KANKAKEE COUNTY GREENWAYS AND TRAILS PLAN

County of Kankakee
Regional Planning Commission

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JUNE 8, 1999

KANKAKEE COUNTY GREENWAYS AND TRAILS PLAN 1999

WHAT ARE GREENWAYS?

Greenways are corridors of open space that are managed for recreation or preservation. They connect people with places such as, parks, schools, neighborhoods, public facilities and commercial developments. The definition of a greenway must stay flexible because greenways themselves are multi-faceted in nature and may contain a variety of different uses. In general, a greenway is a linear open space established along a riverfront, stream bank, ridgeline, railroad right-of-way or highway for the purpose of non-motorized vehicle transportation, nature preservation, habitat preservation, species migration, flood and erosion control or sediment filtration.

HOW DO GREENWAYS WORK?

Greenways can offer more than recreational amenities. Greenways protect the health of ecosystems and provide corridors for plant and animal species, as well as, creating natural filtering and buffering systems

Greenways operate as:

- A habitat and sanctuary for plant and animal species. Greenways sustain vegetation and natural areas for growth.
- Alternative transportation routes for non-motorized vehicle traffic.
- A natural filter, keeping sediments and pollutants out of waterways.
- Erosion control for river and stream banks.
- Migration paths for animal species.

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 Kankakee County.

These greenways and trails should be developed through partnerships among, state, federal, regional, and local units of government, constituent organizations and trail users. . . they should link communities and their parks and extend from cities in to the countryside. . . they should connect the County's diverse regions with trails in neighboring county's and states. . . 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."

WHAT ARE THE BENEFITS?

- Greenways conserve, protect and enhance lands which provide habitat for wildlife, especially habitats for threatened and endangered species.
- Greenways enhance the quality of life and influence location decisions of families, businesses and industry.
- Greenways reduce the cost of public investment for infrastructure, pollution control, flood control and transportation.
- Greenways provide increased recreation, tourism and access opportunities.
- Greenways protect urbanizing areas from flooding by providing a natural storm water retention corridor.

GOALS

The goals of the Kankakee County Greenways and Trails Plan are as follows:

- Coordinate open space objectives among local units of government
- Locate potential funding sources
- Identify greenway and trail priorities
- Build a cooperative coalition among developers, transportation officials, planners, environmentalist, park officials, municipalities and civic leaders
- Create new regulations to aid in the implementation of the plan
- Provide quality recreation opportunities for the citizens of Kankakee County
- Create an organization to oversee the implementation of the plan

PLAN

Implementing the goals of the Kankakee County Greenways and Trails Plan will result in:

- Land and Wildlife Preservation
- Public Access to Open Space
- Recreational Opportunities
- Alternative Methods of Transportation
- Erosion and Storm Water Control
- Increased Opportunities in Tourism and Commerce
- Increased State and Federal Grant Opportunities
- *An Increased Quality of Life for the Citizens of Kankakee County!*

KANKAKEE COUNTY GREENWAYS AND TRAILS PLAN 1999

MAP OF GREENWAY AND TRAIL OPPORTUNITIES AND DESCRIPTIONS

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With Funding By:
Illinois Department of Natural Resources
July 1, 1999

THE KANKAKEE COUNTY GREENWAYS AND TRAILS PLAN

was developed by the Kankakee County Planning Department with funding from the Illinois Department of Natural Resources and in cooperation with the following organizations:

Bourbonnais Township Park Dist.

Kankakee County Soil and Water Conservation Service

Kankakee County Regional Planning Commission

We would also like to extend our gratitude to all of the citizens and organizations that came together to make this project a success. Your hard work and dedication is greatly appreciated.

Thank You

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SECTION 1 - INTRODUCTION

THANK YOU

The planning process is a consensual one and an effort was made to contact every individual that would be interested or helpful in the process of creating a trail system and improving environmental and transportation connections. The staff of the Kankakee County Regional Planning Commission would like to thank all of the people that participated in the development of this plan. Without your help and continuous support this document would not be possible. We take great pride with our public involvement program and feel that we have done our best to obtain the opinions of every citizen willing to come forward. Again we thank you.

Example of an existing greenway, Briarcliff Estates, Bourbonnais, IL

WELCOME AND INTRODUCTION

In 1995, a study performed by the American Lives, Inc. for the real estate industry showed that 77.7% of all home buyers rated natural open space as either essential or very important when selecting a home site. The importance of natural open space as a preferred amenity, however, is relatively new. The same study conducted in 1980 found that home buyers preferred such amenities as tennis courts, swimming pools, and golf courses. At that time, natural open space did not even make the top ten items preferred.

The State of Illinois, in response to this change is home buyers' opinions, instituted the Metro Greenways Grant. In 1998, Kankakee County Planning Department applied and was awarded $25,000 to produce a county-wide greenways and trail plan. Unlike golf courses, tennis courts, and swimming pools, open space can cost the taxpayers of The County nothing to implement successfully. Not only is the idea of greenways an important incentive to attract home buyers, a successfully implemented greenway plan will improve the environmental, recreational, and aesthetic aspects of the County.

MISSION STATEMENT

This county-wide Greenways and Trails Plan responds to current needs and opportunities and promotes a vision for the future of greenways, trails, and outdoor recreation in Kankakee County. The following is an extensive mission statement that incorporates the desires and expectations of the public.

> "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 trails 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, state, federal, regional, and local units of government, constituent organizations and trails users....they should link communities and their parks and extend from cities into the countryside....they should connect the County's diverse regions with trails in neighboring county's and states' 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."

GOAL STATEMENT

The main goal of the Kankakee County Greenways and Trails Plan is to provide environmental, aesthetic, and recreational enhancements to the County by creating a comprehensive trail and natural corridor plan that is based on the principles of continuity and minimal public economic impact while maximizing public accessibility, efficiency, and safety through roadway enhancements and trail improvements, and new signage. This goal is accomplished by building a cooperative coalition between developers, transportation officials, planners, environmentalists, park officials, municipalities, and civic leaders. New regulations on development are formulated and recommended for all jurisdictions based upon a cooperative planning process that involves all interested and affected parties. Implementing a county-wide greenways plan will address some urban sprawl concerns by providing home owners in the area with quality recreation before the area is completely developed. The intent of this plan is to encourage and foster partnerships and intergovernmental cooperation between municipalities, developers and public and private interests.

Rock Creek muti-use bridge, Kankakee River State Park Bike Trail

METHODOLOGY

A coalition of citizens, civic leaders, commissions, park boards and municipal entities have expressed interest in creating a county-wide open space and trail plan. This Plan includes the preservation of possible future transportation corridors, the preservation of natural greenways, the improvement of park facilities, emphasizes regional cooperation on recreational and environmental issues, and recommends the development of a trail system for recreational and non-vehicular transportation uses.

The time line for completion of this Plan is approximately one year with extensive public involvement process spanning the entire latter three-fourths of the process. Implementation of the adopted Plan is critical to the success of this Plan and will take several additional years. This Plan is long range in nature, looking as far ahead as 20 years into the future, and is a framework for action but is not meant to be a blueprint for actual construction. Periodically, this Plan should be updated to account for completed projects, growth, and unforseen circumstances that arise after the adoption of this Plan.

The Plan document is divided into three phases. Phase one involves the collection and examination of current park facilities and amenities in the County. Phase two encompasses research of current corridors, the feasibility of possible new corridors, examination of the missing connections of the current trail system, examination of environmental assets, and under served populations. Phase three is an examination of regional components and connections and the tools needed to implement the Plan.

Plan Outline

The Plan is divided into seven (7) main sections:

Section I: includes the introduction. List of contributing parties, mission statement and the main goal of the Plan.

Section II: is an analysis of population growth patterns in the County. This Section examines growth patterns and formulates the basis for why this planning effort is needed.

Section III: researches the principles of greenways, the characteristics of greenways, and cites examples of other greenway projects nationwide and their effects on their respective areas.

Section IV: is an inventory of the existing corridors, environmental assets and parks currently serving the County. This section also examines the condition of the existing roadways in the County for trail usage and existing municipal and County regulations on development.

Section V: is the "meat" of the plan. It details the proposed natural greenways, trails, roadways and roadway improvements, and park facilities. It also includes suggested changes to the County subdivision regulations and a model ordinance for municipalities.

Section VI: is the implementation section and details the performance criteria ranking system. This Section discusses implementation techniques, design standards for the trail, and outlines potential funding sources and the cost of construction.

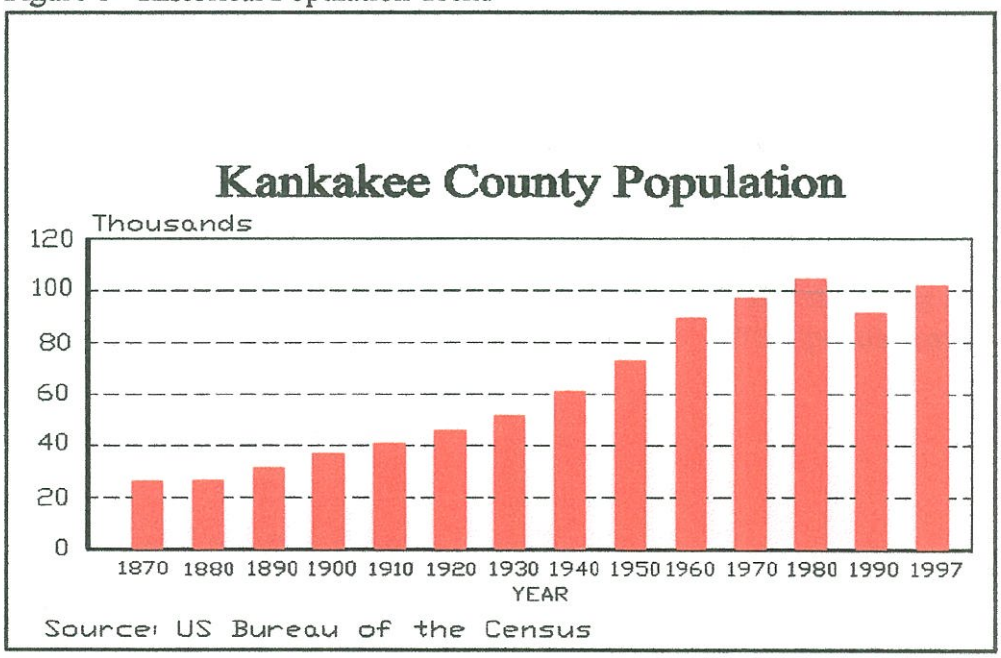
Section VII: is the Appendix and contains a list of public meetings, a time line and an annotated bibliography.

SECTION II - DEMOGRAPHICS AND STATISTICAL DATA

POPULATION & COUNTY-WIDE GROWTH PATTERNS

Kankakee County contains 17 townships and 19 municipalities. According to the U.S. Census Bureau, the 1990 population for the County was 96,255. This figure represented a 6.5% decline from the previous 1980 census at which time the population of the County was 102,926. Current estimates of the County's population show a brighter picture as 1997 estimates supplied by the Census Bureau show the County's population at 101,984. This reflects an actual growth of 5,729, an approximate 6.0% increase in population since 1990. Figure 1, below, illustrates the County's historical population trend.

Figure 1 - Historical Population Trend



The population growth of the 1990's is occurring across Kankakee County, according to 1996 U.S. Census estimates of municipalities in the area. The fastest growing community in the County is the Village of Manteno with a population growth rate of 71.1% since 1990. The following table illustrates the estimated growth rates and population increase of communities in Kankakee County from 1990 to 1996.

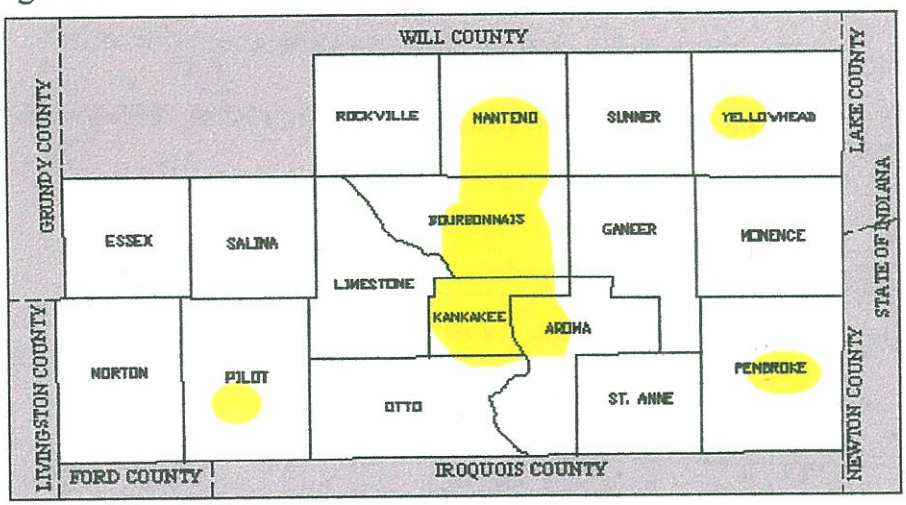
Table 1. County and Municipal Population Growth, 1990 - 1996

Community	%Growth Rate 1990 to 1996	Total Number of New Residents
Manteno	71.1%	2,439
Hopkins Park	17.1%	103
Bradley	12.9%	1,414
Bonfield	11.4%	34
Herscher	10.4%	133
Grant Park	9.8%	101
Bourbonnais	9.6%	1,333
Kankakee County (Unincorporated)	5.5%	1,688

Source : U.S. Census Bureau

Figure 2, below is a map depicting the urbanized area and the areas experiencing residential growth.

Figure 2 - Growth Area



Municipal growth, or urbanization, is occurring at higher rates in the north central region of the County. Manteno, Bourbonnais, and Bradley have experienced tremendous residential growth as depicted in the above table. Combine this growth with a stabilized population base in the City of Kankakee (27,217) and you begin to see a defined urban area that starts north in the Village of Manteno, encompasses the Bradley and Bourbonnais region, and ends at the southern limits of the City of Kankakee. This urban area contains a population of approximately 67,200 or 66% of the total population of the County.

The growth in the rural communities of Kankakee County should not be overlooked in this analysis. Hopkins Park, Bonfield, Herscher, Grant Park, and

unincorporated Kankakee County have experienced significant growth rates suggesting that as urbanization continues in our north central region, a large portion of the population still desires rural settings to live. For greenway and trail planning, this secondary growth pattern (rural development) is important to monitor in order to plan and preserve greenways and linkages to existing greenways.

It is quite clear, by the data presented above, that growth and development in rural Kankakee County and several municipalities has significantly rebounded since the 1980's. Residential development over the past 9 years has reached levels not seen in this County since the late 1950's and 1960's. Subdivision development in municipalities is occurring on the fringe, thereby expanding municipal boundaries further and further out from the municipal center. In the County unincorporated area, many subdivision developments are being sited in wooded, non-farming, areas that could be ideal locations for open space, greenways, and trails. Because of this phenomenon, greenway and trail planning takes on an ever greater importance in this community.

