as part of the network in the hopes that the State will eventually reopen the stables.

Sandbar Water Trail



Another water trail is being planned along the Kankakee River in Aroma, Ganeer, and Momence Townships. It would begin at Island Park located in the City of Momence just east of Illinois Route 1/ 17 and meander downstream to the boat launch located in the Village of Aroma Park just west of Bridge Street. This trail is approximately seven (7) miles long and would be used in a similar manner to the Kankakee River State Park Water Trail.

Proposed Park and Public Facilities

There are several new public parks and government facilities being planned in the County. Whenever possible, these parks and facilities should be served by a trail to allow patrons opportunities for different modes of travel. A list of these facilities may be found below.

In addition to the parks and facilities listed, whenever new parks or government facilities are proposed the Greenways and Trails Plan should be reviewed to ensure that they are adequately served by the trail system.

Bradley-Bourbonnais Community High School East Campus

The Bradley – Bourbonnais Community High School Board has purchased property along Larry Power Road in rural Bourbonnais Township southwest of the hamlet of St. George. This 100 +/- acre site is intended to provide a location for another high school for the district. Its location along Larry Power Road lends itself to be served by the Larry Power Road Trail.

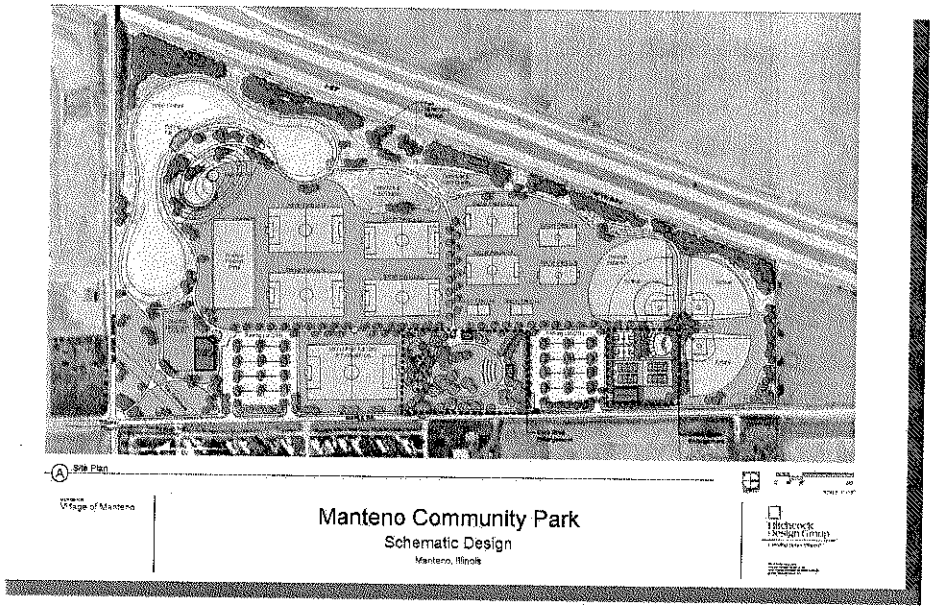
The Lumberyard

The Bourbonnais Township Park District is currently in negotiations to purchase a private sports complex located on Career Center Road just north of 6000 N Road. This park, if completed, will be served by the proposed Career Center Road Trail.

Manteno Park

The Village of Manteno is proposing a 60 +/- park located east of I-57 in Section 9 of Manteno Township. It is expected that this park will contain sports fields, a pavilion, and an internal trail system. The Greenways and Trails Plan intends to serve this park via the North Manteno Trail.

Map 3: Proposed Manteno Community Park



Source: Village of Manteno

Manteno School Complex

A 100 +/- acre school campus has been purchased by the Manteno School Board with the intention of building new schools at the site. The property is located along County Highway 9 west of the Village in Section 13 of Rockville Township and Section 18 of Manteno Township. The Greenways and Trails Plan proposes that this facility be served by the Career Center Road Trail.

