Dear Partners,

June 30, 2009
Planning Director

105 East Court Street • Kennewick, IL 69094 • 815-937-2940 • FAX 815-937-2974
Michael L. Van Vliet, AICP

Planning Department
County of Kennewick

Future, your dedication is truly inspiring. Again we thank you.

It was a pleasure working with all of you and I hope we can continue to work together in the future. Without your efforts this Plan would not be possible.

Involvement of people like yourselves makes Kennewick County a wonderful place to live and

support in the creation of the 2009 Kennewick County Greenways and Trails Plan. The

Kennewick County Board, and the Community Foundation of Kennewick River Valley for all of your

the Citizens Advisory Committee, the Kennewick County Regional Planning Commission, the

On behalf of the Kennewick County Planning Department, I wish to express our appreciation to

Sincerely,

[Signature]

Planer / GIS Specialist
Delfer Shipher, Sr. AICP, GISP

CC: File
Sincerely,

[Signature]

Future. Your dedication is truly inspiring. Again, we thank you.

It was a pleasure working with all of you and I hope we can continue to work together in the future.

Without your efforts this plan would not be possible.

Involvement of people like yourselves makes Kane County a wonderful place to live and work. Support in the creation of the 2009 Kane County Greenway and Trail Plan, the Kane County Advisory Committee, the Kane County Regional Planning Commission, the Citizen Advisory Committee, the Kane County Board, and the Kane County Foundation of Kane County River Valley for all of your efforts and involvement makes Kane County a wonderful place to live and work. Support in the creation of the 2009 Kane County Greenway and Trail Plan, the Kane County Advisory Committee, the Kane County Regional Planning Commission, the Citizen Advisory Committee, the Kane County Board, and the Kane County Foundation of Kane County River Valley for all of your efforts and involvement makes Kane County a wonderful place to live and work.

On behalf of the Kane County Planning Department, I wish to express our appreciation to all.

Michael, you name, and ACIP

Planning Director

June 30, 2009

189 East Court Street • Kane County, IL 60901 • 815-337-2940 • Fax 815-337-2974

County of Kane County

Greenways and Trails Plan 2009
# Table of Contents

- **Greenways and Trails Plan 2009**
  - Introduction
  - Mission and Goal
  - History of the Plan
  - Update of the Plan
  - Accomplishments since 1999
  - Population and County-wide Growth Patterns
  - Urbanization and Greenways and Trails Planning
  - Green Infrastructure
  - Economic Development
  - Section IV - Existing Trends
  - Integration of Greenways and Development
  - Section III - Demographics and Statistical Update
  - Mission Statement
  - Goal Statement
  - Methodology / Process
  - Section II - Current Conditions and Performance
  - Existing Roadways
  - Exhiting Railways
  - Existing Pathways / Trails
  - Section V - Update to the Community
  - Changes to the Plan
  - Proposed Development Regulations
  - Proposed Additions and Improvements to Existing Roadways
  - Priority Ranking System
  - Recommendations
  - Design Standards Revised
  - Section III - Implementation Revisited
  - Funding and Cost Analyses
  - Funding Sources Revised
  - Appendix A - Bibliography
  - Appendix B - Public Involvement
  - Appendix C - County Staff & Committee Members
  - Appendix D - Resolution
  - Appendix E - Public Notice
  - Appendix F - Meeting Schedule
  - Appendix G - Appendices
Street Violence.

Negative behavior translates into a reduction of crimes, such as vandalism and
aggression, and impulsive behavior. The study also showed that this reduction of
these amenities drew people outdoors which reduced irritability, fatigue,
have half of the crime or similar area that lack open space. The study showed that
that contain open space with flowers, low growing shrubs, and high canopy trees
improve air and water quality. The inclusion of one

1. Improvement of Air and Water Quality – The inclusion of open space in an
environment can help reduce air pollutants by acting as a filter. The addition of one

2. Reduction of Crime – According to an University of Illinois Study, inner city areas
Greenways along creeks and rivers act as filter strips to clean water.

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

Section 1 - Introduction
Greenways and trails can also improve the perception of a community, which can be second only to education in citizens' perceived value of municipal services. Economic activity associated with the three (3) trails has a combined value of $7.5 million per year. (rideabilistic.com, February 27, 2007)

5. Positive Economic Impacts — A well-maintained trail system that is integrated into a community's infrastructure and land use structure can attract users from greater distances. This attraction can translate into tourism dollars for the community.

4. Improvement of Property Values — A study conducted in Boulder, Colorado in 1998 found that property values less than 300 feet from a greenway or trail enjoyed a 32% higher value than those properties located further away. In fact, the study showed that property values declined an average of 5.4% for every foot of distance that the property values decreased.

3. Promotion of Health — The National Park Service concluded that people who exercise regularly have a 14% lower medical claim rate than people who do not exercise. (Economic Impacts of National Trails Partnership, 1999)

2. Community Pride and Appeal — Greenway corridors and trails have been found to draw new residents and customers. (rideabilistic.com, February 27, 2007)
that represent various jurisdictions and interests along the trail route.