Current residential trends support the growth rates reflected throughout Kankakee County. The following table is a breakdown of approximate new housing starts and the number of new residential units (duplex and multi-family) built in the fastest growing communities from 1990 through 1997.

Table 2. 1990 - 1997 Housing Unites Analysis

Community	Single-Family Dwelling	Duplex (Units)	Multi-Family # of structures: Units	Total Number of Units
Kankakee County	867	0	0	867
Bourbonnais, Village of	461	21 (41)	41:230	733
Bradley	401	22 (44)	105:421	866
Manteno, Village of	344	75 (150)	57:306	790
Herscher	77	6 (12)	1:8	97
Grant Park	51	12 (24)	6:24	99
Bonfield	14	0	0	14
Chebanse	10	0	0	10

Source: Kankakee County Housing & Manufactured Home Report, 1997
Kankakee County Planning Department

URBANIZATION AND GREENWAYS AND TRAILS PLANNING

Kankakee County has a unique opportunity to plan and build a quality greenway system since many of the areas marked for greenways in the Plan have yet to be developed. In contrast, neighboring communities to the north have experienced many obstacles and difficulties in implementing open space plans. For example, Cook County waited until the urban center was developed to acquire greenway land and thus isolated a great deal of the greenway amenities into its periphery. Will County waited until population growth exploded in the region and was forced to pay a higher price to

acquire land. Unlike these examples, Kankakee can implement a greenway and trails plan with new development regulations that will integrate and set plans for new land acquisition that can limit additional cost to the taxpayer,

INTEGRATION OF GREENWAYS AND DEVELOPMENT

One of the important aspects of a quality greenway system is its ability to manage urban sprawl. Kankakee County, like most exurban counties outside of spreading urban centers, is threatened with urban sprawl encroaching into once rural and undeveloped land. A greenway plan should not be considered a "cure-all" to urban sprawl but rather one of the many tools that must be employed if the goal of preserving rural land and preserving environmentally sensitive areas is to be a success. The greenway system, if implemented with changes to the zoning ordinance and subdivision regulations, will provide a buffer and between development sections of land. The buffer area will break up the normal development patterns and allow for a visually appealing community.

Although not proven, the greenway theory could accelerate growth in the undeveloped areas if one assumes that land adjacent to rural area greenways are a premium for developers because of the benefits that greenways provide. This theory depends highly on the opinions of the local community and the developers. In Kankakee's case, rural development patterns suggest that home buyers desire larger lots, more than open space amenities, because of the current rural and agricultural

characteristics of the County. However, this pattern of rural development may be short lived as Kankakee County becomes increasing urbanized and the cost of land makes large lot residential development less feasible. Therefore, an urbanized development patterns become more prevalent, the implementation of this Greenways and Trails Plan will become that much more critical.

The implementation of impact fees is another way to manage urban sprawl. The fees are tied to the subdivision regulations. The regulations in Kankakee County, under Illinois law, do require the donation of open space to the local park district or County entity for each subdivision. The fees or developer exactions in Illinois must be a "specifically and uniquely attributable donation". (County to County, 1998) Thus, the County should consider a formula to determine the donation. The donation of land to a governing entity would ensure that when the trail or greenway system is continuous then that entity could build the trail or maintain the land as a natural greenway.

The cost of rural development is well documented, especially in the Chicago metro region. A study done by Northern Illinois University and the American Farmland Trust found that scatter development or "sprawl" is often subsidized by residents living in adjoining communities. Furthermore, response times for police, ambulance and fire fighters often exceed national standards. The study which focused on a northwest suburb of Chicago found that homes in scatter development sites generally:

1. Do not generate enough taxes to educate the children who live there.
2. Fall short of paying to maintain roads leading to and within their subdivisions.

3. The cost of building water and sewer facilities is often paid for by other residents.

The study divided this suburban county into three different types of scatter development and analyzed them separately. The study's findings led the researchers to the following recommendations about scatter development or sprawl:

1. The study recommends that when farmland is used for new residential development, the density should be no lower than three homes per acre to offset the cost of the development.

2. If a large development is planned, then impact fees or the donation of open space should be made.

One concern facing the County is the increasing availability of sewer and water services. In other counties the lack of these facilities is often the most powerful tool for reducing expansion, but Kankakee County has an extensive water and sewer system already in place and its existence promotes residential development. While this is a positive attribute from an economic development perspective it can be a detriment to preservation efforts.

Although the study did prove that residential land does not provide enough taxes to supply the services it consumes, it is assumed that the commercial and service related facilities that enter the economy to serve the new population do generate more taxes than they consume. One issue currently facing Kankakee County is that the unincorporated areas of the County are experiencing residential growth while the municipalities are experiencing the commercial tax growth. The County should consider modeling the development of the rural areas to assess if the development is

positive for the current and future residents of the County. Some can argue that the public use of land is actually more cost effective for the County than allowing it to be developed residentially.

The evidence of the report suggests that urban sprawl is expensive for any governmental entity and the local taxpayers as a whole. This conclusion is strong support for a greenway network that, as mentioned earlier, is a good tool for managing urban growth in environmentally sensitive, scenic, or rural areas.

SECTION III - RESEARCH

INTRODUCTION OF GREENWAYS

The planning process for the Kankakee County Greenways and Trails Plan was started more than three years ago and has included seminars, public forums, and the building of interest groups and citizens into structured committees. Suburban sprawl and the growing realization that a unified open space initiative among all governmental entities is needed. This has been the primary factor that spurred this planning effort. As the population continues to move from urban areas to once rural agricultural lands, the establishment of a quality greenway network will address some of the concerns associated with sprawl by:

- ❒Providing continuity to plant and animal species in fragmented areas;
- ❒Providing better recreation and natural amenities for residents; and,
- ❒Providing a cost-effective and coordinated approach to regional resource management and recreation planning.

The term "Greenway" is often used to categorize many different projects that all relate to creating better open space in the County. Greenways are often synonymous with:

❒Linear Park ❒Parkways/Boulevards ❒Trails

❒Ribbons of open space ❒Rivers, creeks, shorelines ❒Floodplains

❒Undeveloped corridors ❒Abandoned railroad corridors

❒Undeveloped utility easements and corridors

There are many words for a "Greenway", but the idea is quite simple. A greenway acts as the "green infrastructure" of the area. It serves environmental, recreational, and aesthetic purposes.

Environmental

Since greenways act as linear parks, or the linkages between parks, the greenway provides necessary links to natural systems to function property. Greenways along waterways act as filter strips to trap sediment from contaminating the water feature. Greenways protect the urbanizing or developing areas from flooding by providing a natural storm water retention corridor. Greenways conserve, protect, and enhance lands which provide habitat for wildlife, especially habitats for threatened and endangered species.

Recreation and Access Opportunities

Greenways can be used for recreation purposes. Hiking and biking trails not only provide relaxing recreational opportunities, buy can also be used for transportation purposes by providing bike and pedestrian access between homes, schools, employment centers, and shopping. Today's busy American lifestyles are changing the way in which people participate in outdoor recreation. Strangely, while people increasingly understand that enjoying the outdoors and nature is part of a healthy lifestyle and can bring a sense of serenity to otherwise hectic days, it is difficult for most

to find time to break away from daily routines. Local anc convenient parks and recreation areas therefore have become more important in providing opportunities that people can more readily take advantage.

Aesthetic

Greenways also provide an aesthetic improvement to the area by enhancing the community's image, increase spending on recreational activities, support tourism, and reduce landscape maintenance costs. Greenways have also been proven to increase property values of nearby homes.

PRINCIPLES OF GREENWAY DEVELOPMENT

There are three basic principals that should be considered when developing a comprehensive trail/greenways plan.

Continuity

Facilities should be continuous and interconnected. While this may seem obvious, many trails in urban settings often end abruptly and do not connect to others. The relationship between continuity and trail use is direct. It is crucial that the greenway is fully connected to make a meaningful environmental impact as well. Disjointed trail systems, no matter how aesthetic, will not be as effective nor serve an effective purpose to the community.

Potential Use Destinations, & Economic Impact

Natural greenways and multi-use trails should be located along corridors that assume maximum use by the intended use group. The trail system must lead and connect facilities that the intended user would frequent without the trail system such as open spaces, parks, malls, schools, job centers, and civic attractions. Greenway systems promote a balanced environment, regionally attract individuals to use trail systems and support local business, and stabilize and improve housing values in proximity of the greenway.

Safety, Climate, & Related Perceptions

Natural greenways and multi-use trails should strive to create a system that meets both the utilitarian and recreational needs of a diverse populations. Safety on the trail network should be given high priority. The route should avoid crossing busy intersections and steep grades. The system should be patrolled by law enforcement or volunteer courtesy patrols, preferably on bikes, and be well lit if intended to be used into the night time hours. Trails should avoid crossing directly through busy centers of activity like plazas, transit stops, and heavily used recreational sites such as playgrounds. The system should be designed for year around use and, when allowable, make attempts to integrate snowmobilers, bicyclist, cross-country skiers, pedestrians, equestrians, and other activities deemed important by the community.

IMPACTS OF GREENWAYS - PROPERTY VALUES AND ECONOMIC DEVELOPMENT

The popularity of greenway plans to enhance recreational amenities, lower landscape cost, provide natural flood protection, protect the environment and improve the aesthetic value of a community continues to grow. Various projects have been implemented across the country and some of the studies on these greenways and their findings are summarized below. Each case shows how the greenway project made a meaningful contribution to the community related to the three principles discussed on the previous page.

Property Values

Statistical

The effect on property values of land near a park or open space amenity has been the subject of several studies. It is sometime difficult to isolate open space from the other variables that affect a resident's property values; nevertheless many studies have revealed increases in property values where park property, trails, or reserved open space is adjacent to a homeowner's property. The following are three studies that support this theory.

- In Boulder, Colorado, a City that has a large greenway situated near it's central business district, found that housing values declined an average of $4.20 for each foot of distance away from the greenway up to 3,200 feet. In the same study, it was proven that with all other variables equal, the property values of a home adjacent to the greenway system would be 32% higher than those 3,200 feet away. It should be noted that the greenway was an active piece of park property. (Correll, Lillydahl, and Singell, 1978)

❒Two studies in Ohio showed that housing values in the proximity of the Cox Arboretum in Dayton were 5% higher than the average selling price. In another study, it was estimated by the real estate industry that housing values in the Whetstone Park area of Columbus, proximity to the park accounted for 7.35% of selling prices. (Kimmel, 1985)

❒A study found that the three most important factors for a greenway to have a positive effect on property values were those that are: (1) composed of open space rather than highly developed facilities; (2) have limited vehicular access, but some recreational access; and, (3) have effective maintenance and security within the system. These points were derived from a study that proved that highly used parks with a large amount of vehicular traffic can cause a nuisance and actually have a negative effect on property values immediately adjacent to the park property while still having a positive effect on property values nearby. (Lyon, 1972)

A greenway project in Kankakee County should consider these statistical case studies. There must be a concerted effort to minimize conflicts between the park users and adjacent property owners. The greenways should be developed primarily as open space, with limited recreational access such as a trail or path. The trail heads or parking locations where one can access the system should be selected carefully and involve already existing park or publicly owned property.

Property Values - Survey Date/Perceptive Views

The perception of a greenway in a neighborhood may often be more important than the actual statistical facts that it represents. There have also been various studies that primarily used surveying techniques rather than the statistical comparisons to gauge the effect or perception of greenways on property values. The following three

studies that investigate these views.

- A study involving the Lafayette/Moraga Trail in California, the Heritage Trail in Eastern Iowa, and the St. Marks Trail in Florida surveyed residents that lived along the trail system. A majority of all of the property owners near the trails felt that their trail would increase their property values and helped in the selling of their homes. (Penn State University, 1992)

- Surveys conducted with real estate agents regarding the 12-mile Burke-Gilman Trail in Seattle found that homes near the trail often sold for 6% more than a comparable home away from the trail. A survey of the residents along the trail showed that 60% of the homeowners felt that the trail would have either a positive or no effect on their property values. (Seattle Office of Planning, 1987)

- Surveys conducted of landowners adjacent to the Luce Line Rail - Trail in Minnesota showed that 87% of the residents near the trail felt it had a positive or no effect on property values. (Mazour, 1988)

ECONOMIC DEVELOPMENT

Local Economic Impact

Documentation suggest that trails and greenways have little, if any, negative impact on adjacent property values. Trails have also been proven to spur economic development if implemented properly. There are an estimated 26 million day-hikers in the US and over half of the American public said they walk for pleasure. (Little, 1990) Bicycling also attracts people of all ages. In the United States, the rate of participation in bicycling has tripled since the 1960's. By the end of 1993, there were more than 100 million bicyclist in the United States. That means that just under half of all Americans consider themselves to be "bicyclist". (Bicycle Federation of America, 1994) Bicycle commuting has also become increasingly popular, as an estimated 2.7 million commuters rely on bikes.

❒Studies have proven that trails often generate economic multipliers for the local economy. User spending is one way that trails generate money for the local economy the Heritage Trail in Iowa estimated that each user spent an average of $9.21 a day. The St. Marks Trail in Florida estimated spending at $11.02. The Lafayette/Moraga Trail in California found users spending $3.97 per day as a result of the use of the trail. This study shows that many users of the system also patronize local businesses and services. (Moore, 1992)

❒Maryland's North-Central Trail was estimated to have 450,000 visitors in 1993. The goods purchased in the local economy for uses related to the trail were valued at $3.36 million in 1993. (Maryland Greenways Commission, 1994)

❒The Hart-Montague Bike Trail which runs along the eastern shore of Lake Michigan is estimated to have increased business for several local owners by 25 to 30% after it opened. The trail also uses a pass system which generated $40,000. (Aadema, 1992)

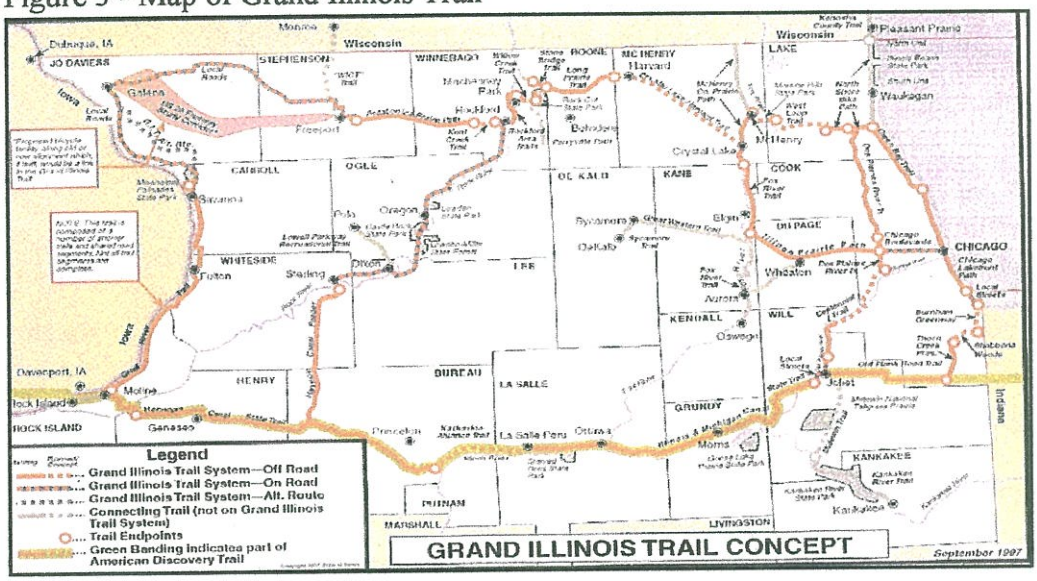
Locally, Kankakee County has seen significant growth in bicycle related sales in the last five years. This growth is due to new and better trails being constructed in the area. It is clear that a quality multi-purpose trail system could tap into a large number of potential users: pedestrians; in-line skaters, bicyclists, cross country skiers, equestrians, and others.