Will County Forest Preserves

The Forest Preserve District is proposing two (2) new Forest Preserves at the County Line adjacent to Rockville Township. One is on the north side of the Township and the other is on

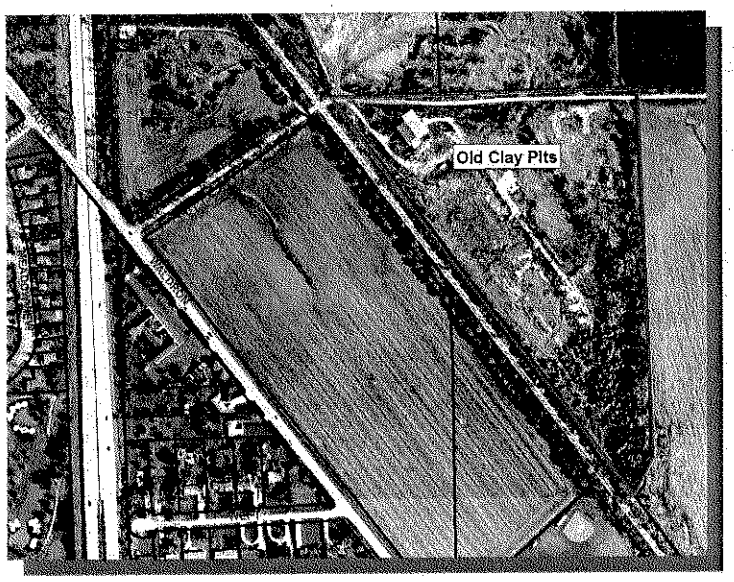
the west. Kankakee County intends to serve these two (2) new preserves via the proposed Warner Bridge Trail and the proposed Forked Creek Trail.

Potential New Parks

During the planning process for the Greenways and Trails Plan the Citizens Advisory Committee made suggestions for areas that may be suitable for possible new park development. They Are:

Waldron Road Clay Pits – It was suggested that the Old Clay Pits located along the KBS Railroad just east of Waldron Road be developed into a park for off-road bicycle trails. This property contains many hills and valleys that may be suitable for the suggested park. The local park authorities may want to consider adding this property to their inventory.

Map 4: Waldron Road Clay Pits



Source: Kankakee County GIS

Waste Management Landfill – The 112 +/- acre former landfill located south of Kankakee along U.S. Route 45/52 could be converted into a large park. The landfill has been closed for several years.

Proposed Roadways & Improvements to Existing Roadways

As stated in the Existing Roadway Inventory, many of the County's rural road ways and local city streets can provide hiking and bicycling opportunities with minimal improvement. However, to

create a quality trail network throughout the County improvements will need to be made. This Plan recommends that whenever major road improvements are proposed along roadways that have been designated by this Plan as a trail route, provisions be made to include trails in the improvements. This recommendation would not include routine maintenance and minor repairs. These trails should be built to the American Association of State Highway and Transportation Officials (AASHTO) Standards in all instances.

Proposed Development Regulations

The County has taken many steps to include open space, greenways, and trails into its regulations of the past decade. After review of the County's Ordinances it has been determined that no changes are proposed to the existing regulations at this time. However, many of the County's municipalities are not as fortunate. Many of these municipalities' ordinances do not address open space or greenways and trails issues in a manner that would help promote the construction of the system and in fact some municipalities do not address greenways and trails at all. This can be problematic in obtaining continuity of the greenways and trails system as the system often travels between jurisdictions.

Because of the situation described above, this Plan is recommending that the County become a leader in greenways and trails planning and development by offering its service to the municipalities to make their ordinances and regulations compatible with the County's.

Section VII – Implementation Revisited

Priority Ranking System

The 1999 Plan provided a system to rank the greenways and trails to prioritize their importance for construction dollars. This Plan uses the same system to prioritize its trails.

Each greenway is ranked on a scale of one (1) to eight (8) based on a set of criteria. A greenway with a score of eight (8) has a high priority ranking while a greenway with a score of one (1) has a low priority. Proposed greenways have been ranked on the following criteria. The criteria is not been listed in order of importance.

1. Benefits Multiple Communities – Directly benefits multiple communities or a large segment of population. The greenway will serve more than one community or neighborhood.

2. Completes Existing Greenway – Segment completes an existing greenway.

3. Creates New Connections – Creates a new connection between greenways and/or trails.

4. Assists Wildlife – Provides habitat and migration paths for wildlife especially threatened or endangered species.

5. Preserves Water Quality – Has an ecological function such as floodplain (water storage/recharge) or filter strip.

6. Prevents Flood Damage – Protects developed areas threatened by flood damage.

7. Buffers Existing Preserves – Provides a natural extension of an existing park, preserve, or currently protected area.

8. Scenic or Historic Areas – Protects important scenic or historic areas from development.

The proposed greenways are ranked as follows. The highest ranking greenways are shaded in tan.