Riverfront Trail Committee – This committee was established in 2004 to facilitate the
progression of the Riverfront Trail Project. It has twelve (12) governmental members

River State Park. Alternative routes for this phase are still being discussed.

Bourbonnais and the Perry Farm Park to the existing trail system in the Kanakee

Phases 4—This phase connects the existing trail system in the Village of

Facilities such as connections in park areas of Bourbonnais, Bradley and Kanakee.

Proposed.

Leaveswater Park just west of the VMCA. Funding for this phase has been

still being investigated. Phase 2 travels from the Schuyler Avenue Bridge to

S$400,000.

Construction in July 2009 through the receipt of a Federal grant in the amount of

center to the Schuyler Avenue Bridge has been designed and is scheduled for

Phase 2—This phase is currently in the planning stages and possible routes are

Phase 3—Phase 3 is complete due to the fact that it consists of the existing trail

Aqua Belt that travels from the Splash Valley Aquatic

Phase 1—This segment of the Trail, which travels from the Splash Valley Aquatic

The progress and status of each phase is as follows:

in Kanakee to the existing trail system located in the Kanakee River State Park. It is

This trail travels from the Splash Valley Aquatic Center south of River Road Park

mainly to the continuous involvement of the Community Foundation of Kanakee River

Proposed.

Riverfront Trail – Phase 1 of this trail is the 1999 Plan’s greatest success story, due

Greenways, trails, and open space. These accomplishments include:

Greenways and trails have been an integral part of the planning and development processes for

Accomplishments since 1999
Has been built along the Creek behind Edgebrook Subdivision. Currently a segment of this trail purpose trail along Soldier Creek north of North Street. The Village Trail in Bradley, The Village of Bradely has taken steps to create a multi-

Village, Trail system.

Soldier Creek Trail, a 4,000,000 Green is in the process of developing a multi-

park, and an extensive system of multi-purpose paths that will connect to the

fields, a pond, and an extensive system of multi-purpose paths that will connect to the

park with the assistance of a 4,000,000 Green

Whispering Willows Park – This Township Park District (TPPD) park covers

a 70 acre park in Marlowe – The Village is in the process of developing a 66 acre park

[Reaching for Tim Creek, Metropolitan Planning Council, 2005]

offering preservation strategies and best management practices.

Creek Greenway Study – In 2008, the Camp Provides for Sensible Growth, the

County. This plan focuses on preserving the Creek’s natural beauty and resources while

plan for Tim Creek located in northeastern Kanakee County and southwestern Will

metropolitan Planning Council and Openlands partnered to develop a management

new section that provides for the development of conservation style subdivisions.

Conservation Development Ordinance – The 2008 Subdivision Regulated includes a

and management of open space within new

the 1959 Greenways and Trail Program for the inclusion

Regulations that included recommendations from

Kanakee County Board adopted new Subdivision

Subdivision Ordinance – In December 2008, the

space needs in the forefront of local discussion.

Greenways and Trail’s Plan, as well as keeping open

been instrumental in promoting the 1999

criteria of Kanakee County. This organization has

purpose of enhancing the quality of life for the

The Foundation is a non-profit organization with the

Community Foundation of Kanakee River Valley –
Pembroke Township totaling nearly 2,000 acres, including Pembroke Gardens.

- Kennebunk Sands – The Nature Conservancy has established three new preserves in

  the County and are currently under construction. Development regulations, two (2) conservation style developments were approved by

  Conservation Design Subdivisions – Prior to the County adopting Conservation

- downtown Manteno. The amount of the grant was $319,000.

  Greenway and Trail Grant in December 2008 to construct a trail and bridge over Rock

  Oak Ridge Mobile Home Park Trail in Manteno – The Village of Manteno received a

  constructed through the subdivisions of Eagle's Landing and Whitley Estates in Western

  West Side Trail in Manteno – A northern portion of the Career Center Trail has been

  acres.

  The KPD has added 150 acres to its inventory almost doubling its total acreage to 340.

  - Kennebunk Valley Forest Preserve District Expansion

  - Mokena Township for preservation purposes.

  Conservancy District has been acquiring land in rural

  - Kennebunk Valley River Valley District Expansion – The Kennebunk River

  - the Kennebunk River Valley's residents.

  campus, this facility offers ice skating opportunities to

  adjacent to Kennebunk Community College's (KCC)

  - Oak Orthopedic Sports Arena (Ice Rink) – located

  near the southern terminus of Riverfront Trail Phase 1.

  - Splash Valley Aquatic Park – Built in 2004, this facility

  - segment of Career Center Road Trail within the corridor.

  constructed. Once the entire right-of-way is acquired, the Village intends to build a

  - Career Center Trail in Bon Hommes – The Village of Bon Hommes has been protecting the

  built along the frontage of Summerville and Pleasant Run subdivisions in Bridgely.

  - Lurry Power Road Trail in Bridgely – A segment of the Lurry Power Road Trail has been

  - Greenways and Trails Plan 2009
other issues have also been revealed. The recommendations from the 1999 plan, as well as examined changes in land use and population trends over the past decade, have prompted Kane County to revise the 1999 plan to reflect the need for green spaces and changing perceptions of the quality of life. As such, Kane County has experienced success in adopting and implementing new design and construction practices that were not considered when the plan was originally conceived. A successful plan should change to take these issues into consideration.