Tourism

An effective greenway cannot only affect the local citizens, but can also be a regional and even national attraction for tourists to visit. Although it is assumed that most of the activity on the system will be from local residents, it is important to note the ability of the trail to attract tourists. The Kankakee River is very scenic and its proximity to the Chicago Metropolitan Area could make it an even bigger draw than it is today. In

additions, the Kankakee River State Park's ability to link trails to the Midewin National Tall Grass Prairie in Will County could spawn tourist activity in the region. Once the trail is linked to the Midewin National Tall Grass Prairie in Will County, Kankakee County will be joined to the 475-mile Grand Illinois Trail which travels from Chicago to Rock Island. The Grand Illinois Trail is a segment of the American Discovery Trail which would extend from coast to coast between Delaware and California. The Trail will enter Illinois near Dyer, Indiana utilizing the Old Plank Road Trail and will exit through the Quad Cities into Iowa. This link has an amazing ability to attract potential users from all over Northern Illinois to the system, the State Park, Perry Farm, and other parks in the area linked by the system, as well as to local businesses.

Figure 3 - Map of Grand Illinois Trail



Quick Tourism Facts

❒Tourism is predicted to be the world's and the United State's leading industry by the year 2000. Tourism is a high multipliable economic factor, meaning that

tourism more than almost any other industry positively affects other related industries like transportation, lodging, food services, retail, and other services. The travel-tourism industry has consistently outperformed the overall economy in creating new jobs, higher personal income, and contribution to governmental entities through taxes. (U.S. Travel Data Center, 1990)

❒A poll done by the President's Commission on American Outdoors found that natural beauty was the single most important criterion for tourist in selecting a site for outdoor recreation. (Scenic America, 1987)

Travel-tourism should be defined as any trip more than 50 miles and/or involves an overnight stay. Parks and open space can be an important draw to tourists in the Kankakee River Valley. The region is already known for its fishing and wildlife amenities. Many of the promotional organizations for the County spend most of their resources advertising the County's natural amenities. A greenway plan will surely identify and enhance the potential of the natural amenities of the County, allow it to boast even better recreational activities, add to tourism, and bring new tax dollars into the region.

Tourism is one of the few industries that truly adds directly to the local economy. For example, a new localized attraction in the County will complete with the other owners of a comparable business in the local area. But if the attraction is a regional draw and brings new people into the area, the tourist are "new" money to the region as a whole. The greenway system should concentrate its attractions in central or connected locations so that they can be marketed as a package to attract more visitors. The State Park has the greatest potential to attract regional visitors and the links to it should be enhanced to promote its accessibility and use. Attractions and promotional

material, such as quality bed & breakfasts, a lodge at the State park, and brochures about the greenway and park system int he County, can all help to make the system a success.

Safety

The myth of crime and vandalism often surrounds the implementation of a trail system. Some residents are often concerned that the implementation of a recreational trail will encourage vandalism, crime, and other disturbances. There is little evidence from case studies that support the fear of crime.

- The Minnesota Department of Natural Resources in 1980 compared landowners opinions on a set of proposed trails and a set of existing trails. Seventy-five percent (75%) of homeowners along the proposed trail were concerned that the trail would cause increased crime and vandalism. But, by contrast, the homeowners along the existing trail system disagree that the trail caused crime or vandalism (0% and 6% respectively). (Minnesota Department of Natural Resources, 1980)

- A 1992 National Park Service study of the impacts of rail-trails on nearby property owners found that "a majority of landowners reported no increase in problems since the trails opened. That living near the trails was better than living near unused railroad lines before the trail was opened." (National Park Service, 1992)

- A study by the Appalachian Trail Conference of crimes on the Appalachian Trail found that despite its use by 3-4 million persons per year, there was only 0.05 per 100,000 or 1 in 2 million crimes were associated with the trail. This means that if you used the Appalachian Trail on a regular basis you would be more likely to be struck by lightening than accosted as a hiker on the trail. (Appalachian Trail Conference - Harpers Ferry WV, 1990)

Illinois Greenway Facts

There has been unparalleled momentum in public, taxpayer-financed acquisition of land for open space in other Illinois counties. Despite critics who content that there are better methods, the past couple of years have yielded historic gains for open space referendums. Taxpayers seem willing to spend money to preserve open space. For example:

- In November, 1998, DuPage County residents voted to approve the spending of $75 million to buy about 2,300 acres. On a typical $200,000 home, taxes would be raised by approximately $21 per year.

- The McHenry County Conservation District in June, 1998, approved $18 million to buy about 1,500 acres over three years. That decision came after the district spent about $4 million earlier in the year to buy nearly 240 acres of open land.

- Surveys show that 65% of voters would support the Kane County Forest Preserve District's $70 million land purchase plan, even though each of those voters would pay $1.70 more in taxes each month for the extra green acres. Bolstered by those polls, forest preserve commissioners voted unanimously in January 1999 to put the issue on the April ballot.

- According to Illinois Outdoor Recreation Activities (1992), the report of the 1991 Illinois Outdoor Recreation Participation Survey, 42.6% of Illinois' adult population participate in bicycling for a total of 143.5 million annual activity days.

- At the national and state level, President Clinton included $1 billion for land purchases in his 2000 budget proposal, and Governor George Ryan pledges to spend up to $40 Million a year to acquire open land in Illinois.

Bicycle Fatalities and Accident Data

Even though traffic fatalities in the County and the State of Illinois have dropped considerably over the past decade, the amount of deaths associated with bicycles and

bicycle - vehicle accidents have increased significantly. In 1998, Kankakee County had four accidents that involved automobiles and bicycles colliding. Of the four, only one resulted in a fatality.

With the proper signage and striping, it is generally safe to travel by bicycle on roads. There is a proposed Bicycle Safety Restoration Bill that is pending approval at the state capitol which suggests that bicyclists are intended users of all streets and highways in Illinois except those where bicycles are legally prohibited and signs to that effect are posted. By restoring "intended user" status to bicyclists on Illinois roadways, it removes the disincentive of local governments to provide bicycle safety improvements for fear of increased liability.

The development of a comprehensive trail and greenway system in Kankakee County will not only provide important recreational amenities buy can also improve the safety of pedestrians, motor vehicles drivers, and bicyclists. The table below shows automobile/bicycle related accident during the past few years.

Table 3. Bicycle Related Accidents

YEAR	NUMBER OF ACCIDENTS	NUMBER OF FATALITIES
1995	2	2
1996	6	1
1997	3	0
1998	4	1

SECTION IV - INVENTORY

EXISTING CORRIDOR INVENTORY

Existing corridors are those that are already preserved for a reason unrelated to local regulation. These would include pipeline and utility easements, and railroad right-of-way. These corridors are often the easiest to delineate as greenways since no land acquisition may be needed.

The following is a list of existing corridors identified during the plan process.

ComEd Corridor (north-south from Bourbonnais to Manteno)

This corridor is approximately 100' wide and runs along the Illinois Central Railroad from Armour Road in Bourbonnais to the Manteno Wastewater Facility where is leaves its alignment with the railroad and heads due north ending a few hundred feet from the I-57 interchange on Division Street in Manteno. This corridor would be an excellent off-road corridor to connect Manteno and Bourbonnais.

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

This corridor is approximately 200' wide and runs from just east of IL Rt. 50 to the Kankakee River State Park halfway between 5000 and 6000 N Roads. This corridor could be utilized as a connection from IL Rt 50 to the State Park, if the Grand Northern Parkway concept does not come to fruition. A trail within the proposed parkway right-of-way would be the preferred choice.

Kankakee-Beaverville and Southern Railroad

This corridor is approximately 100' wide runs from just east of Kennedy Drive in Kankakee to the County line south of St. Anne. This railroad right-of-way has one track and has limited use. If this railroad were to ever become abandoned, the corridor should be considered for a trail running from Kankakee to Aroma Park.

ConRail Railroad

This rail line runs east and west the entire length of the County and is approximately 200' wide. In most areas, there is only a single track. This line is heavily used and will probably not be abandoned anytime soon. However, because there is a 200' right-of-way with only one tract there could be room for a trail to co-exist with the track. Further study of safety factors would be necessary to determine if this would be possible.

Illinois Central Railroad

This rail line runs north and south through the County passing through the middle of the Metro Area. It is approximately 200' wide with one tract in most areas. It is, however, heavily used and will not be abandoned in the near future. This right-of-way could also be sed for a trail. This corridor is also under consideration for a high speed rail project; if this project were to become a reality, this corridor would then no longer be capable of containing a trail for safety reasons.

Norfolk & Western Railroad (abandoned)

This rail line runs in a southwesterly direction in Essex Township starting in section 2 and ending in the Village of Reddick. This corridor is approximately 100' wide and is abandoned. The northern part of this corridor, located in Will County, is already part of the Waupansee Glacial Trail running from Route 113 in Custer Park to Joliet with connection to the newly created Medewin National Tall Grass Prairie. This trail is being developed by the Forest Preserve District of Will County.

Chicago and Southern Railroad (abandoned)

This corridor is 100' wide and runs in a north and south direction the entire length of the County passing through the Township of Pembroke, Momence, and Yellowhead. This rail line has been sold to private owners, but for the most part is still intact. The aesthetic beauty of the are surrounding this corridor makes it an ideal location for use as a trail. However, the bridge over the river has been removed adding greatly to the cost of creating the trail.

EXISTING ENVIRONMENTAL ASSET INVENTORY

This inventory lists natural areas that may or may not need to be protected and are duly noted as such. The following is a partial list of existing major natural corridors.

Kankakee River

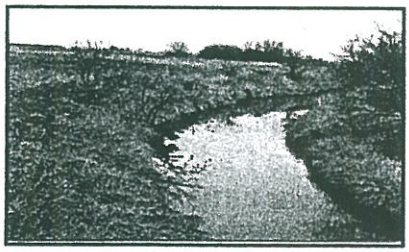
The Kankakee River near South Bend, Indiana and flows southwesterly 111 miles to Aroma Park where it joins its largest tributary, the Iroquois River. The combined river turns northwesterly for 38 miles to its junction with the Des Plaines River near the Village of Channahon in Will County where it creates the Illinois River that flows southwesterly into the Mississippi River. There are three dams on the Kankakee River, at Wilmington, Kankakee, and Momence. The Kankakee Dam is the largest and forms a pool six miles long. The six-mile pool is an important segment of the river for recreational watercraft. Other portions vary widely in depth and are often unsuitable for watercraft. Much of the land along the Kankakee River in Kankakee County is either developed or already in some form of conservation, therefore establishment of any future greenway areas may not be cost effective. The River is flanked on both sides by relatively good roads with only a few exceptions. In areas that are not currently in some form of preservation, these roads should be enhanced with multi-purpose trails to create a continuous trail looping the River. Areas that are currently being preserved should be encouraged to create multi-purpose trails to enhance continuity.

Rock Creek

Rock Creek is one of the most prominent creeks in the Kankakee River Basin. The Creek drains 107 square miles and has geological significance. Rock Creek is often noted as one of the most scenic creeks in the region. A prominent gorge near where Rock Creek joins the Kankakee River gave the Creek its fitting name. The Creek flows in a generally west-southwesterly direction from Peotone in Will County along the south side of Manteno across southern Rockville Township and into the Kankakee River about 6-7 miles downstream from the City of Kankakee. The southern portion of the Creek is already protected within the State Park.

Soldier Creek

Soldier Creek flows through a highly urbanized portion of the metro area and forms a partial boundary between the municipalities of Bradley and Kankakee. It too flows in a generally southwestern direction from its beginning between 5000 Road and 6000 Road east of the Illinois Central Railroad. The Creek enters the main river just north of the Court Street bridge in the City of Kankakee. Soldier Creek is surrounded by fairly dense development for most of the distance through the municipalities, even being concealed underground through parts of Kankakee. This dense development would not lend itself well to the establishment of a trail, however in the area where the creek crosses North Street in Bradley and north could be considered for greenway and trail establishment. If at anytime segments along Soldier Creek become available for preservation, the local jurisdiction should take the appropriate action to preserve the area.

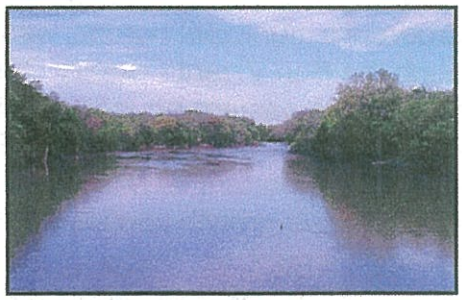


Baker Creek

Baker Creek, also known as Exline Slough north of IL Rt. 17, drains 62 square miles in the central part of Kankakee County. It travels in a generally southward direction from its beginning in southern Will County and continues past unincorporated residential areas, such as Whitacre and St. George, and joins the main channel of the River just east of the I-57 bridge. This Creek should also be considered for preservation because of its close proximity to the metropolitan area. As new development stretches farther out into the rural areas, this Creek will become very important for the management of storm water runoff. Also, the southern end of this creek is a very scenic area also making it ideal for preservation.

Iroquois River

The Iroquois River is the largest tributary of the Kankakee River. It enters the main river at Aroma Park about 4.5 miles upstream from the City of Kankakee. The Iroquois River is 94 miles along the drains about 1,240 square miles in Kankakee and Iroquois Counties. Although often overlooked because of the prominence of the Kankakee River in the County, the Iroquois River is a very scenic and important environmental asset. Once outside of the City of Kankakee, the area along this River is sparsely developed. However, steps should be taken to preserve the river frontage for open space and recreational uses while it is still relatively undeveloped and available.