Table 4: Greenways Ranking

Greenway Name	Length (in miles)	1	2	3	4	5	6	7	8	Rank
Baker Creek NGW	14.50					●	●			2
Bourbonnais NGW	.50					●	●	●	●	4
Davis Creek NGW	1.50				●	●	●	●	●	5
Forked Creek NGW	3.50	●				●	●	●		4
Horse Creek NGW	15.00					●	●			2
Iroquois River NGW	6.00	●			●	●	●	●	●	6
Kankakee River NGW	33.00	●			●	●	●	●	●	6
Minnie Creek NGW	2.00	●				●	●			3
Rock Creek NGW	12.50				●	●	●	●	●	5
Soldier Creek NGW	9.00	●		●		●	●	●		5
Trim Creek NGW	8.50				●	●	●			3
Wiley Creek NGW	1.50					●	●			2

Source: Kankakee County Planning Department

The trails proposed in the Plan were ranked in a similar manner. Each trail is ranked on a scale of one (1) to nine (9) based on a set of criteria. A trail with a score of nine (9) has a high priority ranking while a trail with a score of one (1) has a low priority. Proposed trails have been ranked on the following criteria. The criteria is not been listed in order of importance.

1. Benefits Multiple Communities – Directly benefits multiple communities or a large segment of population. The trail will serve more than one community or neighborhood.

2. Completes Existing Trail– Segment completes an existing trail.

3. Creates New Connections – Creates a new connection between greenways and/or trails.

4. Provides Trail Opportunities – Suitable for trail development with few conflicts, such as, ownership issues or major design problems.

5. Provides Access to Schools – Provides trail access to within a few blocks of a school. Consideration should be given if the trail is within five (5) blocks of a school and the remaining distance to the school is covered by residential streets.

6. Connects Multiple Public Facilities – Connects more than one park, preserve, library, school, or public facility.

7. Reasonable Length – The trail is short enough in length to make it reasonably affordable.

8. Provides Travel Alternative –The trail is designated for transportation purposes rather than recreational purposes, although either purpose could most likely be enjoyed.

9. Major Structures and Facilities – A trail that crosses or utilizes a major structure or facilities such as a major bridge, ramp, overpass, viaduct, railroad crossing, or an interchange. Also included are trails that are adjacent to high traffic roadways.

The proposed trails are ranked as follows. The highest ranking trails are shaded in tan.

Table 5: Trail Ranking

Trail Name	Length (In miles)	1	2	3	4	5	6	7	8	9	Rank
3270 W Road Trail	1.00							●			1
Armour Road Trail	2.50							●	●	●	3
Aroma Trail	7.50	●					●			●	3

(Continued From Previous Page)											
Trail Name	Length (in miles)	1	2	3	4	5	6	7	8	9	Rank
Baker Creek Trail	3.50							●		●	2
Bonfield Trail	13.00	●			●	●	●			●	5
Bourbonnais – Manteno Trail	3.50	●						●	●	●	4
Cabery Trail	2.00							●	●		2
Cardinal Drive Trail	3.00			●				●	●	●	4
Career Center Trail	12.50	●				●	●		●		4
Conservancy Trail	11.00			●	●		●	●			4
Convention Center Trail	4.25	●		●			●	●		●	5
Diversatech Trail	1.50							●	●		2
Duane Boulevard Trail	1.50				●			●	●		3
Eldridge Trail	8.50								●	●	2
Forked Creek Trail	3.50			●			●	●			3
Ganeer Trail	3.00				●	●	●	●	●		5
Grand Marsh Trail	7.50						●				1
Grand Northern Trail	6.00				●				●	●	3
Grand Southern Trail	11.50								●	●	2
Greenwood Trail	2.00				●	●		●	●	●	5
Horse Creek Trail	8.00					●				●	2
K4 Wind Farm Int. Trail	16.25				●					●	2
Kankakee River State Park Water Trail	7.50	●		●	●		●				4