Plan: Become outdated as projects are completed, issues arise

Update of the Plan

Other potential projects, planners and decision makers have the opportunity to evaluate individual projects in relation to the existing system, which in turn affects the County’s ability to fund and regional infrastructure. This allows for a complete Greenway and Trail system to be evaluated and prioritized. As the plan is completed, it provides an overall picture of how a complete Greenway and Trail system could look for the County. This provides an opportunity for the plan to be evaluated and prioritized for funding.

Groups should consult the plan throughout the planning and implementation process to ensure that decisions are being made in a decision framework that has been set forth. The plan performs these functions by utilizing the planning and implementation process to ensure that the plan is complete and accurate.

The Greenways and Trails Plan provides the basis for policy decisions and can provide guidance to planners and decision makers. Greenways and Trails Map for exact locations: Included in these preserves are 4.35 miles of trails, Pressure is located in the southeastern part of the County

Greenways and Trails Plan 2009
areas particularly in the City of Kankakee and the
also seen substantial expansion in commercial
Likewise, the county and its municipalities have
needed. The 1999 plan and adjustments have been made as
the 2000 to 2007, and growth has been compared to
Kankakee County’s population has grown 7% from
Growth in population. It is estimated that
The County has also experienced a significant
produced 2009 entitled "Residential 1st, Lys."
annexations, along with development in unincorporated Kankakee County. The loss of developments that have occurred since the adoption of the original plan.
the last decade. Municipalities have annexed 6040 acres of land since 1999. These
The County and its municipalities have seen a significant amount of residential growth in
Critical to any planning effort is the evaluation of historical growth trends to determine the
Plan have been incorporated.
5. Section VI has been reviewed and any changes to the Implementation Section of the
the Plan.
Suggested alterations and re-routing of the proposed trails have been included in
Proposed greenway and trail has been examined to determine if they are still viable.
The majority of this update concentrates on Section V of the 1999 Plan. Each
has been addressed accordingly.
3. Section IV – Inventory has been evaluated and the County’s open space inventory
new trends or policies have developed since 1999.
The research section of the Plan (Section III) has been examined to determine if any
added to reflect changes in the County that have occurred since 1999.
The following sections of the Plan have been reviewed and updated:
the original plan, and changes to codes and ordinances that have occurred since 1999.
considered, including new proposals for open space and trail expansion, accomplishments of
2. Section II – Demographics and Statistics has been reviewed and new data has been
1. Section I – Description of the Plan and DRAFT PLAN 2009
opportunity to showcase and sell their produce.

- A farmer’s market has been established in downtown Kaneohe to give area farmers the opportunity to sell their produce.

Accordingly, affected by this massive project and revised accordingly, it is necessary to determine how they will be adversely influenced to this development. Have been parallel to the rail and Greenways in the location between the Villages of Whispering Willows.

- A large commercial wind farm has been approved for southern Kaneohe County that
  consists of windmills.

Road in northern Bouonarios.

- Liberty Grove School and St. Paul’s School have been constructed along Career Center.

Greenways and trails network.

- The Maunaloa State Fish and Wildlife area in the far northwest corner of the County.

- The Hawaiian State fish and wildlife area in the far northwest corner of the County.

- High Quarry east of Bradley on North Street offers scuba instruction and recreation.

- Hidden Cove in Bradley has added a sports complex.

- New recreational facilities in the form of an aquatic park and ice skating park have been constructed in the southern part of the City of Kaneohe.

- New trails and Greenway connections have been established in the Villages of Bradley.

- The Villages of Manana has purchased land and is in the process of developing a 66 acre park at the northern end of the Village.

- Bouonarios Township by the Bouonarios Township District (BTDP).

- Whispering Willows Park is a seventy (70) acre park that has been established in eastern Bouonarios and Manana. These areas have also been analyzed.

- Boulevard of Bredley, Bouonarios and Manana. The streets have also been analyzed.
Riverfront Trail Committee, Phase 1 of the Riverfront Trail Projects is scheduled to
be completed in 2009.

1. Through the partnership with the Community Foundation and the members of the
Metra Electric Line in University Park,

2. Public transportation service has been extended to the Village of Manteno and to

3. The county, in conjunction with the Illinois Department of Transportation,

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

5. There are no plans to include a trail with the road improvements.

6. Plans are underway to widen Armour Road to five lanes from U.S. Route 45/52 to

7. West arterial highway that would connect Illinois Route 102 to Illinois Route 77.

8. Proposing a new interchange on Interstate 57 at Highway 6000 N Road along with a new east-

9. The county’s transportation officials have been proposing a new commerce corridor

10. Along the northern county line that would provide direct vehicular access between I-

11. A new Manteno school complex has been proposed on County Highway 9

12. Bradley – Boudouin/Bradley Community High School has purchased 124 acres of land in

13. The following list summarizes these proposals.

14. Several new concepts and proposals have come to light which may affect the routing of trails or

15. Several road improvements have occurred during the past decade that should be

16. The Kankakee Metropolitan Area has public transit available from the Kankakee River
County of Kane County received a $70,000 grant from the Illinois Department of Natural Resources. After ten (10) years and many successes, it was time to review the plan. In January 2009, the

make considerations for open space in their regulations and ordinances.

decision makers to include open space planning in their plans and project designs, as well as
to become an important part of the land use planning process. The Plan promoted plans and
Greenways and Trails on a countywide level. As a result, open space and recreation planning
supported the creation of the 1999 Plan. This Plan examined open space, recreation, and

A $525,000 Metro Greenways Grant from the Illinois Department of Natural Resources (IDNR)

recreation was comprehensively examined as a primary subject.