Minnie Creek

Minnie Creek is the only tributary of the Iroquois River studied in this Plan. The Creek travels in a generally easterly direction from 5000 W Road. Its many branches drain a significant area of farm land between Irwin and Chebanse. A portion of the Creek was relocated for the construction of I-57. The area around this Creek has seen very little development and this trend should remain for the time being. Because of the importance of this Creek in regards to storm water management, the first few miles, from the Iroquois River to I-57, should be preserved as it will likely be the first area of development

Wiley Creek

Wiley Creek flows in a northward direction from its beginnings north of the ConRail tracks in Limestone Township. This Creek is in close proximity to the State Park and has some scenic gullies along 3750 W Road. The area around this Creek has seen development in the last few years. This Creek should be looked at for preservation to prevent future encroachments into its floodplain.

Davis Creek

Davis Creek flows in a generally southward direction from just north of the Bourbonnais municipal border, west of I-57, through the Bon Vivant Country Club property and forms the eastern boundary of the Kankakee River State Park where it joins the River. The Creek is an important development corridor for the County. As growth continues to move northwest along IL Rt. 102 and moves north along Illinois Route 45/52 and Career Center Road the Creek will be impacted. This Creek should be considered a high priority for preservation.

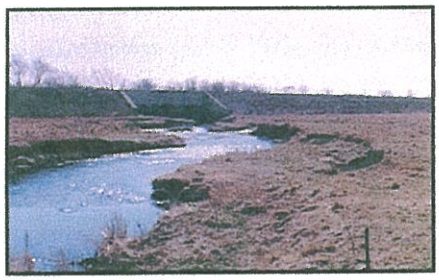
Gar Creek

Gar Creek travels in a north-northeastern direction from its origin just north of the intersection of 7000 W Road and 7000 S Road south of the Village of Irwin. It enters the River in the six-mile pool at the site of the Gar Creek Forest Preserve just upstream from the Shapiro Developmental Center. This Creek is already well preserved.

Horse Creek

Horse Creek travels northward from its beginnings in southern Pilot Township 5½ miles east of the Village of Cabery, through the Village of Herscher, Essex Township and Salina Township. The Creek empties into the River near Custer Park in Will County. This is an important Creek for drainage in the western half of the county, draining many miles of farmland. Steps are already being taken to preserve this Creek in Will County and Kankakee County should follow suit.

Trim Creek



Trim Creek travels in a southernly direction from its beginnings near Beecher in Will County passing through Yellowhead and Momence Townships and emptying into the Kankakee River about 1 mile east of the City of Momence. This Creek has a fairly large watershed and has environmental importance to the areas which it passes through. The area around the Creek is scenic with woods along the Kankakee River and Six-Mile Grove area to the rolling hills of Yellowhead Township. This Creek is not in any immediate danger from urban sprawl but with the possibility of a Third Regional Airport west of Beecher, scattered growth could occur rapidly if not monitored.

ILLINOIS NATURAL AREAS INVENTORY (INAI)

Several high quality, undisturbed natural communities were identified by Illinois Department of Natural Resources in Kankakee County in recent years. Some of the sites are in private ownership, some in public ownership, and some are a combination of private/public ownership. The following is a list of sites identified by the IDNR:

Bourbonnais Geological Area
Campbell's Woods
Essex Pit Number 11 Geological Area
Goodrich Railroad Prairie
Gooseberry Island
Guiding Star Savanna
Kankakee River
Kankakee River Natura Preserve
Kankakee River Prairie
Leesville Savanna East
Leesville Savanna West
Little Beaver Creek
Manteno Southwest Geological Area
Mason Area
Momence Wetlands
Otto Road Railroad Prairie
Pembroke Savanna
Rock Creek Canyon
Stateline Savanna
Union Hill Railroad Prairie

Steps should be taken to encourage permanent protection of all INAI sites, especially those that are in immediate danger of disturbance.

Illinois Nature Preserves

Several high quality natural areas and habitats of endangered and threatened species are protected in perpetuity through voluntary dedication of private or public lands in Kankakee County. These sites include:

- ❒Bourbonnais Geological Area Nature Preserve
- ❒Gooseberry Island Nature Preserve
- ❒Iroquois Woods Nature Preserve
- ❒Kankakee River Nature Preserve
- ❒Momence Wetlands Nature Preserve

Steps should be taken to buffer and enhance these unique natural areas for continuing environmental integrity and biological richness through protection of adjacent or abutting acreage.

EXISTING TRAILS

Currently, the county has a fragmented trail system that has proven to be adequate and useful to the limited area in which it serves. The trail systems within the Kankakee River State Park, Perry Farm Park, and River Road Park serve these limited areas. Because these trails are fragmented, it limits their impact on the entire County population and efforts, through this planning process, must be pursued to connect the current trail system.

This Plan strives to identify connections of all the existing trails in a convenient and safe manor, recommends uniform signage, and a uniform promotional brochure and trail map. Additionally, it is imperative that access to trail heads be equipped with ADA accessible restroom facilities and parking.

Kankakee River State Park

The Kankakee River State Park has an extensive trail system that is in prime condition. The trail system travels from Will County to the Davis Creek Campground in the eastern portion of the Park. The trail is approximately eight feet wide and surface treatments vary from crushed limestone to asphalt pavement. This trail could be extended at both ends of make it a part of a much larger system of trails. On the northern most edge, approximately one more mile of trail would be needed to connect the State Park Trail to the Wauponsee Glacial Trail planned in Will County that utilizes the abandoned Norfolk and Western Railroad right-of-way. On the south end of the trail, approximately another mile of trail is needed to connect the State Park Trail to the Perry Trail in Bourbonnais. The existing State Park Trail is approximately 20 miles in length.

Perry Farm Park

The Perry Trail located within the Perry Farm Park is one of the most widely used trails in the County. It has been expanded into the Metro Wastewater site and connects the Perry Farm park (BTPD), LeVasseur Park (KVPD), Cavelier De La Salle Park (VBB), and Helgeson Park (VB). The 4 miles of trails within the Perry Farm park is considered the backbone of the metropolitan area trail system. The connection between the State Park and the Perry Trail is considered a priority.

River Road Park (KVPD) and Kankakee Community College

The River Road Park Trail travels along a scenic portion of the riverfront property on the south shore of the Kankakee River. It is also connected to the Gar Creek Tall Grass Prairie along the River. A connection through the Shapiro Developmental Center owned by the State of Illinois would greatly expand the possibilities for this trail by creating a direct connection to the residential area of the city of Kankakee just south of downtown.

Gar Creek Tall Grass Prairie

As mentioned above, the Gar Creek Trail (KRVFPD) joins the River Road Park and forms a successful trail system in south Kankakee. However, the trail could be expanded into the Shapiro Developmental Center.

Shannon Bayou

The trail system proposed for the Shannon Bayou (KRVFPD) in Aroma Park should be examined for a possible link into the other trails in the region. The current limited trail system planned for Shannon Bayou only serves the internal park.

EXISTING PARK INVENTORY

Kankakee County has many parks within its boundaries, managed by a variety of local governmental agencies. An inventory of each existing park has been assembled by the County Planning Department. The inventory analysis includes the park's name, acreage, and existing and planned amenities. The table below summarizes the inventory analysis.

Figure 4 - Existing Park Amenities (METRO Area)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1																
2		*Acreage*	*Trail*	*Playground*	*Pavilion*	*Picnic*	*Diamonds*	*Soccer*	*Basketball*	*Volleyball*	*Track*	*Tennis*	*River*	*Boat*	*Restrooms*	*Building*
3	**Kankakee Valley Forest Preserve**															
4	Gar Creek Tall Grass Prairie	85.00	2.5													
5	Aroma Forest Preserve	55.00	1.2	Y												
6	Shannon Bayou	46.00	Planned		Planned											Planned
7	Limestone Preserve	30.00														
8	Waldron Arboretum	30.00	1													
9	Strasma Grove	2.00														
10	**Bourbonnais Twp. Park District**															
11	Perry Farm	170.00	?			Y							Y		Y	Y
12	**Kankakee Valley Park District**															
13	Alpiner Park	3.70		Y	Planned	Planned										
14	Pottawatami	10.00	Planned	Y	Y	Planned			Y			Planned				
15	Goselin	5.00	Planned	Y	Y	Y				Y		Planned		Planned		Y
16	RailRoad Bridge	15.00	Planned	Y	Y	Y								Y		
17	Hieland Park	15.00		Y	Planned	Y	Y									
18	Heil Estates	5.80		Y	Y				Y	Planned						
19	Jeffers	2.00		Y		Y			Y			Y				Y
20	Kensington	3.50		Y	Planned		Y		Y	Planned						
21	Kraftdale	1.50		Y												
22	Legion	9.00		Planned		Planned						Planned				
23	Marycrest	3.30		Y			Y		Y							
24	McBroom	5.50		Y		Y	Y		Y							
25	Pierson	4.10		Y		Y										
26	Schuyler	4.00		Planned	Y	Y			Y			Y				
27	Skyline	1.50		Y		Y				Y						
28	Snow Park	1.00		Y		Y										
29	Strasma	2.50		Y			Y		Y							
30	Washington	7.30		Y					Y							
31	Beckman	23.00		Y	Y	Y	Y					Y		Y	Y	Y
32	Bird	22.80		Y	Y	Y	Y					Y			Y	Y
33	Cobb	10.00		Y	Y	Y									Y	Y
34	Gov. Small	20.00				Planned									Y	
35	LeVasser	16.00		Y		Y	Y	Y							Y	
36	Old Fair	14.00		Y		Y	Y		Y			Y			Y	
37	Pioneer	12.00		Y	Y	Y	Y		Y			Y			Y	Y
38	River Road	400.00		Y	Y	Y	Y								Y	
39	Riverside Sports Complex	7.00					Y									
40	**Limestone Park District**															
41	Limestone Park	120.00	1	Y	Y		Y		Y	Y		Y			Y	Y
42	**Village of Bourbonnais**															
43	Bon Aire Park	0.25		Y												
44	Tower Road Site	16.00														
45	Belmont Park	0.68		Y		Y										
46	Brookwood Park	1.78														
47	Cavalier De LaSalle	2.01	?										Y			
48	Friendship Park	0.25														
49	Gettysburg Park	0.75		Y		Y										
50	Jordan Park	0.13														
51	Keno Park	4.08		Y		Y	Y	Y	Y			Y			Y	
52	Latham Park	0.98		Y		Y	Y		Y							
53	Meadows Park	3.38		Y		Y	Y		Y			Y				
54	Northfield Park	0.61		Y		Y			Y			Y				
55	Northwest Park	0.71		Y		Y			Y							
56	Robert Goselin Park	3.80		Y		Y									Y	
57	Sister Park	3.88		Y			Y								Y	
58	Stonewall Park	0.30		Y		Y										
59	Sunset Park	6.05														
60	Letourneau/Richard Home	1.34														Y
61	**Village of Bradley**															
62	Blatt Park	1.87		Y		Y			Y			Y				
63	Evergreen Park	1.66		Y		Y			Y	Y		Y				
64	Franklin Park	0.22		Y		Y										
65	Glenn's Park	0.46		Y		Y			Y							
66	Helgeson Park	5.78		Y		Y							Y			
67	Jeanette Park	0.27		Y			Y									
68	John's Park	0.94		Y					Y							
69	Lil's Park	15.95		Y		Y	Y			Y	Y				Y	
70	Lion's Park	0.80		Y		Y										
71	Northfield Park	1.50		Y		Y			Y			Y				
72	Quail Park	1.32		Y		Y	Y		Y			Y				
73	Rudy's Park	2.94		Y		Y	Y								Y	
74	Ward Park	2.00					Y									

EXISTING ROADWAYS

The American Association of State Highway and Transportation Officials (AASHTO) has set nationally accepted standards and factors for the design of bicycle trails on roadways. It is important to note that this Plan strives to encourage multi-use trail systems designed to serve diverse populations. However, one must assume that trails designed on existing roadways, especially those in rural areas, will be used primarily by bicyclists. A combined pedestrian and bike path with heavy traffic should be 12 feet. The Design Standards section of this Plan, Section VI, describes the preferred standards for various trail classifications in detail.

In the design development and construction document stage of trail implementation, the structural designers, civil engineers, planners, and landscape architects must keep in mind that bicycle facilities must not encourage or require bicyclists, pedestrians, or motorists to operate in a manner inconsistent with the adopted Rules of the Road as described in Chapter 11 of the Uniform Vehicle Code. The Illinois State Statutes (625 ILCS 5/11-1502) are the traffic laws that apply to persons riding bicycles and should be referenced before the engineering plans are approved. (IDOT)

Some of the County's existing roadways do make the minimum standards for the Type A bicyclist, as defined by AASHTO. Most of the bicyclists in Kankakee County would fit more in the Type B classification, as defined in Section VI of this Plan, and every attempt should be made to accommodate these users. <u>This Plan should always</u>

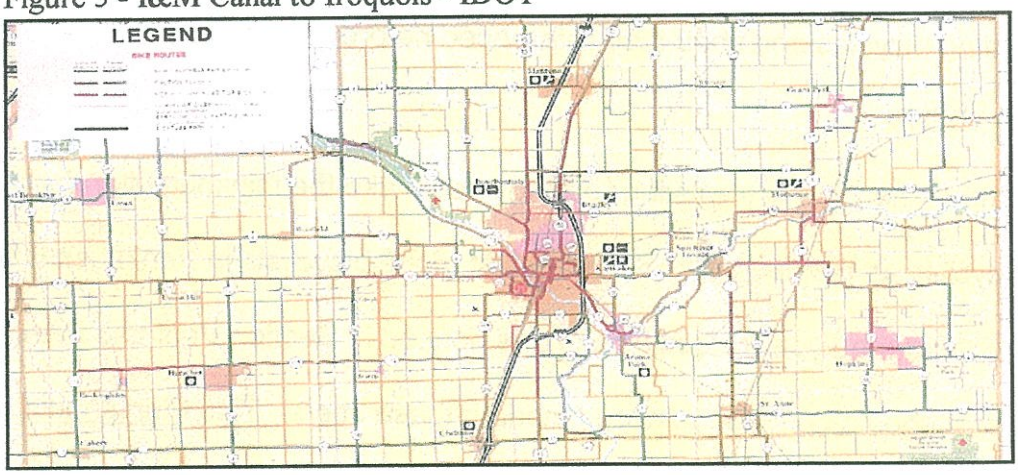
be considered when improvements to existing roadways are considered.