(Continued From Previous Page)											
Trail Name	Length (in miles)	1	2	3	4	5	6	7	8	9	Rank
Larry Power Road Trail	3.75		●			●		●	●	●	5
Liberty Trail	1.50				●	●	●		●		4
Limestone Trail	5.75						●			●	2
Manteno Downtown Trail	3.50						●	●	●		3
Manteno – Grant Park Trail	13.00	●							●	●	3
Maple Street Trail	.50				●	●	●	●	●		5
Mazonia Trail	4.50			●	●			●			3
Momence Cross Town Trail	.75					●	●	●	●	●	5
North Manteno Trail	2.75					●		●	●	●	5
North Momence Trail	8.00				●					●	2
North Street Trail	6.00			●		●	●		●	●	5
Pembroke Trail	12.00				●				●		2
Reddick Trail	6.00				●				●		2
Riverfront Trail	13.00	●	●	●	●		●		●	●	7
River Road Trail	7.00	●	●								2
River's Edge Trail	2.00				●		●	●	●		4
Rock Creek Equestrian Trail	3.00							●			1
Rock Creek Trail	7.50						●			●	2
Route 102 Trail	4.75							●		●	2

(Continued From Previous Page)											
Trail Name	Length (in miles)	1	2	3	4	5	6	7	8	9	Rank
Route 50 Trail	3.00							●	●	●	3
Sandbar Trail	7.50	●			●					●	3
Sandbar Water Trail	7.00	●			●		●	●			4
Skyline Trail	6.00						●		●	●	3
Soldier Trail	3.50		●			●	●	●			4
South Creek Trail	1.00					●		●			2
South Midewin Trail	7.00		●	●			●			●	4
South Momence Trail	5.00							●			1
St. George Road Trail	4.00							●	●	●	3
Sugar Island Trail	7.00	●								●	2
Trans Bradley Trail	3.00					●	●	●	●	●	5
Trans Manteno Trail	2.00					●	●	●	●	●	5
Waldron Trail	5.00	●					●	●	●	●	5
Warner Bridge Road Trail	4.00			●			●	●			3
West Kankakee Trail	6.50					●	●		●	●	4
West Manteno Trail	3.00							●	●	●	3
Willow Trail	6.00				●				●		2
Yellowhead Trail	8.50				●				●		2

Source: Kankakee County Planning Department

Recommendations

The 1999 Plan included a recommendation Section that set fourth several actions that the County and its municipalities could undertake to implement the Plan. The County followed these recommendations and revised its regulations to include greenways and trails in the development process. Although Kankakee County has few greenways and trails many new additions to the system have been completed. The new regulations will serve to increase this trend.

Creation of a County-wide Park and Open Space Authority

One recommendation from the 1999 Plan that has not been completed is the creation of a county-wide entity that is capable of creating and maintaining parks, open space, and their associated facilities, such as, greenways and trails. The lack of a county-wide governing agency has proven to be problematic in the establishment of open space. While the County's regulations require the donation of park land / open space, and associated amenities there is no agency to accept the donation. Often, developers request variances to alleviate their requirement to donate land or to build recreational infrastructure. Currently many developments are creating home owners associations (HOA) to care for open space. This is not an ideal situation as the parks / open space are often private and the home owners associations have the potential to fail. The problem mainly affects developments in rural areas as most municipalities have park or public works departments that accept the donated land.

This Plan Update will continue to reiterate the need for a county-wide governing body that can create and maintain park and open space.

A few different methods are available to accomplish this. The County could establish a county-wide forest preserve district like many of the counties to the north. This is the most desirable method as it is county-wide and it would be a taxing body with the ability to generate funds for acquisition and maintenance. It is also possible to expand the existing Kankakee River Valley Forest Preserve District into a County-wide authority which would also be a desirable situation. The expansion of the existing District may become the preferred alternative as it is already well established in the Townships of Kankakee and Aroma.

The second option would be the creation of a 501-C-3 not-for-profit group. While this group would be county-wide, it would not have taxing authority. Therefore, its only means of generating revenue would be through charitable donations. As such, this would be a less desirable scenario.

Another possible scenario, though not ideal, is the use of Kankakee County's River Valley Mass Transit District as an agency to accept trails. State Statute allows mass transit districts to create and maintain trail systems. However, that is all they are capable of doing in regards to trails and open space. They cannot buy and maintain park land, open space or any associated amenities.

This Plan recommends that discussions continue on the creation of a county-wide park and open space authority.