County Board on June 3, 1999 changed that situation. For the first time open space and
individual park districts plans. The County’s first Greenways and Trails Plan, adopted by the
mainly relied on individual project planning or it was hidden within Comprehensive plans and
prior to 1998, open space and recreation planning in Kane County was not countywide. It

History of the Plan

still relevant.

ensure the recommendations outlined in the Plan are
increased. The Plan should be periodically reviewed to
projects are proposed on the County’s population

2009 Greenways and Trails Plan Update. As a result
is the driving force behind the development of the

has witnessed a significant amount of growth and

As evident by the proceeding pages, Kane County

constructed.

3. Several trail segments in Bradely, Bountonmas, and Manteno have been

the 1999 Plan, as well as, conservation design practices and regulations.

2. Update of the County’s Subdivision Ordinance to include the recommendations of

Improvements and is therefore near completion.

initial planning stage. It has been determined that Phase 3 requires minimal

progressing with Phase 2 entering Preliminary Engineering and Phase 4 entering the

be constructed during the summer of 2009. The remaining phases are also

Greenways and Trails Plan 2009
On the next page is a map depicting proposed trail and greenway routes from the original 1999 Greenways and Trails Plan. This 2009 Greenways and Trails Plan is the result of this effort. (IDNR) For the purpose of updating the 1999 Plan, this 2009 Greenways and Trails Plan is the...
County of Kane County received a $20,000 Grant from the Illinois Department of Natural Resources after ten (10) years and many successes, it was time to review the plan. In January 2009, the

make considerations for open space in their regulations and ordinances.

development makers to include open space planning in their plans and project designs, as well as, to
decision makers to include open space planning in their plans and project designs, as well as, to
became an important part of the land use planning process. The plan promoted planning and
supported the creation of the 1999 Plan. This plan examined open space, recreation, and

A $22,000 Metro Greenways Grant from the Illinois Department of Natural Resources (IDNR)

recreation was comprehensively examined as a primary subject.

County Board on June 8, 1999 changed their situation. For the first time open space and

Greenways and Trails district plans. The County's first Greenways and Trails Plan, adopted by the

individual park district plans. The County's first Greenways and Trails Plan, adopted by the

manner relied on individual project planning or it was hidden within comprehensive plans and

prior to 1999, open space and recreation planning in Kane County was not comprehensive. It

History of the Plan

still relevant,

ensure the recommendations outlined in the Plan are

increased, the Plan should be periodically reviewed to

projects are proposed on the County's population

2009 Greenways and Trails Plan update. As new

is the driving force behind the development of the

development over the past ten (10) years. This growth

has witnessed a significant amount of growth and

As evident by the proceeding pages, Kane County

constructed.

1. Several trail segments in Bradley, Bordonroux, and Manteno have been

2. Update of the County's Subdivision Ordinances to include the recommendations of

improvements and is therefore near completion.

initial planning stage. It has been determined that Phase 3 requires minimal

progressing with Phase 2 Entering Preliminary Engineering and Phase 4 Entering the

be constructed during the summer of 2009. The remaining phases are also
Map: 1999 Greenways and Trails Plan. On the next page is a map depicting proposed trail and Greenway routes from the original 1999 result of this effort. (IDNR) For the purpose of updating the 1999 Plan, this 2009 Greenways and Trails Plan is the...
to all County residents for their use and enjoyment: [Kankakee County Greenways and Trails]

...should evolve into a network throughout the length and width of the County, easily accessible
should connect the County's diverse regions into neighboring County and state trails... and they
link communities and their parks and extend from municipal limits into the county's... They
regional, and local units of government, stakeholder organizations and trail users... They should
communities along the trail... and they should contribute to the quality of life in the County.
alternative to automobile travel for short trips... they should be an economic asset to
accessible to the County's citizens... they should provide a pleasant, non-polluting
they should reflect landscapes typical of the County's different regions... they should be
experience the natural, cultural, and scenic amenities of the Greenway and/or trail corridor...
opportunities to enjoy physical and social activities... they should provide opportunities to
Greenways and Recreational Trails should provide the people of Kankakee County with

Mission Statement

Section II - Mission and Goal

Kankakee County Greenways and Trails Plan 2009
Sections I, II, and III involves the collection and review of current park facilities and amenities. Like the original 1999 plan, this plan is divided into three (3) parts, part one, which includes.

Readers should refer to the original plan for additional information or clarification. This plan updates the 1999 Kanakee County Greensways and Trails plan. As such, it does not include repetitive information and refers to the original 1999 plan for background information.