The Illinois Department of Transportation (IDOT) has conducted extensive research on roadways throughout the State to elevate safety and usefulness for bicycle traffic. Kankakee County and the surrounding vicinity if found in Figure 5 entitled the "I&M Canal to Iroquois". IDOT maintains a computer database on most roads within the State. The Department devised a system for ranking the roadways by the following factors of importance:

- ❒Traffic Volumes & Truck Traffic
- ❒Lane Widths
- ❒Shoulder Widths
- ❒Road Surface Type & Condition

Below is a partial IDOT map depicting the Kankakee County Area. Roads shown in green are most suitable for bicycling according to IDOT standards. Caution is advised for roads shown in yellow and roads shown in red should be avoided. Roads shown in grey should be used at your own risk. Roads shown in black should be prohibited for bicycle use altogether.

Figure 5 - I&M Canal to Iroquois - IDOT



EXISTING REGULATIONS ON DEVELOPMENT

It is important to note that the development of a comprehensive trail and greenways plan does not just involve land acquisition and improvements to roadways. If this Plan is to have a meaningful impact on the development trends of the County and address urban sprawl, there must be changes to the current development regulations used by municipalities and the County.

The threat of urban sprawl in Kankakee County is alarming, especially in the northwest corridor of the metropolitan area along IL Rt. 102, the Manteno area, and west in Limestone and Salina Townships. If the greenway plan is to be truly effective, it must gain the support of decision makers and citizens and be accepted as an important regulatory tool. The County Subdivision regulations, as well as several municipal regulations, mandate a park land donation to the governing entity when a subdivision is approved. This is an important provision for the preservation of open space.

There are many techniques to curb urban sprawl in the County such as urban growth boundaries, transferred development rights (TDR), and floor area bonuses. Many of these techniques do make sound economic sense in Kankakee County. One of the best options for a common sense slowing of urban sprawl in the County is the implementation of the greenways plan and the changing of the County's Zoning Map and Subdivision Regulations to provide "teeth" to this project. The changes are discussed in Section V - Proposed Regulations on Development.

SECTION V - THE PLAN

PROPOSALS FOR NATURAL CORRIDOR PRESERVATION

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

Kankakee River - Natural Greenway and Partial Trail

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

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

Rock Creek - Natural Greenway and Partial Trail

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

line. The portion near the State Park should be considered for inclusion into the park if the Illinois Department of Natural Resources considers acquisition in the future. In the Manteno area, the Village plans a trail along the Creek's northern bank between IL Rt. 50 and County Highway 9. The Rock Creek Greenway could eventually create a linkage to the Racoon Grove Nature Preserve (FPDWC) in Will County.

Soldier Creek - Natural Greenway

Soldier Creek flows through a highly urbanized part of the Metro area. The Creek bed in the City of Kankakee is either fenced in or buried. This is an unfortunate situation both from an environmental, recreational, and an aesthetic standpoint. To advance the quality of this natural greenway, the portion currently fenced in should be cleaned up and open space designated along the creek. Removal of the fence and overgrown vegetation would also add to the appearance of the area but this may not be possible because of safety factors. The portion of the creek from 5000 N Road south including the West Branch that begins near the eastern municipal boundary of Bradley and 4500 N Road should be designated as a natural greenway. This greenway should follow the creek bed all the way to the Kankakee River. There is no trail planned for this corridor. The open space proposal near Bradley should be seriously considered along the Soldier Creek system. The open space would provide a recreational and aesthetic amenity to the Bradley area, as well as, improve flood control on the lower portion of the Creek.

Baker Creek - Natural Greenway

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

Iroquois River - Natural Greenway

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

Minnie Creek - Natural Greenway

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

Bourbonnais Creek - Natural Greenway

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

Wiley Creek - Natural Greenway

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

Davis Creek - Natural Greenway

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

Gar Creek - Enhancements

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

Horse Creek - Natural Greenway

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

Trim Creek - Natural Greenway

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

PROPOSED TRAILS AND LINKAGES

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

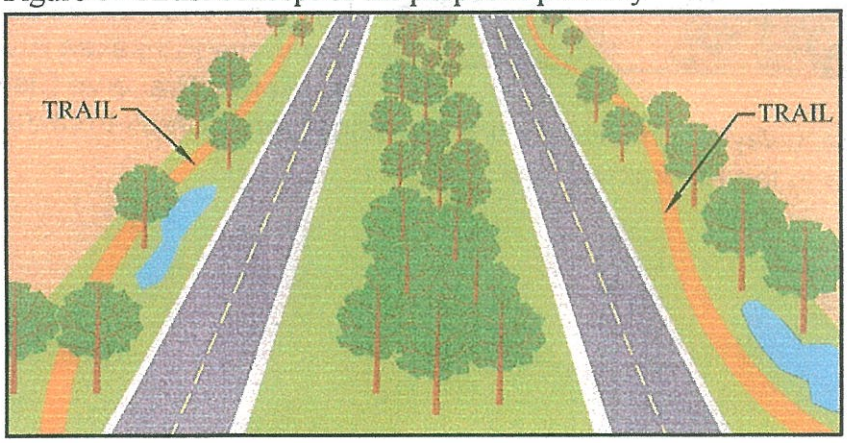
This Plan does not suggest the taking of anyone's private land or property rights. Land should be acquired through willing sellers, donations, or acquired as land along a designated greenway is developed.

Grand Northern Trail and Parkway

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

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

Figure 6 - Artist concept of the proposed parkway



Bourbonnais/Manteno Trail

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

Perry-Davis Trail (connection)

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

River's Edge Trail

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

Bonfield Trail

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

West Kankakee Trail

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

River Road Trail

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

Pilot Trail

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

Horse Creek Trail

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

Cabery Trail

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

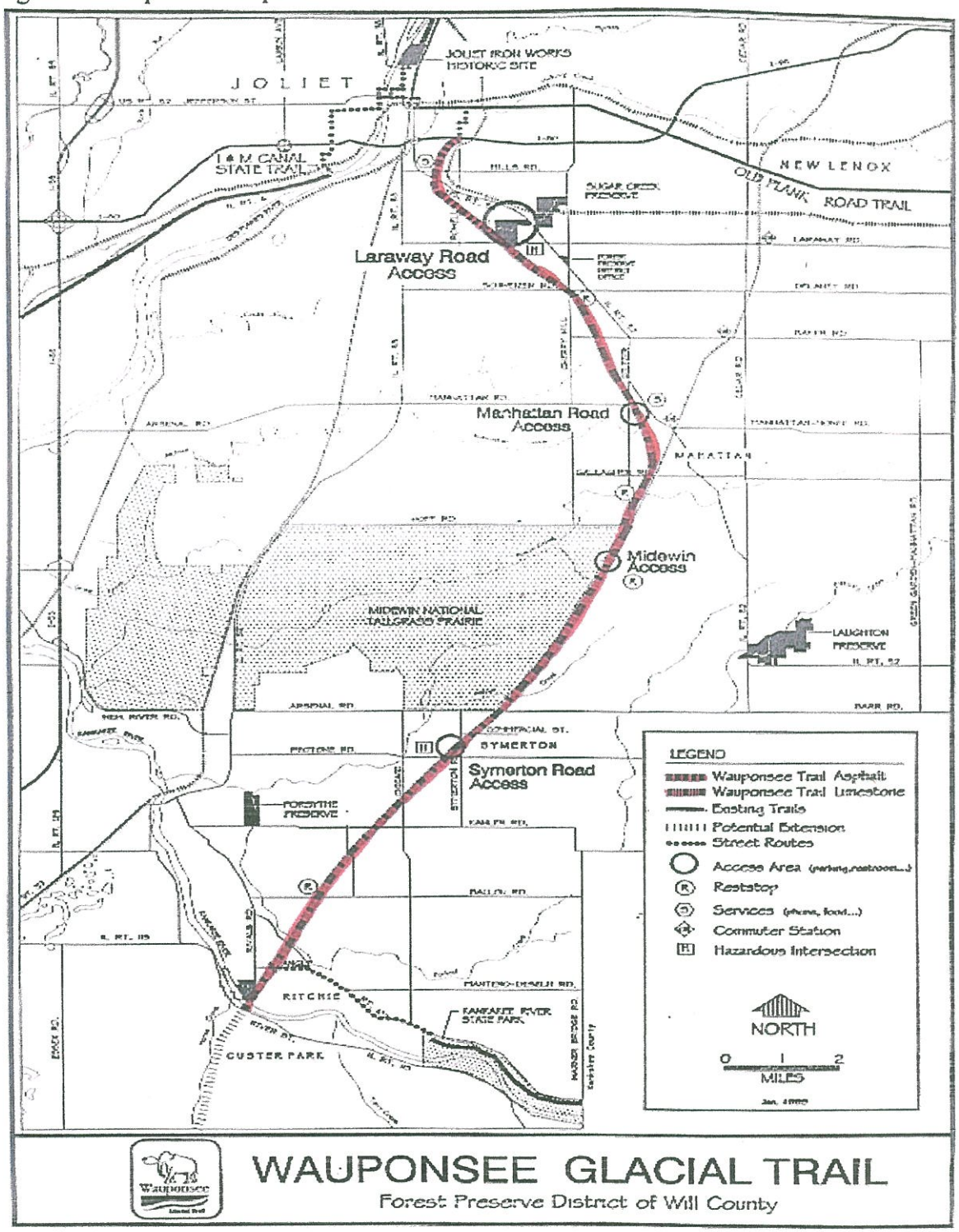
Reddick Trail

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

South Midewin Trail

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

Figure 7 - Proposed Wauponsee Glacial Trail



Limestone Trail

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

Convention Center Trail

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

Duane Boulevard Trail

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

Brown Boulevard Trail

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

Career Center Trail

This trail starts at the western terminus of the Bourbonnais/Manteno Trail and heads west on Bethel Drive. From there, it would head south on Career Center Road and Briarcliff Lane to Exeter Turn. It would then follow Exeter Turn south until it merges with the Brown Boulevard Trail near Canterberry Lane. Another option that

could be used instead of these existing street right-of-ways would be to utilize the extensive greenways and trails within the Briarcliff Estates Subdivision. However, these greenways and trails are privately owned and maintained by the Homeowners Association. has not yet been approached with the possibility of using these trails for public access. Thus, this Plan is not suggesting that the Briarcliff system of greenways be used at this time.

Manteno-Grant Park Trail

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

Sugar Island Trail

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

Willow Trail

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

Grant Southern Trail

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

Savanna Trail

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

Grand Marsh Trail

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

North Momence Trail

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

Momence Cross Town Trail

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

Trans Bradley Trail

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

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

Greenwood Trail

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

Sandbar Trail

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

Aroma Trail

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

Eldridge Trail

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

South Momence Trail

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

Waldron Trail

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

Trans Manteno Trail

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

West Manteno Trail

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

North Manteno Trail

This Trail begins at Park Street near Cypress Drive in the Village of Manteno, and travels north along the I-57 Corridor to a drainage swale and following this swale east to Maple Street. The Trail would travel north on Maple Street to Manteno Lake

Road, and then head east to just past IL Rt. 50. The Trail would then follow another drainage swale south to County Highway 9.

Rock Creek Trail

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

Manteno Downtown Trail

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

South Kankakee Trail

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

Rock Creek Equestrian Trail

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

Diversatech Trail

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

Pembroke Trail

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

PROPOSED PARK FACILITIES

Grand Kankakee Marsh National Wildlife Refuge

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

Confluence Park

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

Bradley Lake

The proposed Bradley Lake would utilize the extensive floodway in sections 22 and 23 of Bourbonnais Township just east of the Village of Bradley. Areas within this floodplain frequently flood and would likely be favorable to the creation of a lake although engineering studies have not yet been performed.

LeHigh Quarry Lake

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

Essex Strip Mines

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

PROPOSED ROADWAYS & IMPROVEMENTS TO EXISTING ROADWAYS

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

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

- ❒Traffic Volume
- ❒Average Motor Vehicle Speed
- ❒Traffic Mix
- ❒On-Street Parking
- ❒Sight Distance
- ❒Number of intersections

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

Table 4. Design Treatment for Existing Roadways in Kankakee County

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

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

PROPOSED DEVELOPMENT REGULATIONS

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

Purposed of Trails and Greenways (sample language)

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

❒Increase recreational opportunities within the community and connect these recreational opportunities with a regional greenway or trail system.

❒Increase public access to the Kankakee River, the Kankakee River State Park, and public parks system and open spaces throughout Kankakee County and neighboring Counties.

❒Assist in flood protection and control.

❒Provide trail heads and connections to other multi-modal forms of transportation.

❒Help create a pleasant urban and rural environment.

❒Provide consistent standards for trail development.

❒Provide continuity to plant and animal species.

Dedication of Public Right-of-Way or Easement

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

Construction of the Trail

Residential Zones

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

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

All Other Zones

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

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

Trespass

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

Trail Standards

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

Recreational facilities must be designed in accordance with the Americans with Disabilities Act and accommodate people with various levels of disabilities. It is recommended that paved trails be built with an asphalt or concrete surface in suburban/urban residential settings with a minimum width of then feet with a grass shoulder width of two feet on each side. Paved trails should be developed with a

minimum depth of a two inch bituminous concrete surface course and a six inch aggregate base course set on top of geotextile fabric for ground stabilization. All disturbed construction areas should be covered with a minimum depth of four inches of topsoil to get good germination of see. These types of trails are designed for hiking, jogging, bicycling, in-line skating, and cross country skiing.

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

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

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

1, Interpretive/Wayside Exhibits will offer descriptions or stories regarding geographical features, natural areas, etc., and will be in association with rest stops and access areas.

2. Wayfindings Signs will point areas of interest and services within and beyond the corridor including service areas, such as, business districts, commuter stations, phone, food, gas, lodging, and other public facilities.

3. Regulatory Signs will display site rules, hours, activities permitted, trail, etiquette, warnings of congested areas or hazards ahead.

4. Directional Signs will consist of mileage markers, location maps, and street names.

Wherever possible, graphic logos should be developed to provide continuity along major corridors, e.g. Kankakee River Trail, and help exemplify the interpretive theme. This image will be suitable for mileage markers, as well as, larger signs. In addition, an interpretive plan should be developed along major corridors to help guide the development of interpretive exhibits and wayfinding signs.

Trail Maintenance & Liability

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

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

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

Trees adjacent to a trail should remain undisturbed unless their is a sight-line issue or unless an opportunity for restoration or enhancement arises due to changes in adjacent land uses or for other reasons to be evaluated as necessary. Additional trees should be planted to provide shade for trail use, particularly at rest areas and interpretive areas. Vegetation may be retained or introduced to screen undesirable views and/or contribute to the variety of natural features along the trail. Where appropriate and as needed, native landscapes should be created or restored in interpretation/education areas.