Implementation within the ranking system

The implementation of this Plan should follow the guidelines listed in the Priority Ranking System. Greenways and Trails with the highest ranking should take top priority for funding and construction. However, this is not meant to preclude other projects from being completed if funding or property becomes available. It is envisioned that many of these greenways and trails will be constructed as development occurs. When this happens, construction may not coincide with the Priority Ranking System.

Natural Corridor Preservation

Sites listed in the Illinois Natural Area Inventory have been identified as places of natural beauty or with significant natural features. However, many of these areas are privately held. Steps should be taken to acquire these properties whenever feasible.

Regulations

The County has taken many steps to improve regulations with regards to open space and parks, however, many of the County's municipalities still lack adequate regulations. Efforts should be undertaken to assist these municipalities with the creation of regulations that promote and protect parks and open space.

The Transportation Planning Process

Many of the trails proposed in this plan follow the County's road network. As such, it is imperative that this Plan be considered whenever improvements are made to these roadways.

Steps should also be taken to integrate the trail system with mass transit facilities wherever possible. Most of the River Valley Mass Transit District's buses have bicycle racks which would accommodate trail users. Also there is a possibility that Kankakee County will obtain access to the METRA Rail System that serves Chicago and its suburbs. If this happens, efforts should be made to connect train stations with the trail system.

Recommendations

1. Promote the creation of a county-wide authority to manage and maintain the greenways and trails system.
2. Assist the City of Kankakee in the development of an urban greenway corridor in downtown Kankakee.
3. Promote the urban greenway concept in the downtown areas of other municipalities.
4. Assist municipal governments with establishing greenways and trails friendly development ordinances.
5. Provide greenways and trails opportunities sufficient to allow every citizen within the metropolitan area of Kankakee County the ability to live within one (1) mile of a greenway and/or trail.
6. Encourage road district authorities to include non-motorized vehicle and pedestrian facilities in their improvement plans.
7. Take steps to acquire properties listed in the Illinois Natural Area Inventory.

For more information

Illinois Department of Natural Resources

http://dnr.state.il.us

Illinois Department of Transportation

http://dot.state.il.us

League of Illinois Bicyclists

http://www.bikelib.org

Design Standards Revisited

There are many types of non-motorized vehicle facilities available to choose from when designing a trail system. The use of a particular design style is generally governed by budgetary constraints, location of the facility, experience and comfort level of the expected users, and the intended purpose of the trail (recreational or transportation). Some of these design styles are listed below in order according to preference for safety concerns. It should be noted that in general terms the higher on the list a trail type is, the higher the per mile expense is to construct.

Trails – Generally these are ten (10) foot wide multi-purpose paths that are located within parks or other public properties. They are usually intended for recreational use although they may also serve a transportation function. From a design standpoint these trails top the list for safety as they are usually on public land and completely separated from vehicular traffic.

Side Paths – This type of design features a path that follows a roadway but is generally separated from the roadway. These paths can be both recreational and transportation oriented and are most often used to connect destinations to one another. An example of this type of trail would be a widened sidewalk. This type of design works best along stretches of roads with few curb cuts and access points.

Bike Lanes – Bike lanes are a striped section of the roadway where motor vehicle operation is prohibited and are usually utilized for transportation purposes. These lanes are five (5) feet wide and located on the right side of the motorized travel lane. Users travel with the flow of motorized traffic and one bike lane in each direction is provided and parking is usually prohibited on the bike lane although parking may be allowed adjacent to it. These trails are best suited for local streets with lower traffic counts. Because of its proximity to motorized vehicle traffic, these trails create many safety concerns and may be avoided by novice users.

Bike Routes – Bike routes are the simplest bike paths to establish as they require minimal infrastructure improvements. They are usually nothing more than a low traffic roadway that has been designated as a preferred route for bicyclists. Usually basic signage and warning devices are all that is needed to establish this type of trail. These trails lend themselves well to neighborhood streets with low speed limits and rural roads with very low traffic counts. Because bicyclists share the same travel lanes as motorists, this type of trail is the least safe and may not be suitable for inexperienced or young users.

For more information

Illinois Department of Natural Resources

http://dnr.state.il.us

Illinois Department of Transportation

http://dot.state.il.us

Combination - Often trails are designed using a combination of the above mentioned design styles. This is especially true for trails that travel great distances. Trails should always be designed with the safety of the users as the highest priority, although reality dictates that cost and budgetary constraints will be the deciding factor. In some instances it is permissible to establish a trail using a less than desirable style with the intent that it will be transferred to the preferred style when funding becomes available.