**Methodology / Process**

Eventually become a highly interconnected system. These segments will be created at a few segments at a time with little need for tax payer dollars. These segments will be developed over several phases as funds become available. By providing for greensways and trails in development plans, the system will be developed property in accordance with the greensways and trails should be an integral component of the development of the area. When decisions are made where open space and/or trail development is being considered, when decisions to accomplish;

The best way to accomplish this goal is through intergovernmental cooperation and input from all levels of government. Another equally important goal is the protection and restoration of the natural environment, greensways and trails can help protect these areas by preserving them for future use. As a result, the environment can benefit from cleaner water and air, reduced

The Kanakee County Greensways and Trails plan one of the main goals is the identification of a network of greensways and trails to provide non-motorized vehicle transportation opportunities to all citizens of the landscape. While there are many goals attributed to this Greensways and Trails plan, one of the main goals is the identification of a network of greensways and trails to provide non-motorized vehicle transportation opportunities to all citizens of the Kanakee County Greensways and Trails plan.

**Goal Statement**

Greensways and Trails Plan 2009
The Planning Department will work with the County's partners to seek adoption of the Plan by all partners. As a next step, be truly effective, the Plan needs to be utilized by all of the County's partners. However, to purpose of satisfying the requirements of the Local Government Code, the Plan must be adopted by the adoption of the Plan by the County Board is the final step in the approval process for the Plan.

4. Review and adoption by the County Board.

Committee (PZA) of the County Board.

3. Review and recommendation by the Planning, Zoning and Agriculture Committee.

2. Review and recommendation by the Regional Planning Commission.

1. Review and recommendation by the Land Use and Transportation Subcommittee.

Projects. That process is as follows:

At this point the Plan would follow the normal process of adoption for all Planning Commission Subcommittee (Luc) of the Kennamae County Regional Planning Commission (RPC).

Once the RPC finished its tasks they forwarded the Plan to the Land Use and Transportation Department to prepare a draft of the Plan.

Hosting the Public Open House. The CAC would work closely with the staff of the Planning Advisory Committee (CAC) would be formed to perform the tasks of preparing the Plan and a process was developed for the adoption of this Plan. It was determined that a Citizens Property.

does the Plan Grant permission to trespass on private not be considered as needed by the public at this time nor utilized for trail purposes. The trails in this Plan should will need substantial improvements before they can be will be along waterways, roadsides and across private property. All of these proposed trails are being proposed along waterways, roadsides, that could be constructed in Kennamae County. Many

It should be noted that this is a plan for proposed trails within the County. Part two, which included Section V, provides an analysis of the existing trail
Figure 2: Adoption Process Flow Chart

The process involves adopting greenways and trails, organizations that play a role in promotion, creation, and maintenance.

Greenways and Trails Plan 2009
The village of Essex witnessed growth rates of 29% and 17%, respectively. The village of Grant Park located at the far northeastern corner of the County Outside of the Metropolitan Area, the village of Essex located in the far northwest corner of the County demonstrated increase of the communities along Interstate 57 with a 25% increase in population. The villages of Bradley and Bourbonnais both grew at double digit rates seeing an increase of 13% and 15%, respectively, while the village of Manteno, growth rate showed the most between 8% to 7% since 1990.

The County has witnessed a population growth rate that has translated into population growth across the County. Table 1 compares 2007 population estimates with 2000 and 1990 U.S. Census Bureau population figures.

Population and County-Wide Growth Patterns

Section III - Demographic and Statistical Update
east of Bradley extending northwest and the land located between the Villages of Bonnopolis
Interstate 75 Corridor. The most concentrated areas of growth in the County are the areas just
majority of the growth has been located in the northern part of the County and along the
Although many of the County's municipalities have seen growth over the past several years, the

Additional commercial and retail developments are planned for the area.

road.

made to expand this commercial district north of Interstate 75. Commercial development of a new shopping center containing two (2) retail
stores and two (2) restaurants, in addition, plans have been

and Interstate 75 in southern Kanakee. This area has

another emerging commercial growth area is located at the 308

The largest occurrence of commercial growth has been focused along Illinois Route 50 near St.

locations outside the central core.

expansion of existing facilities while commercial growth has been mainly focused on new

most of the County. Most of the Industrial Growth has occurred in the form of

support this residential growth, commercial growth, and to a lesser extent, industrial growth.

Overall the County has experienced an increase of 6,872 residents from 2000 to 2007. To

91 people creating a growth rate of 1.7%.

an estimated 883 residents living in a 4% growth rate while the Village of 50 River Terrace lost

Not all of the County's communities grew between 2000 and 2007. The City of Kanakee lost

counties and Chicago's Southen Suburbs.