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

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

RECOMMENDED CHANGES TOT HE KANKAKEE COUNTY ORDINANCE

Although it is important that local municipalities adopt consistent regulations to develop the natural greenway and recreational trail system, the County has little control over their enforcement or plans for the system outside of its jurisdiction. The County must also adopt codes to better accommodate both pedestrians and bicyclists. These new adjustments will be implemented in new developments in the unincorporated portion of the County. Recommended changes tot he County's Subdivision Regulations are outlined in the Appendix B of this Plan.

SECTION VI - IMPLEMENTATION

PRIORITY RANKING SYSTEM

This Section ranks the different trail and greenway segments by their priority. The implementation of the Plan should be accomplished in stages and each stage should be determined by the priority rank of the trail or greenway. The ranking system contains eight (8) elements for ranking greenways and eight (8) for ranking trails. Each are outlined below. Each trail or greenway would score one point for each element that it benefits with a total possible score of eight. On the following pages are tables showing the scores for each trail or greenway. As time progresses, greenway and trail projects will be brought forward that are not listed in the Plan. This ranking system could be used to determine priorities for these projects as well.

The ranking system and the resultant priority scores should be reviewed on an annual basis to ensure ranking elements and priorities remain current. This annual exercise is critical as grant applications to financially implement this Plan requires evidence that the trail or greenway is a current priority within the system. In addition, as trails and greenways are completed other projects should move upon the priority list.

Greenways Ranking System - The Elements

1. Benefits Multiple Communities - Directly benefits multiple communities or a large segment of the population. The green way 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 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.

Trail Ranking System - The Elements

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

2. Completes Existing Trails - Segment completes an existing trail.

3. Creates New Connections - Creates a new connection between greenways and 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 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, or public facility.

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

8. Provides Travel Alternative - The trails is designed for transportation purposes rather than recreational purposes, although either purpose could most likely be enjoyed.

Table 5. Greenway Priorities - Listed Alphabetically

Greenway	1	2	3	4	5	6	7	8	Total
Baker Creek Natural Greenway	●			●	●	●			4
Bourbonnais Creek Greenway	●			●	●	●	●	●	6
Davis Creek Natural Greenway				●	●	●	●		4
Horse Creek Natural Greenway					●	●			2
Iroquois River Greenway				●	●	●			3
Minnie Creek Natural Greenway					●	●			2
Rock Creek Natural Greenway					●	●		●	3
Soldier Creek Natural Greenway	●				●	●			3
Trim Creek Natural Greenway					●	●			2
Wiley Creek Natural Greenway					●	●		●	3

Table 6. Trail Priorities - Listed Alphabetically

Trail	1	2	3	4	5	6	7	8	Total
Aroma Trail	●			●					2
Bonfield Trail	●			●					2
Bourbonnais/Manteno Trail	●			●				●	3
Brown Boulevard Trail				●	●		●	●	4
Cabery Trail				●				●	2
Career Center Trail				●	●	●		●	4

Convention Center Trail				●		●			2
Diversatech Trail				●				●	2
Duane Boulevard Trail				●			●	●	3
Eldridge Trail				●					1
Grand Marsh Trail				●					1
Grand Northern Trail			●	●				●	3
Grand Southern Trail				●				●	2
Greenwood Trail	●			●	●	●			4
Horse Creek Trail				●					1
Limestone Trail				●		●		●	3
Manteno Downtown Trail				●		●		●	3
Manteno-Grant Park Trail	●			●				●	3
Momence Cross Town Trail				●			●	●	3
North Manteno Trail				●					1
North Momence Trail				●					1
Perry-Davis Trail		●		●		●	●		4
Pilot Trail				●				●	2
Reddick Trail				●					1
River Road Trail				●					1
River's Edge Trail	●	●		●		●		●	5
Rock Creek Equestrian Trail				●					1
Rock Creek Trail				●		●		●	3
Sandbar Trail				●					1
Savanna Trail	●			●					2
South Kankakee Trail				●	●		●		3
South Midewin Trail	●		●	●					3

South Momence Trail	●			●					2
Sugar Island Trail				●					1
Trans Bradley Trail				●	●	●		●	4
Trans Manteno Trail				●	●	●		●	4
Waldron Trail	●			●	●	●		●	5
West Kankakee Trail				●	●	●	●		4
West Manteno Trail				●	●				2
Willow Trail				●					1

RECOMMENDATIONS

Metropolitan trail planning is the crucial first step in developing trails and greenways in urban and suburban areas where there are numerous and overlapping government jurisdictions and multiple objectives for open space. The goal of metropolitan greenways and trails planning should be to channel citizen energy to stimulate and coordinate local efforts to achieve regional trail networks. It is also the crucial first step in developing greenways and trails in rural areas. This successful experience with and use of trails in metropolitan areas has encouraged trail development in rural areas.

When the following initiatives are combined, successful greenway and trail development occur and, with patience, can overcome seemingly insurmountable obstacles. When one of these ingredients is missing, greenways and trails development becomes significantly more difficult.

❒Develop a dedicated advocacy group for implementation of the Greenways and Trails Plan. This group may initially only be interested in a specific trail but in time could expand to encompass a vision for an entire metropolitan area.

❒Develop a core of public agencies with the authority to acquire and develop greenways and trails with a long term commitment to funding trail development.

❒Encourage support for trail development among the area's local governments (municipalities, townships, county, etc.) and from non-recreation/open space groups and organizations, e.g. economic development and tourism organizations who recognize the broader benefits of greenways and trails.

❒Create a shared vision among constituent organizations, agencies, governments, and other interests for the trail or area.

❒Annually review the goals and objectives of the Plan and make changes when appropriate.

Metropolitan and county-wide greenway and trail planning should be encouraged. The role of the Kankakee County Regional Planning Commission, however, will be to facilitate active, self-sustaining greenways and trails development in Kankakee County. "*The Regional Planning Commission will play a supporting role in coordinating the development of this Plan through planning and coordination services to local agencies. The KCRPC will not, however, be building any of the trails or acquiring any land for greenways.*"

It is important to remember that each township and community is unique and may have on-going local planning issues and development regulations that can perhaps better take into account local conditions and priorities and can better integrate trails with open space, natural resource, infrastructure, and other amenities. More importantly, unless the will to embark on a long-term greenways and planning effort

exists locally, no County activity will even be able to replace it.

The development of greenways and trails, because of their typical multi-jurisdiction, multi-objective, nature, need cooperative partnerships to be effective. This cooperation can happen through planning initiatives, applying for grants, and by other means. Partnership among agencies at various levels of government and the private sector are becoming common to address public issues and needs more effectively. Each level of government, as well as, the private sector, has an important role to play in realizing the vision of this Plan. Each partner can play a key role in greenway and trail development, operation, and promotion.

Finally, all local governments and agencies are urged to consider recreational trail development in on-going and future projects and planning, especially local regional transportation plans. Recreational trails offer viable alternatives to meeting local transportation objectives.

Creation of Not-For-Profit Organization

Unlike most northern Illinois counties, Kankakee has no county-wide organization, such as a forest preserve or conservation district, with the ability or authority to coordinate efforts and to implement all of the proposals developed in this Plan. This makes implementing the Plan difficult. One of the main tasks after the passage of the Plan should be the creation of an umbrella organization that is county-wide and has the ability to apply for grants, work with land trust organizations, and be

the "guardian" of this Plan. Although the creations of a county-wide forest preserve or conservation district or other like taxing body may not be possible, at the moment, another alternative would be the creation of a not-for-profit 501-C-3 organization. This new organization would be able to coordinate the efforts of the local government agencies and the County, apply for bikeway and greenway grants from the State and Federal government, and work with County transportation officials to implement changes that can be made to existing roadways.

Clearly, the private sector has a critical role to play in providing greenways and trails. It is often private individuals, formally organized as a not-for-profit organization or informally organized as a group of interested citizens, who first recognize greenway and trail opportunities, mobilize support and alert government of these opportunities. Without local grassroots support, greenway and trail initiatives, either federal, state, or local, are not likely to succeed.

Implementation with the Ranking System

The implementation of the greenways plan should follow the guidelines from the performance ranking criteria. The trails that rank the highest should be the first projects to be pursued. Each governing entity should consider adding the trail or greenway in their respective jurisdiction, to their long range plan. It is assumed that the separated off road trail systems will not be constructed or maintained by the County. The County will strive to improve roads and County highways to be more bicycle and

pedestrian "friendly" as roads are improved and funding becomes available. The part districts and municipalities, with assistance from the new non-profit organization, should be the main guardians of the greenway plan in their respective jurisdictions.

Natural Corridor Preservation

Emphasis should be placed on protecting significant natural features in the County that remain unprotected. In particular, areas that have been identified on the Illinois Natural Area Inventory (INAI) database by IDNR should be permanently protected. These sites are tracts of land or water that has a natural configuration or sufficient buffer land to insure its potential for proper protection and proper management. These sites meet one or more of the following criteria:

1. High quality natural communities
2. Habitat with endangered species
3. Habitat with relict species
4. Outstanding geologic features
5. High quality restoration sites or sites containing a translocation of state-listed species
6. Unique natural features
7. High quality rivers and streams

Illinois Nature Preserve Dedication

One way to encourage protection of natural resources is through Illinois Nature Preserve Dedication. In Illinois, a nature preserve is a tract of land that has been permanently protected by state law due to the rare plants, animals, or other features present. The legal protection granted is the strongest protection for land in Illinois. The preserves range is size from less than an acre to more than 2,000 acres. Such preserves are found in over 73 counties, including Kankakee County, with more than 100 different landowners, both public or private.

The primary guide for protection of nature preserves is the statewide inventory of natural areas (INAI) which was completed in 1978 and recently undated. Nature preserves are managed to preserve and enhance natural communities and populations of native plants and animals typical of pre-settlement conditions, using a variety of techniques, including prescribed fire, brush removal, exotic species control, and exclusion of incompatible uses.

Allowable use of the preserve is limited to nonconsumptive, nondestructive activities such as hiking, botanizing, bird watching, etc. Uses which may damage the area's natural features, such as camping, horseback riding, snowmobiling, all-terrain vehicles use, hunting, plant removal, introduction of plant species, and wood collection are not permitted.

Implementation with Legal Restrictions and Regulations

Zoning

The best way to implement a comprehensive greenway plan is to institute a new zoning district or overlay district that is specifically designed to preserve corridors in their natural state. The restrictions should concentrate on the creek beds which account for most of the natural greenway designations in the County. The new district or overlay should establish certain development setbacks from the centerline of the creek bed. In some areas of the County, this setback could be the designated floodplain. The new designations should be placed on the official Zoning Map of the jurisdiction.

Planned Unit Development (PUD)

Another way to implement the greenways plan is to create regulations that require every parcel adjacent to the designated greenway area to be submitted as a PUD for development approval. This would ensure that the County, and Planning Department can properly review and manage the establishment of the greenway corridor.

This alternative gives the County greater flexibility as it can address each piece of the greenway as it is developed and make certain concessions where needed. This alternative is best used in developing areas where it is assumed that the developers will move up the corridor in progressive and relatively quick stages. If does little to

areas that are already developed and to areas that will develop incrementally over a long period of time. For developed or soon to be developed areas, the following approach is recommended.

Subdivision Regulations

The County subdivision regulations mandate the donation of land to the park district or municipality for the incorporation of the greenway system. If the Greenways Plan is to have a meaningful impact in the County's greenway development, it must be integrated with all aspects of transportation and development. The County should consider adding a greenway donation or easement acquisition statement to the subdivision regulations to ensure proper consideration is given to greenways when a subdivision is planned. The County must be able to ensure that the land donated is contiguous to the other established or planned greenways or open space areas so that when and if a trail is built, it ensure linkages and continuity.

Implementation within Transportation Planning Process

the implementation of the greenway plan must coincide with the implementation of the transportation corridor planning process. Transportation corridors, like the natural corridors, are the gateways to, and the connections between the municipalities in the County. They preserve and protect our scenic landscape, support community

image, manage traffic, provide crucial access, and generate a hospitable environment for commercial enterprise. The new TEA-21 Legislation, like ISTEA before it, makes corridor planning a mandatory process. It is critical that at no time should the greenways plan and the transportation needs of the County become contradictory. The Greenway designation should be flexible to the transportation needs of the County. Likewise, transportation plans must respect the environmental sensitivity of the preserved corridors and special attempts should be made to preserve the corridor in the natural state as much as possible. This challenge is the continued task of the Planning Commission, Planning Department, Highway Department, County Board, and local government agencies to foster a mutual relationship between environmental and transportation corridor preservation.

This Plan has isolated at least one corridor for possible future transportation development, the Grand Northern Trail and Parkway. The Parkway concept is a unique opportunity for the County to both expand recreational, aesthetic, and environmental assets in the County while at the same time provide better access to the State Park and improved traffic circulation in a rapidly developing are. The planned alignment for the parkway stretches from IL Rt. 102 at its western terminus to IL Rt. 50 at its eastern terminus along most of 6000 N Road.

When the transportation plans are created for the Grand Northern Parkway special attempts should be made to design the roadway with a large natural or landscaped boulevard, large development setbacks, and limited curb cuts.

Development along the roadway will be restricted and the roadway will be more pedestrian, bicycle and environment friendly. The parkway concept should not be underestimated, it meets many County objectives and could create a positive asset to the community. By coordinating transportation and greenway initiatives, the County and municipalities are providing for essential needs of it's residents.

Implementation is the most important part of any planning process. No matter how accurate the assessment, how appropriate the research, how compelling the facts are, the implementation is the only action that will actually make a difference in the lives of the County's citizens. The implementation should begin as soon as funding becomes available. As time progresses, costs of land and construction will likely increase and open space opportunities will become limited and difficult to achieve. Below is a step-by-step implementation schedule that may assist the County in working through the implementation process.

Call for Action

The price of land can only go up, way up! If we want to leave children and grandchildren more than just adequate legacy we must act now! Future generations deserve clean and appealing waterways, healthy and accessible public land, diverse and ecologically sound open spaces and bike trails which are safe and challenging. Now is the time to acquire the lands that are critical to a cohesive and varied open space environment.

Implementation Schedule - The 12 Step Process

1) Present Plan to municipalities for "sign on" and endorsement.

2) Create new non-profit 501-C-3 organization to become the implementation arm of the plan. This could be done in the form of a Trust of Foundation.

3) Create a special "greenway" and trail district in the County Zoning Ordinance and place all land on the Kankakee County Greenways and Trails Plan Map in the special district or overlay. Update the Zoning Map accordingly.

4) Create a Transportation Corridor Preservation Zone and place the Grand Northern Parkway and other sites into the zone.

5) Draft a model ordinance for the municipalities of the County.

6) Pass resolution encouraging municipalities to adopt the model ordinance or one like it to implement a greenway district in their respective municipalities.

7) Make amendments to the revised subdivision regulations.

8) Park, conservation, and forest preserve districts and municipalities adopt a prioritized schedule for trail construction and open space acquisition.