The 1999 Plan offered sample design drawings of the various design styles and these drawings are still valid. Readers are urged to consult the 1999 Plan for details on trail design. These design standards may be found on Page 86 of the 1999 Plan.

Funding and Cost Analysis

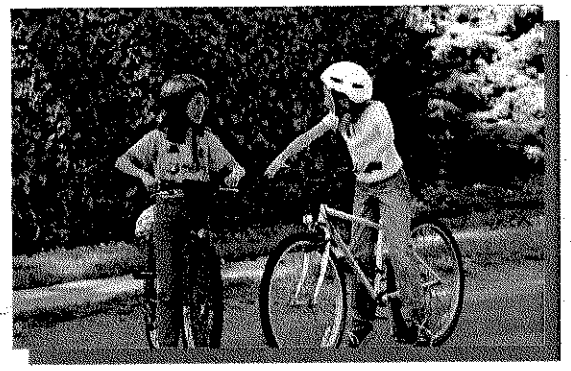
There are several ways to fund a greenway or trail project. Greenway projects may be funded through Illinois Department of Natural Resources OSLAD Grants while trails, depending on their purpose, may be funded by either OSLAD Grants or Illinois Department of Transportation BP Grants. Other sources of funding are also available depending on the nature and use of the trail. All potential funding sources are outlined below.

Open Space Lands Acquisition and Development Program (OSLAD) – The Illinois Department of Natural Resources provides funds for the acquisition and/or development of land for public parks and open space through the Open Space Land Acquisition and Development Program (OSLAD). Greenways definitely fall within this category while trails may qualify if their main purpose is for recreation. This is a matching grant program that may provide funding for up to 50% of an approved project with awards up to $750,000 for acquisition projects and $400,000 for development/renovation projects.

The sponsoring agency is responsible for the remaining portion of the project cost, although this cost may come from other grant programs.

Illinois Bicycle Path Program (BP) – The Illinois Bicycle Path Program (BP) is another grant program that is administered by IDNR. The main focus of this program is the creation of long distance bike paths that generally are transportation rather than recreation oriented. As with the OSLAD Grant, this is a matching grant program that may provide up to 50% of funding for qualified projects. However, this program has a yearly maximum of $200,000 per annual request. Illinois Bicycle Program Grants can be combined with other grants and funding sources to proved the 50% matching funds.

Safe Routes to School Program (SRTS) – The Safe Routes to Schools Program is a Federal Funding Program administered by the Illinois Department of Transportation (IDOT) to provide funds to support projects that enable and encourage walking and bicycling to and from school for grades Kindergarten through 8th Grade.



Projects may include infrastructure improvements but it is not a requirement. Qualified projects are funded at 100% without local match requirements; however, the project must be part of an approved Illinois School Travel Plan.

Other Funding Sources -There are various funding source and assistance available from private and non-profit organizations for the planning and construction of trails, and the acquisition of open space. It is suggested that anyone interested in additional funding source search the internet to find organizations that fit their needs.

Section VIII – Appendices

Appendix A - Bibliography

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Village of Manteno. "Village of Manteno Comprehensive Plan", 2007.

Appendix B - Timeline and Meeting Schedule

Public Open House

May 20, 2009

Public Meetings

January 25, 2009 – Citizens Advisory Committee – Project Kick-off Meeting

January 22, 2009 – Land Use and Transportation Subcommittee Meeting

February 26, 2009 – Citizens Advisory Committee Meeting

March 12, 2009 - Land Use and Transportation Subcommittee Meeting

March 26, 2009 - Citizens Advisory Committee Meeting

April 30, 2009 – Citizens Advisory Committee Meeting

April 30, 2009 - Land Use and Transportation Subcommittee Meeting

May 29, 2009 - Citizens Advisory Committee

June 4, 2009 - Land Use and Transportation Subcommittee Meeting

Appendix C - Public Notice

RECEIVED

MAY 20 2009

PLANNING DEPARTMENT

KANKAKEE COUNTY PLANNING DEPARTMENT PUBLIC MEETING

STATE OF ILLINOIS
SS
COUNTY OF KANKAKEE

PUBLIC NOTICE is hereby given to all concerned in Kankakee County, Illinois, that a public meeting on the update of the Kankakee County Greenways and Trails Plan will be held on Wednesday, May 20, 2009 from 5:00 PM to 7:00 PM at the Hilton Garden Inn Riverstone Conference Center, 455 Riverstone Parkway, Kankakee, Illinois 60901.