Greenways and Trails Plan 2009

Greenways and Trails Plan 2009
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>69</td>
<td>66</td>
<td>37</td>
<td>Union Hill</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>451</td>
<td>552</td>
<td>532</td>
<td>Sunflower Terrace</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>305</td>
<td>NA</td>
<td>NA</td>
<td>Sammons Point</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>239</td>
<td>243</td>
<td>208</td>
<td>Saint Anne</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>218</td>
<td>208</td>
<td>208</td>
<td>Readick</td>
</tr>
<tr>
<td>19%</td>
<td>27.960</td>
<td>31.771</td>
<td>29.665</td>
<td>31.771</td>
<td>29.665</td>
<td>27.960</td>
<td>20.96</td>
</tr>
<tr>
<td>16%</td>
<td>32.160</td>
<td>34.493</td>
<td>36.493</td>
<td>34.493</td>
<td>36.493</td>
<td>32.160</td>
<td>23.493</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3.0</td>
<td>3.0</td>
<td>3.0</td>
<td>3.0</td>
</tr>
<tr>
<td>4%</td>
<td>1.390</td>
<td>1.460</td>
<td>1.480</td>
<td>1.460</td>
<td>1.480</td>
<td>1.390</td>
<td>1.390</td>
</tr>
<tr>
<td>%42%</td>
<td>78.390</td>
<td>77.910</td>
<td>78.790</td>
<td>77.910</td>
<td>78.790</td>
<td>78.390</td>
<td>78.390</td>
</tr>
<tr>
<td>10%</td>
<td>90.090</td>
<td>91.030</td>
<td>91.830</td>
<td>91.030</td>
<td>91.830</td>
<td>90.090</td>
<td>90.090</td>
</tr>
<tr>
<td>17%</td>
<td>1.630</td>
<td>1.630</td>
<td>1.630</td>
<td>1.630</td>
<td>1.630</td>
<td>1.630</td>
<td>1.630</td>
</tr>
<tr>
<td>%29%</td>
<td>60.190</td>
<td>61.000</td>
<td>61.120</td>
<td>61.000</td>
<td>61.120</td>
<td>60.190</td>
<td>60.190</td>
</tr>
<tr>
<td>1%</td>
<td>1.090</td>
<td>1.090</td>
<td>1.090</td>
<td>1.090</td>
<td>1.090</td>
<td>1.090</td>
<td>1.090</td>
</tr>
<tr>
<td>18%</td>
<td>32.160</td>
<td>34.493</td>
<td>36.493</td>
<td>34.493</td>
<td>36.493</td>
<td>32.160</td>
<td>32.160</td>
</tr>
<tr>
<td>%42%</td>
<td>78.390</td>
<td>77.910</td>
<td>78.790</td>
<td>77.910</td>
<td>78.790</td>
<td>78.390</td>
<td>78.390</td>
</tr>
<tr>
<td>10%</td>
<td>90.090</td>
<td>91.030</td>
<td>91.830</td>
<td>91.030</td>
<td>91.830</td>
<td>90.090</td>
<td>90.090</td>
</tr>
<tr>
<td>17%</td>
<td>1.630</td>
<td>1.630</td>
<td>1.630</td>
<td>1.630</td>
<td>1.630</td>
<td>1.630</td>
<td>1.630</td>
</tr>
<tr>
<td>%29%</td>
<td>60.190</td>
<td>61.000</td>
<td>61.120</td>
<td>61.000</td>
<td>61.120</td>
<td>60.190</td>
<td>60.190</td>
</tr>
<tr>
<td>1%</td>
<td>1.090</td>
<td>1.090</td>
<td>1.090</td>
<td>1.090</td>
<td>1.090</td>
<td>1.090</td>
<td>1.090</td>
</tr>
<tr>
<td>18%</td>
<td>32.160</td>
<td>34.493</td>
<td>36.493</td>
<td>34.493</td>
<td>36.493</td>
<td>32.160</td>
<td>32.160</td>
</tr>
<tr>
<td>%42%</td>
<td>78.390</td>
<td>77.910</td>
<td>78.790</td>
<td>77.910</td>
<td>78.790</td>
<td>78.390</td>
<td>78.390</td>
</tr>
<tr>
<td>10%</td>
<td>90.090</td>
<td>91.030</td>
<td>91.830</td>
<td>91.030</td>
<td>91.830</td>
<td>90.090</td>
<td>90.090</td>
</tr>
<tr>
<td>17%</td>
<td>1.630</td>
<td>1.630</td>
<td>1.630</td>
<td>1.630</td>
<td>1.630</td>
<td>1.630</td>
<td>1.630</td>
</tr>
<tr>
<td>%29%</td>
<td>60.190</td>
<td>61.000</td>
<td>61.120</td>
<td>61.000</td>
<td>61.120</td>
<td>60.190</td>
<td>60.190</td>
</tr>
<tr>
<td>1%</td>
<td>1.090</td>
<td>1.090</td>
<td>1.090</td>
<td>1.090</td>
<td>1.090</td>
<td>1.090</td>
<td>1.090</td>
</tr>
<tr>
<td>18%</td>
<td>32.160</td>
<td>34.493</td>
<td>36.493</td>
<td>34.493</td>
<td>36.493</td>
<td>32.160</td>
<td>32.160</td>
</tr>
<tr>
<td>%42%</td>
<td>78.390</td>
<td>77.910</td>
<td>78.790</td>
<td>77.910</td>
<td>78.790</td>
<td>78.390</td>
<td>78.390</td>
</tr>
</tbody>
</table>