9) County and township transportation officials and IDOT adopt a prioritized schedule for roadway improvements that incorporate trails and trail enhancements on rural county highways, state highways and bridges county wide.

10) Design uniform signage, and publish a map or brochure of the multi-purpose trail system.

11) Implement new schedules and apply for federal, state, and local grants.

12) Install signage on existing road trails, begin engineering work for trail and phase construction.

DESIGN STANDARDS

The American Association of State Highway and Transportation Officials (AASHTO) has divided the vague term "bicyclist" into three classifications.

Type A - This classification includes the advanced bicyclist that can operate and prefer to operate under most normal traffic conditions. They comprise the majority of current users of collector and arterial streets. The Type A bicyclist would be best served by direct access to destinations via the roadways, the opportunity to operate at maximum speed with minimum delays and sufficient operating space on the roadway or shoulder to reduce passing problems.

Type B - This classification includes the basic adults and teenagers that bike primarily for recreation or are less confident in their ability. They generally prefer comfortable access to destinations by a direct route on either low speed, low traffic volume streets, or well-defined separated bike facilities.

Type C - This classification includes children and preteens that are initially monitored by their parents and eventually depend on the system as their sole source of transportation to destinations including schools, recreation, and shopping. They generally prefer access to schools, shopping, surrounding residential areas, and recreation facilities on residential streets with low motor vehicle speed and traffic volume. Like Type B, this classification also prefers a well-defined separation between bikes and motor vehicles.

Given these two types of designs, a two tiered approach to meeting their needs is proposed by the Association.

Group Type A - This group is best served by making every street more bike friendly. This is often accomplished by adopting wide curb lanes and paved shoulders to accommodate the bicyclist in the roadway.

Group Type B/C - This group is best served by identifying key travel corridors and providing designated bicycle facilities in these corridors.

Group A comprise about 5% of the bicyclist in the entire United States. These bicyclist often reside in areas where the climate is accommodating to year round bicycle use. Assuming the fact, most bicyclist in the Kankakee County Area fit the Type

B/C classification and that improvements to roadways should include separate bike facilities in areas where high motor vehicles speeds and high traffic volumes exist. It is also noted that "since all members of the public are entitled to use public thoroughfares by their choice of mode...it is incumbent that agencies must plan and design facilities accordingly." (AASHTO) This means that bicyclist, motor vehicles operators and pedestrians all have an opportunity to use the facilities and should all be considered equally when planning and designing the system.

Assuming that most of the bicyclist in the County are of the Group B/C classification the development of trails wherever possible, should be removed from motor vehicle traffic. In areas where it is necessary to use the pavement of the actual roadway for the trail, the shoulder of the roadway should be widened to at least four (4) feet and a preferred width of six (6) feet. A stripped bike lane or new construction of a separated trail should be considered where the traffic volume or average speed of traffic is deemed unsafe for pedestrian and bicycle traffic. These trails should be built to a minimum of eight (8) feet with a preferred width of ten (10) feet. On heavily used segments of a separated multi-purpose trail, such as the State Park or River's Edge Trail a preferred width of twelve (12) feet should be used to avoid conflicts among users. All trails that use the shoulder of existing roadways should always be used in accordance with traffic laws and should be unidirectional with the flow of traffic. Separated trails can be bidirectional, with a clearly labeled centerline stripped down the middle of the pavement. The preferred material for construction is asphalt. Asphalt

provides the best surface for the cost. Concrete is a more durable material but significantly more expensive. Loose stone, although inexpensive, is unsafe for bikes with tire widths under 1.5". Only in rear exemptions should other materials be used for trail construction and the preferred substitute should be finely crushed limestone spread on a well compacts foundation. Regardless of surface material, the trails must meet ADA standards so that citizens with disabilities may enjoy them as well. The following diagrams show some typical examples of bikepath designs.

Figure 8 - Typical Bikepath Designs on Roadways

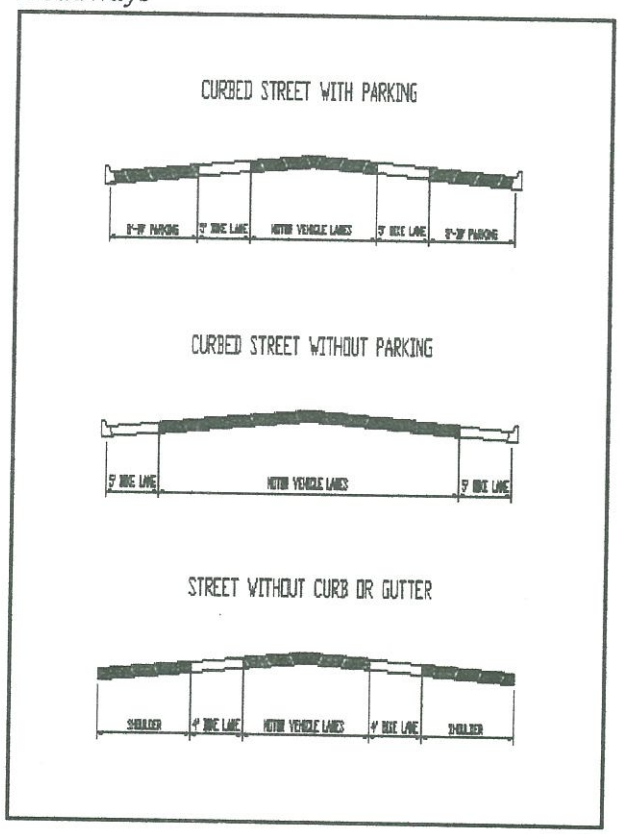


Figure 9 - Typical Rails to Trails Cross-Sections

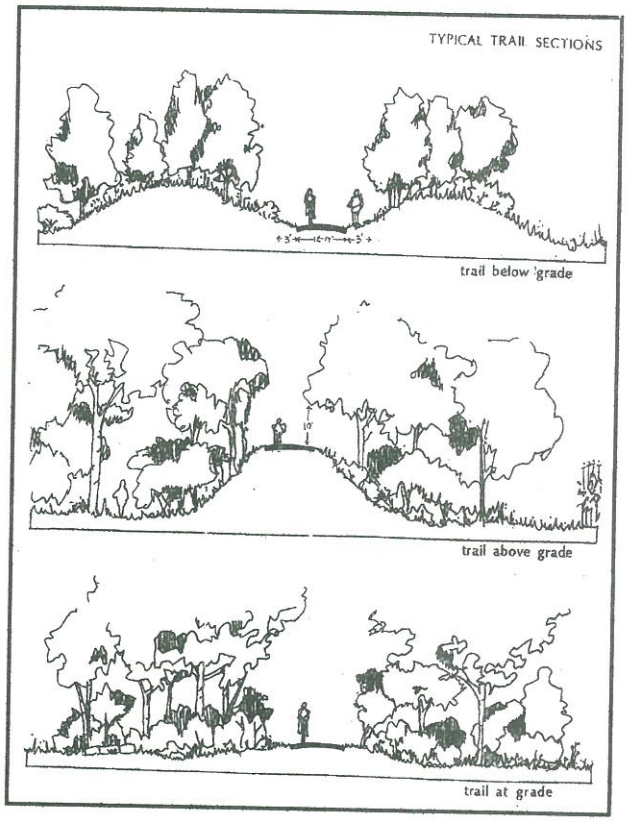
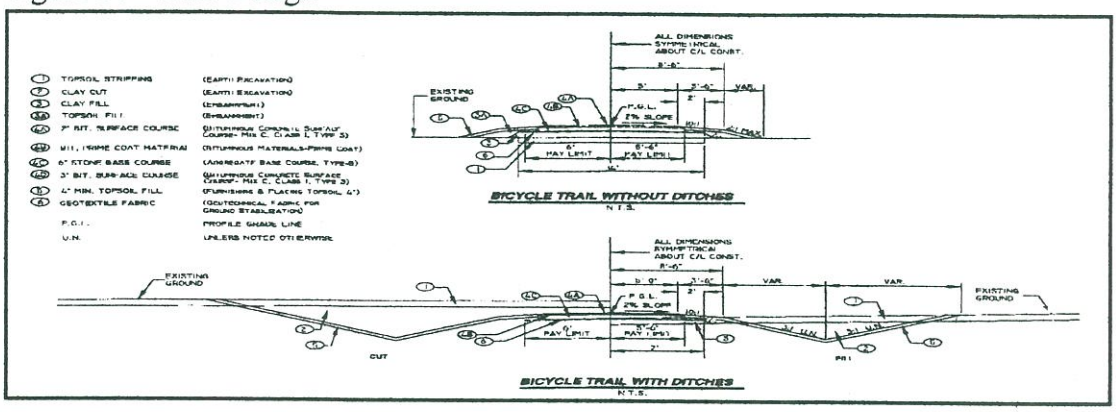


Figure 10 - Trail Design



AASHTO separates bike paths into three classification. These are listed below:

Bicycle Path (Class I)

This type of bikeway refers to a completely separated right-of-way for the primary use of bicycles.

Bicycle Lane (Class II)

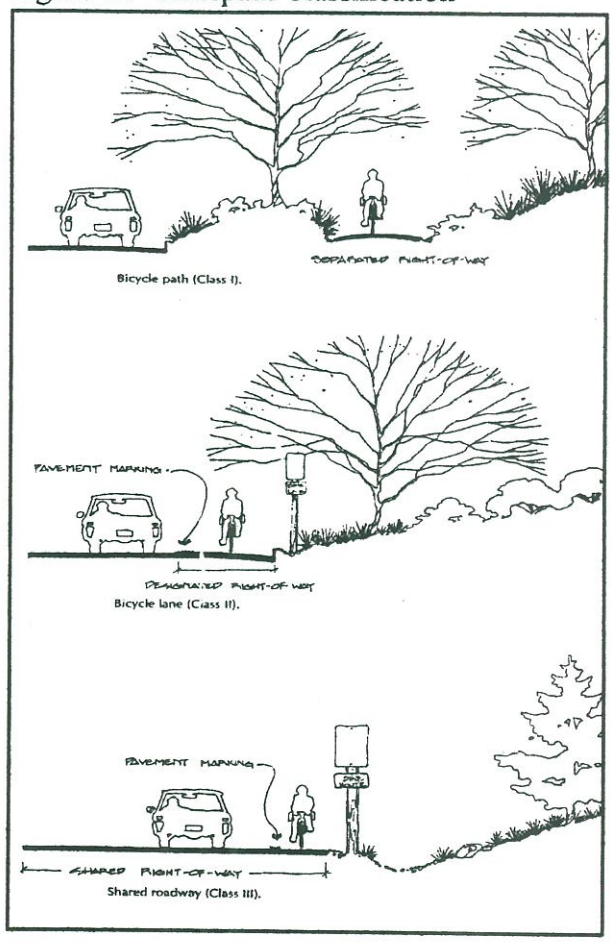
This type of bikeway refers to a portion of a roadway which has been designated by stripping, signing, and pavement markings for preferential or exclusive use by bicyclists.

Shared Roadway (Class III)

This type of bikeway refers to a right-of-way designated by signs or permanent markings as a bicycle route, but which is also shared with pedestrians and motorists.

The drawings at right illustrates these classifications.

Figure 11 - Bikepath Classification



FUNDING AND COST ANALYSIS

Local governments and private organizations which promote recreational opportunities can apply for grants with the Illinois Department of Natural Resources (IDNR) to protect and enhance the State's natural resources for outdoor recreation. DNR's local grant programs utilize a cost-share arrangement with both partners contributing funds. For most programs, fund contribution is equal, with each partner contributing 50% of a project's cost. Local recreation grant programs are available to: 1) any units of local government or special taxing district with statutory authority to acquire, develop, and maintain lands for public parks, and 2) private, not-for-profit organizations. The State reimburses the grantee after the project is completed and paid for in full by the grantee.

The grant programs have focused funds for land acquisition and development on projects that are important to communities but also individually and cumulatively address statewide needs. While the grant programs are community-based, available to municipal governments, park districts, or other government entities, there is a definite priority placed on projects that extend benefits beyond the community.

Funding through the grant programs is competitively awarded on an annual basis, based upon written applications submitted to the Department by specified submittal dates for each program. Greenways and Trails identified in the Kankakee County Greenways and Trail Plan, generally, will receive a higher priority by IDNR than those that are not listed.

OPEN SPACE LANDS ACQUISITION AND DEVELOPMENT PROGRAM (OSLAD)

The OSLAD program provides up to 50% funding assistance for land acquisition and development projects which serve a wide range of open space and recreation purposes. OSLAD program objectives are multi-faceted. Land acquisition can serve many purposes, notably to protect significant natural resources and preserve open space.

ILLINOIS BICYCLE PATH PROGRAM (BP)

The Bicycle Path grant program assists with up to 50% of the cost for acquisition, construction and rehabilitation of public, non-motorized bicycle paths and directly related support facilities. The program's main objective is the development of long distance bike paths and trails for safe and enjoyable use by the public.

The new federal transportation bill, the Transportation Equity Act for the 21st Century (TEA-21), continues the requirement of States setting aside 10 percent of their Surface Transportation Program funds of projects that serve to enhance the transportation system. The enhancement program allows the scope of transportation projects to expand beyond the traditional accommodations for cares, trucks, and transit.

To be eligible for enhancement funding, a project must be directly related to the transportation system. The projects must enhance the transportation system by either serving a transportation need or providing a transportation use or benefit. For example, a bike trail that connects existing facilities is serving a need for people

traveling to and from the facilities or communities. Using TEA-21 federal categories, IDOT is accepting project applications for provisions of facilities for pedestrians and bicycles and the preservation of abandoned railway corridors for the conversion and use thereof for pedestrian and bicycle trails.

Based on Illinois' anticipated apportionment, approximately $21 million in federal funds will be available for the enhancement program through the State's Fiscal Year (FY) 2003. Federal funds will provide reimbursement up to 50% for right-of-way and easement acquisition costs and up to 80% for preliminary engineering, utility relocations, construction engineering, and construction costs. The 20 or 50% sponsor participation must come from a local government or state agency.

Below is a table showing the estimated cost for each trail. These estimates are for building the trail only and do not include land acquisition, major structures, engineering, or utility relocation. The table also assumes that the average cost per mile for trail construction if $154,000 based on construction costs of recent trails in Kankakee County built to AASHTO standards. This table is only a guide. Firm estimates can only be acquired upon completion of construction documents.