The draft of the update of the Kankakee County Greenways and Trails Plan is now available to review at the Kankakee County Planning Department, 189 E. Court Street, Room 201, Kankakee, IL 60901, or on the Planning Department Transportation Documents webpage, at http://planning.k3county.net/kats_docs.htm. All interested persons are invited to attend said meeting. Written comments are encouraged.

KANKAKEE COUNTY PLANNING DEPARTMENT

PUBLISHER'S CERTIFICATE

I, the undersigned, do hereby certify that I am an agent of the Kankakee Daily Journal Company, L.L.C., duly authorized to make this certificate on its behalf and I do further certify that the Kankakee Daily Journal Company, L.L.C. is a limited liability company organized under the laws of the State of Delaware and that said limited liability company has its offices and place of business in the City of Kankakee, Kankakee County, Illinois, and that it is the owner and publisher of The Daily Journal, printed, published, and distributed in and from the City of Kankakee in the State of Illinois, that the Daily Journal is a newspaper as hereinafter defined: which consists of not less than 4 pages of printed matter and contains at least 130 square inches of printed matter per page; and which is printed through the use of one of the conventional and generally recognized printing processes such as offset; and which annually averages at least 25 percent news content per issue; and which publishes miscellaneous reading matter, legal or other notices and announcements, and news and information concerning current happenings and passing events of political, social, religious, commercial, financial or legal nature, and advertisements or bulletins; and which has been continuously published at regular intervals of at least once each week with a minimum of 50 issues per years, for at least one year prior to the first publication of the notice certified to herein.

I do further certify that as such authorized agent of the said Kankakee Daily Journal Company, L.L.C. that the matter or notice, a true copy of which is hereto attached, relating to the matter of:

Kankakee County Planning Department Public Meeting

was published in said paper, during One (1) days, to-wit:

Once on May 15, 2009

Once on

Once on

Once on

Once on

GIVEN under my hand and the corporate seal of said Kankakee Daily Journal Company, L.L.C. this 15th day of May, A.D. 2009.

KANKAKEE DAILY JOURNAL COMPANY, L.L.C.
Publishers of The Daily Journal

By _____ (SEAL)

Agent of the
KANKAKEE DAILY JOURNAL COMPANY, L.L.C.

Printer's Fees: $73.92

Paid _____, 20 ____

By _____

Appendix D - Resolution

Resolution # 2009-08-11-130

Resolution of the County Board of Kankakee County, Illinois

RE: ADOPTION OF THE 2009 GREENWAYS AND TRAILS PLAN

WHEREAS, the Kankakee County Board adopted a County-wide Greenways and Trails Plan on June 8, 1999 by County Resolution #99-6-8-97; and,

WHEREAS, since the adoption of the Greenways and Trails Plan, Kankakee County has seen many changes in its demographics and land use patterns; and,

WHEREAS, the Kankakee County Planning Department received a grant from the Illinois Department of Natural Resources to complete an update to the Greenways and Trails Plan; and,

WHEREAS, the Kankakee County Planning Department held a public meeting, after due notice, on May 20, 2009 for public comment; and,

WHEREAS, the Kankakee County Regional Planning Commission's Land Use/Transportation Subcommittee, at its scheduled and duly noticed meeting of June 4, 2009, having reviewed, discussed and considered the matter recommended forwarding the 2009 Greenways and Trails Plan to the Planning, Zoning, and Agriculture Committee; and,

WHEREAS, the Planning, Zoning, and Agriculture Committee (PZA), at its regularly scheduled and duly noticed meeting of July 29, 2009, having reviewed, discussed and considered the matter, recommend forwarding the 2009 Greenways and Trails Plan, Exhibit A, a copy of which is attached herein and made a part hereof, to the Kankakee County Board for approval.