Table 1: Historical Population Trends
<table>
<thead>
<tr>
<th>Township</th>
<th>2010 Population</th>
<th>2040 Population</th>
<th>Population Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kankakee County</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3,930</td>
<td>3,927</td>
<td>3,960</td>
<td>Yellownose</td>
</tr>
<tr>
<td>5,540</td>
<td>5,541</td>
<td>5,670</td>
<td>Summer</td>
</tr>
<tr>
<td>7,000</td>
<td>7,000</td>
<td>7,100</td>
<td>Sl. June</td>
</tr>
<tr>
<td>8,560</td>
<td>8,569</td>
<td>8,670</td>
<td>Fall</td>
</tr>
<tr>
<td>10,024</td>
<td>10,024</td>
<td>10,100</td>
<td>Rockcliffe</td>
</tr>
<tr>
<td>11,494</td>
<td>11,494</td>
<td>11,600</td>
<td>Rockport</td>
</tr>
<tr>
<td>12,961</td>
<td>12,961</td>
<td>13,060</td>
<td>Pilgrim</td>
</tr>
<tr>
<td>14,489</td>
<td>14,489</td>
<td>14,590</td>
<td>Pembroke</td>
</tr>
<tr>
<td>16,100</td>
<td>16,100</td>
<td>16,200</td>
<td>Olten</td>
</tr>
<tr>
<td>17,721</td>
<td>17,721</td>
<td>17,829</td>
<td>Newlon</td>
</tr>
<tr>
<td>19,343</td>
<td>19,343</td>
<td>19,450</td>
<td>Monacree</td>
</tr>
<tr>
<td>21,000</td>
<td>21,000</td>
<td>21,100</td>
<td>Alton</td>
</tr>
<tr>
<td>22,768</td>
<td>22,768</td>
<td>22,879</td>
<td>Limestone</td>
</tr>
<tr>
<td>24,544</td>
<td>24,544</td>
<td>24,650</td>
<td>Kankakee</td>
</tr>
<tr>
<td>26,338</td>
<td>26,338</td>
<td>26,450</td>
<td>Genese</td>
</tr>
<tr>
<td>28,160</td>
<td>28,160</td>
<td>28,220</td>
<td>Essex</td>
</tr>
<tr>
<td>30,024</td>
<td>30,024</td>
<td>30,120</td>
<td>Kankakee</td>
</tr>
<tr>
<td>31,961</td>
<td>31,961</td>
<td>32,070</td>
<td>Genese</td>
</tr>
<tr>
<td>33,943</td>
<td>33,943</td>
<td>34,055</td>
<td>Downers</td>
</tr>
<tr>
<td>35,252</td>
<td>35,252</td>
<td>35,360</td>
<td>Downers</td>
</tr>
<tr>
<td>37,050</td>
<td>37,050</td>
<td>37,160</td>
<td>Homer</td>
</tr>
<tr>
<td>38,900</td>
<td>38,900</td>
<td>39,010</td>
<td>2030 Population Projection</td>
</tr>
<tr>
<td>40,800</td>
<td>40,800</td>
<td>40,910</td>
<td>2040 Population Projection</td>
</tr>
<tr>
<td>42,741</td>
<td>42,741</td>
<td>42,850</td>
<td>2040 Population Projection</td>
</tr>
<tr>
<td>44,692</td>
<td>44,692</td>
<td>44,800</td>
<td>2040 Population Projection</td>
</tr>
<tr>
<td>46,622</td>
<td>46,622</td>
<td>46,730</td>
<td>2040 Population Projection</td>
</tr>
<tr>
<td>48,623</td>
<td>48,623</td>
<td>48,730</td>
<td>2040 Population Projection</td>
</tr>
<tr>
<td>50,600</td>
<td>50,600</td>
<td>50,710</td>
<td>2040 Population Projection</td>
</tr>
<tr>
<td>52,570</td>
<td>52,570</td>
<td>52,680</td>
<td>2040 Population Projection</td>
</tr>
</tbody>
</table>

Table 2: Population Projections (Kankakee County Comprehensive Plan, 2005)

Consultants developed both a high and a low projection for each township. Please note that the projected population figures can still be attained by the county. Challenges created by the current state of the economy will be overcome and that these projections are shown below in Table 2. It is believed that the project for the start of the economic downturn in the County's 2005 Comprehensive Plan developed at a local and regional scale.

Kankakee County is currently experiencing a period of uncertainty as the economic downturn of late 2008 while the previous decade provided record growth to most of Kankakee County, the growth appears to be leveling off. This condition is being exacerbated by counties across the state that are also experiencing a period of uncertainty. Kankakee County is currently experiencing a period of uncertainty as the economic downturn of late 2008 while the previous decade provided record growth to most of Kankakee County, the growth appears to be leveling off. This condition is being exacerbated by counties across the state that are also experiencing a period of uncertainty.

Greenway and Trails Plan 2009
Another study performed in Amherst and Concord, Massachusetts in 2007 compared market values of homes in proximity to open space and trails to those further away. The study found that homes located near trails had higher values, indicating a premium for homes near greenways and trails.

The study also found that property values increased by an average of 54% for every foot of trail a property was located away from a greenway or trail. Properties located within 200 feet of a greenway or trail enjoyed a 32% premium, while those properties located further away realized only a 3% premium.