Table 7. Approximate Cost Estimates for Trails

Trail	Estimated Length (in miles)	Estimated Cost
Aroma Trail	5.5	$847,000
Bonfield Trail	12.25	$1,886,500
Brown Boulevard Trail	1.25	$192,500
Cabery Trail	2	$308,000
Career Center Trail	1.5	$231,000
Convention Center Trail	3	$462,000
Diversatech Trail	2	$308,000
Duane Boulevard Trail	1	$154,000
Eldridge Trail	9	$1,386,000
Grant Marsh Trail	7.5	$1,155,000
Grand Northern Trail (Trail Only)	6.5	$1,001,000
Grand Southern Trail	11.75	$1,809,500
Greenwood Trail	2.5	$385,000
Horse Creek Trail	8.5	$1,309,000
Limestone Trail	5	$770,000
Manteno Downtown Trail	4.5	$693,000
Manteno-Grant Park Trail	11	$1,694,000
Manteno Trail	4.5	$885,500
Momence Cross Town Trail	.75	$115,500
North Manteno Trail	3.5	$539,000
North Momence Trail	8	$1,232,000
Perry-Davis Trail	2	$308,000
Pilot Trail	21.75	$3,349,000
Reddick Trail	7	$1,078,000

River Road Trail	6	$924,000
River's Edge Trail	3.75	$577,500
Rock Creek Equestrian Trail	2.5	$385,000
Rock Creek Trail	1.25	$192,500
Sandbar Trail	6	$924,000
Savanna Trail	19.75	$3,041,500
South Kankakee Trail	2	$308,000
South Midewin Trail	7	$1,078,000
South Momence Trail	4	$616,000
Sugar Island Trail	5.5	$847,000
Trans Bradley Trail	4.5	$693,000
Trans Manteno Trail	1.5	$231,000
Waldron Trail	3	$462,000
West Kankakee Trail	2	$308,000
West Manteno Trail	2.5	$385,000
Willow Trail	5.5	$847,000

SECTION VII - APPENDICES

APPENDIX A -BIBLIOGRAPHY

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APPENDIX B - ARTICLE VII, SECTION 17-39, PARKS & OPEN SPACE

1. General

Each subdivider or developer shall be required to dedicate land for parks, open space, greenways, trails and recreational purposes to serve the immediate and future needs of the residents of the development and surrounding community.

2. Criteria

No Changes.

3. Location

All parks, open space, and recreation areas will be located in a central location which will serve equally the entire development as most desirable. In large developments, these sites can be located throughout the development as approved by the County Board. If the development lies along a recognized "greenway" or trail zone as noted in the Greenways and trails Plan, the developer shall donate that land first and then make any other donations to fulfill the park and open space requirement.

4. Dedication of Parks, Open Space, and Recreation Areas

Said developer or subdivider shall dedicate to the applicable public authority said park, open space, or recreation area. If said authority does not wish to accept the dedicated area, the maintenance, supervision, and liability of said park, open space, or

recreation area shall be regulated in the subdivision's restricted covenants, or by the owner of said park, open space, recreation area, as approved by the Planning, Zoning, and Agriculture Committee. Failure to maintain, supervise and provide liability, in accordance with the restricted covenants or maintenance plan approved by the Planning, Zoning, and Agriculture Committee, will result in maintenance by the County or Township, at the owner's expense. Maintenance, ownership, and liability for a designated trail is that of the applicable public authority or not-for-profit agency and not the owners, unless already regulated by the subdivision's restricted covenants. A designated "greenway" which does not currently have a trail or is not owned by the public authority shall be the responsibility of the owner unless otherwise specified before approval.

5. Retention requirements

Land dedication required by the land donation formula or required by the County greenway or trail designation may not include land required for drainage or retention purposes unless prior approval from the Planning, Zoning, and Agriculture Committee is secured.

6. Combining with adjoining developments and satisfying County greenway or trail designations

Where the subdivision is less than forty (40) acres, park and recreation lands which are to be dedicated should be, where possible, in the best interest of the County

and it's citizens, combined with dedication from adjoining developments in order to produce usable park lands and thereby minimize the hardship on a particular subdivider or developer. The connection to adjoining dedications is required if the property is designated as a County greenway or trail.

7. Contribution/donation of cash in lieu of land

The developer may in rear cases, in lieu of dedication of land for park, open space, and recreation areas, make a cash donation to the applicable park district with approval of the Planning, Zoning, and Agriculture Committee. The value of the donation shall be based upon the fair market value of the land that was dedicated. This fair market value shall be based upon a appraisal provided by the subdivider, at their expense. The cash in lieu of land option is not applicable for the donation or dedication of greenway or trail designated land that shall take place.

Article VIII, Section 17-37 EASEMENTS

Easements shall be provided for utility service, including storm water drainage, conservation of environmentally sensitive areas, and in lieu of land donation for a greenway or trail designation with approval of the Planning, Zoning, and Agriculture Committee. Easements shall be ten (10) feet wide for utility purposes and be established where practical at the rear of each lot and six (6) feet wide along such other lot lines as to provide continuity of alignment for block to block. A Conservation

Easement* shall be a minimum of ten (10) feet and no wider than one hundred (100) feet wide if the property is marked with a greenway designation. A Trail Easement shall be a minimum of fifteen (15) feet wide and no larger than twenty (20) feet wide. These easements granted to the appropriate public authority may be made in lieu of actual land donation with approval of the Planning, Zoning, and Agriculture Committee.

*Conservation easements are an important tool in the development of greenways. These easements allow the property owners to retain ownership and certain control of the property while allowing the recipient of the easement the right to exercise the preservation of certain characteristics of the land. The property rights that are exchanged in an easement agreement vary in each case but do tend to be beneficial to both parties involved.

It should be noted that the three different implementation techniques discussed in this section can be contradictory and confusing at times. The County must clarify a step by step process and set criteria to determine which technique is best suited for a particular development. Below is the recommended ranking of preferred choices:

1) The donation of land identified with the greenway or trail designation made to the appropriate authority.

2) A conservation easement (in the case of a greenway) or a trail easement (in the case of a recreational trail) is granted to the Park District or County because the actual donation of land was not possible for a reason deemed worthy by the Planning, Zoning, and Agriculture Committee.

APPENDIX C - TIMELINE & PUBLIC MEETING SCHEDULE

Public Workshops

January 18, 1996 - Greenways and Trails Workshop

Public Meetings

June 10, 1998 - Open Space Committee

June 25, 1998 - Presentation of Research Findings to Staff

July 1, 1998 - Presentation of Research Findings to PZA Committee

July 16, 1998 - Open Space Committee

August 6, 1998 - First Public Forum for County Greenways

September 1, 1998 - Open Space Committee

September 15, 1998 - Regioanl Advisory Committee

September 17, 1998 - Second Public Forum for County Greenways

February 23, 1999 - Review of Draft Greenways and Trails Plan

May 11, 1999 - Public Hearing

May 25, 1999 - Kankakee County Regional Planning Commission

June 3, 1999 - Planning, Zoning and Agriculture Committee

June 8, 1999 - Kankakee County Board

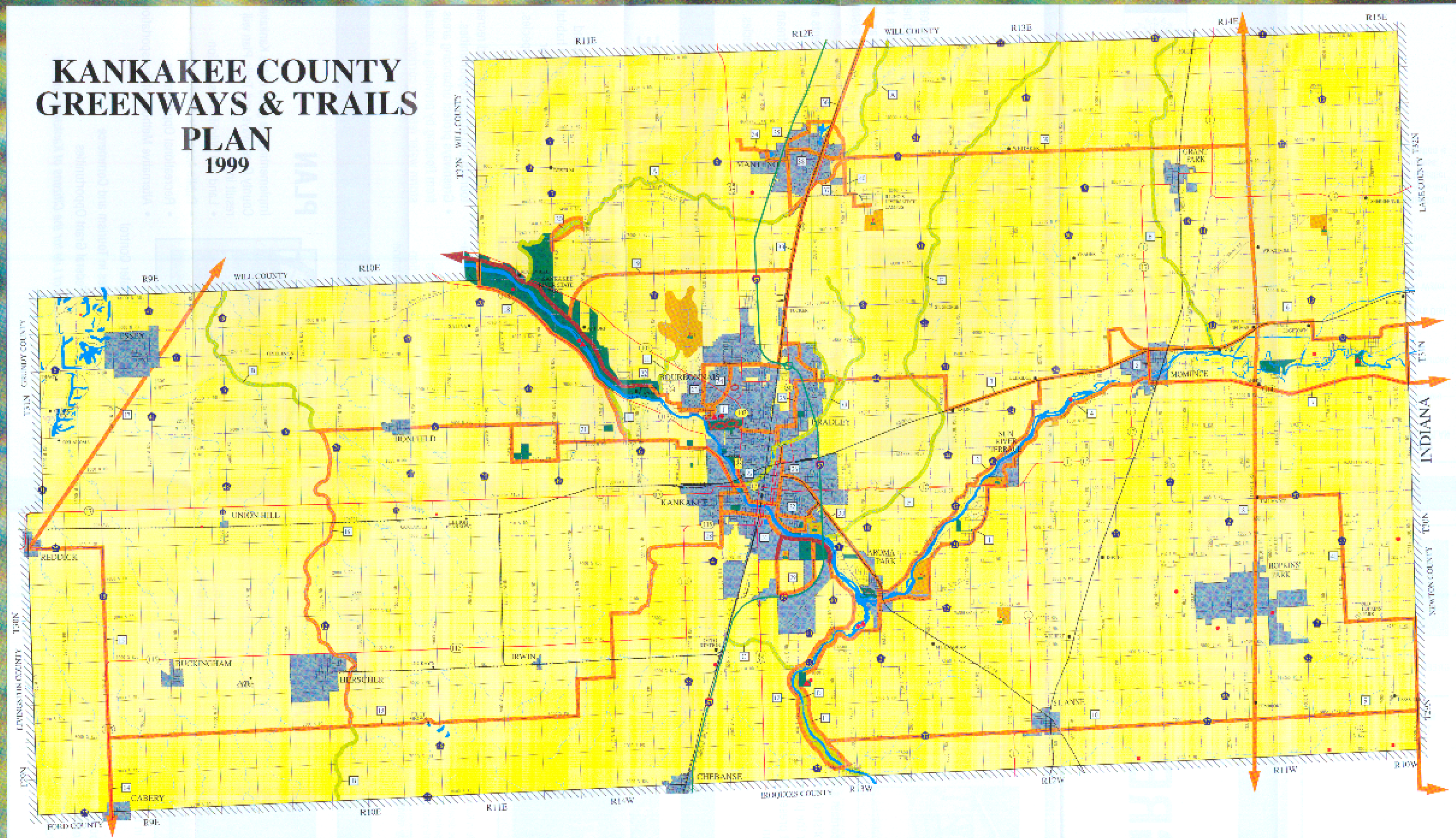
APPENDIX D - INTERNET RESOURCES

Adventure Cycling Association	Http://www.adv-cycling.org
American Trails	Http://www.outdoorlink.com/amtrails
Bicycle Foundation of America	Http://www.bikefed.org
Bikes Belong! Coalition	Http://www.outdoorlink.com/bikes-istea
Nebraska's Cowboy Trail	Http://adm-server.ngpc.state.ne.us/
ISTEA (STPP)	Http://www.istea.org
League of American Bicyclists	Http://www.bikeleague.org
Nat'l. Enhancement C'house	Http://www.transact.org/ntac.htm
NTIS OrderNOW Service	Http://192.239.92/ordernow/
Rails-to-Trails Conservancy	Http://railtrails.org/
FHWA Reauthorization Info.	Http://www.fhwa.dot.gov/reauthorization/
RTC's U.S. Trails Info Center	Http://www.railtrails.org/

APPENDIX E - ABBREVIATIONS

AASHTO	American Association of State Highway and Transportation Officials
BTPD	Bourbonnais Township Park District
FPDWC	Forest Preserve District of Will County
IDNR	Illinois Department of Natural Resources
KCRPC	Kankakee County Regional Planning Commission
KRVFPD	Kankakee River Valley Forest Preserve District
KVPD	Kankakee Valley Park District
VB	Village of Bradley
VBB	Village of Bourbonnais

KANKAKEE COUNTY GREENWAYS & TRAILS PLAN
1999



GREENWAYS AND TRAILS KEY

NATURAL GREENWAYS
A. ROCK CREEK NATURAL GREENWAY
B. HORSE CREEK NATURAL GREENWAY
C. MOMENCE NATURAL GREENWAY
D. IROQUOIS RIVER NATURAL GREENWAY
E. TRIM CREEK NATURAL GREENWAY
F. KANKAKEE RIVER NATURAL GREENWAY
G. SUGAR CREEK NATURAL GREENWAY
H. DAVIS CREEK NATURAL GREENWAY
I. WILLOW CREEK NATURAL GREENWAY
J. BOURBONNAIS NATURAL GREENWAY

PROPOSED TRAILS
1. ARONA TRAIL
2. SANDIAR TRAIL
3. FLORENCE TRAIL
4. SOUTH BOURBONNAIS TRAIL
5. MONTMORENCI CROSSTOWN TRAIL
6. KOUTS/MERCHANT TRAIL
7. GRAND MARSH TRAIL
8. SAVANNA TRAIL
9. SELLOW TRAIL
10. GRAND SOUTHERN TRAIL
11. SUGAR ST. AND TRAIL
12. PORTER HEAT TRAIL
13. HUEY TRAIL
14. DAILEY TRAIL
15. REPUBLIC TRAIL
16. HORSE CREEK TRAIL
17. SOUTH AIRWAY TRAIL
18. LIMESTONE TRAIL
19. GRAND SOUTHERN TRAIL & PARKWAY
20. B.&.O. CREEK SQUIRE TRAIL
21. BONNETT TRAIL
22. HERN-DAVIS TRAIL
23. CARRIER CENTER TRAIL
24. BROWN BOULEVARD TRAIL
25. JEANS BRADLEY TRAIL
26. DREAMWORK TRAIL
27. RIVERS EDGE TRAIL
28. WEST KANKAKEE TRAIL
29. CONSTITUTION CENTER TRAIL
30. WALJAMN TRAIL
31. SOUTH KANKAKEE TRAIL
32. JEANS BOULEVARD TRAIL
33. MANTENO TRAIL
34. WEST MANTENO TRAIL
35. NORTH MANTENO TRAIL
36. MANTENO/BOURBONNAIS TRAIL
37. ROCK CREEK TRAIL
38. JEANS MANTENO TRAIL
39. MANTENO/WEST KANKAKEE TRAIL
40. RIVERSAGE TRAIL
41. HARBOR TRAIL

LEGEND

FEDERAL HIGHWAYS
STATE HIGHWAYS
STATE ROADWAYS
RIVERS AND WATERWAYS
WATER BODIES AND CONSERVATION AREAS
WET CHANNEL

GREENWAYS LEGEND

PROPOSED PRIMARY GREENWAYS
PROPOSED TRAILS
EXISTING TRAILS
GREENWAY REFERENCE LETTER

N
W E
S

SCALE IN MILES

DRAWN BY: GREENT CONSERVATION, INC.

KANKAKEE COUNTY
ILLINOIS

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