WHEREAS, this County Board at this regularly scheduled meeting of August 11, 2009 has now reviewed, discussed, and considered the 2009 Greenways and Trails Plan, and now finds that the conclusions expressed therein are both reasonable and rationally supported by the evidence that had been presented and the 2009 Greenways and Trails Plan will not be detrimental to the public health, safety, and economic and general welfare.

NOW, THEREFORE, be it resolved by the Kankakee County Board, State of Illinois that the 2009 Greenways and Trails Plan be adopted.

PASSED and adopted this 11th day of August, 2009.

Michael G. Bossert, County Board Chairman

ATTEST:

Bruce Clark, County Clerk

Appendix E – County Staff & Committee Members

Kankakee County Planning Staff

The following members of the Kankakee County Planning Staff assisted in the development of this Plan.

Michael Van Mill, AICP	Executive Director	
Delbert Skimerhorn, Sr., AICP, GISP	Planner / GIS Specialist	(Project Manager)
James Greenstreet, MPA	Transportation Planner	
Michelle Sadler	Office Manager	
Melanie Grubbs	Clerical Assistant	

Committees and Boards

The members of the following committees and boards were instrumental in the development and approval of this plan.

Citizens Advisory Committee

Kenneth Allers	Jeff Bennett	David Bergdahl
JR Black	Ann Brezinski	Nicole Breymeyer
Francis Ciaccio	Hollice Clark	Laurie Cyr
Pam Debono	Jack Dorn	Rose Gianolti
Dennis Hess	Larry Hinton	Jeff Jarvis
Gael Kent	Steve Linneman	Adrienne Martin
Sue O'Connor	William Olthoff	Alex Pannozzo
Jim Romanek	Mark Steffen	Norm Strasma
David Tyson	Mike Van Mill	Bob Worth

Land Use Subcommittee of the Kankakee County Regional Planning Commission

Richard Howell (Chairman)	David Bergdahl (Vice-Chairman)	Bud Bates
Craig Bayston	Craig Blanchette	Mel Blanchette
Bill Bukowski	Loretto Cowhig	Representative Lisa Dugan
Jeff Jarvis	Chad Miller	Ralph Paarlberg
Mayor Samuel Payton	George Washington, Jr.	

Kankakee County Regional Planning Commission

George Washington, Jr. (Chairman)	Richard Howell (Vice-Chairman	Bud Bates
Craig Bayston	David Bergdahl	Craig Blanchette
Mel Blanchette	Bill Bukowski	Loretto Cowhig
Representative Lisa Dugan	Elisabeth Dunbar	Jeff Jarvis
Chad Miller	Ralph Paarlberg	Mayor Samuel Payton
Richard Simms	Christopher Tholen	

Planning, Zoning and Agriculture Committee of the County Board

William Olthoff (Chairman)	James Stauffenberg (Vice-Chairman)	Ruth Barber
Stanley James	Roger Hess	Ralph Marcotte
Cherrie McBride	Christopher Tholen	James Tripp
Robert Scholl	Karen Schmidt	George Washington, Jr.
Leo Whitten		

Kankakee County Board

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Stephen Liehr (Vice-Chairman)
Todd Arseneau
Ruth Barber
Ann Bernard
Karen Campbell
Larry Enz
Roger Hess
Stanley James
Chad Kalecki
Michael LaGesse
Cherrie McBride
Pat McConnell
Kelly McLaren
Ralph Marcotte
Sam Nicholos
William Olthoff
Patricia Polk
James Stauffenberg
Robert Scholl
Karen Schmidt
Christopher Tholen
James Tripp
James Vickery
George Washington, Jr.
Matthew Whitis
Leo Whiten
Nickey Yates, Sr.

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George Washington, Jr. (Chairman)	Richard Howell (Vice-Chairman	Bud Bates
Craig Bayston	David Bergdahl	Craig Blanchette
Mel Blanchette	Bill Bukowski	Loretto Cowhig
Representative Lisa Dugan	Elisabeth Dunbar	Jeff Jarvis
Chad Miller	Ralph Paarlberg	Mayor Samuel Payton
Richard Simms	Christopher Tholen	

Planning, Zoning and Agriculture Committee of the County Board

William Olthoff (Chairman)	James Stauffenberg (Vice-Chairman)	Ruth Barber
Stanley James	Roger Hess	Ralph Marcotte
Cherrie McBride	Christopher Tholen	James Tripp
Robert Scholl	Karen Schmidt	George Washington, Jr.
Leo Whitten		