In fact, a study conducted in Boulder, Colorado in 1977 found that property less than 3,200 feet from a greenway or trail sold for a premium of $2.00 per square foot, while property more than 3,200 feet away sold for a premium of $0.50 per square foot. This premium is due to the fact that the cost of these amenities through higher sale prices and shorter vacancy periods.

The study also found that the sale value of properties that are located near trails and open space is higher than those that are not. This is because the proximity to these amenities increases the desirability of the property.

Various studies have shown that development adjacent to or in close proximity to open space and trails enhances the value of the property.

The key to creating this system is the adoption of a plan that will be followed by decision-makers. The opportunities available for the acquisition of land to create the system.

Urbanization and Greenways and Trails Planning

Space and natural resource protection.

This growth in population will require expansion of public infrastructure and facilities. Among the consultants hired in 2030 population estimate of 115,777 citizens. This growth will be the need for more recreational opportunities and an increasing desire for open space and natural resource protection.
Integration of Greenways in Development

Open space and recreation opportunities are an integral component to a population's quality of life. The inclusion of these amenities promote the development of a healthier environment, thus creating a healthier community and ultimately healthier people. As such, open space and community is when new developments are in their early planning stages, and the installation of infrastructure, requirements and to make alterations to designs prior to government officials an opportunity to negotiate and approval stages. This allows developers and financially feasible, recreation amenities should be included in new development wherever it is possible and practical to do so. Many additional studies were reviewed and all of them had one common conclusion. Property values are higher the closer they are to open space and recreation amenities. This translates into higher profits for developers and increased tax revenues for government.

Further away only received an increase of 19.5% [National Park Service, www.nps.gov].
government for parking lots, trails, and walkways. The park office building for the forest
outdoor recreation buildings to maximize exposure to natural light sources, and the use of permeable
buildings, utilizing green roofs and modern weatherization techniques to reduce energy costs.
Some examples include using solar, wind, and geothermal technologies to heat and cool
infrastructure. However, more could be done especially in the area of recreational facilities.
It also makes sense to include these technologies into greenways and trail projects wherever
possible. Open space, greenways, trails, and recreational facilities are by definition green
sense from an environmental and conservation perspective.
Induction of green technologies in construction projects makes
without increased pressure from the fossil fuel markets, the
environmental awareness to reduce the carbon footprint. Even
costs of fossil fuel instability in its markets, and a
included into construction projects is mainly due to the rising
The growing popularity of these types of elements being
becoming the construction industry.
Techniques to achieve alternative energy sources, these technologies and practices are slowly
techniques into construction projects. From green roofs and new weatherization
and practices into construction projects is mainly due to the rising
green technologies

Section IV - Emerging Trends

Green Infrastructure
The inclusion of pedestrian and bicycle facilities.
The inclusion of open space areas in development projects.
The inclusion of permeable pavements.
The inclusion of landscaping in urban open space.
The planting along roadways.

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

Areas that are traditionally dominated by concrete and pavement.

Underlying goal of these concepts is to introduce open space and park-like amenities into urban management. Urban greenways and urban forests are a topic including urban greenways, urban forests and stormwater management.

Various new concepts have also come to the forefront of this research.

Embodied energy and reduce the burden on our natural resources. An example would be the barn located at the Whippoorwill Park in Burton Township. In a diaphragm structure that was donated.

The reuse of adaptable structures for other uses is also a good way to conserve

Another opportunity to use environmentally friendly building practices is in the use of recyclable materials. An example is the use of recycled materials that are easily tearable. Reusable structures' site, fences, benches, and other park amenities could all

Greenways and Trails Plan 2009

Integrate into the park district and moved to the site. It was then retrofitted and rehabilitated into an

Prepared by Will County located just south of Joliet is a good example of how these technologies
Economic Development

Determine how they can be incorporated into the design plans of the freeway or trail.

These practices and techniques should be investigated when projects are being designed to improve the quality of stormwater. The use of stormwater practices can absorb toxic pollutants to control the quality of stormwater runoff; the planting of native plant species to filter strips to control the quality of stormwater runoff; and the use of permeable surfaces to reduce the impact of single point source effects from storm water into our water systems. Stormwater management practices have been developed for stormwater management and new construction projects have been developed. The use of these concepts can transform a "concrete jungle" into an urban area that looks and feels like a park.
Construct trails that serve that purpose.

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

trail route would only benefit both the visitor and
of event attracts visitors and its inclusion along a
and features over twenty (20) vendors. This type
wonderful example. The market is in its 12th year
Farmer’s Market in downtown Kankakee is a
the community to attract tourists dollars. The

capitalize on established events in the
The County and its municipalities should also

from tourists.

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

The County should utilize these agencis in the promotion of trails and the attraction of tourism

important partner in the promotion of the County’s Greenway and trail system.

which bureau could be an
The County is also fortunate to have a Convention and Visitors Bureau. The main task of the
its municipalities.
construction of trails. The following describes these additions and extensions.

Since the adoption of that plan, seven (7) new trails have been established, one (1) of the

Shannon Bayou

Gar Creek Trail

Tall Grass Prairie

Perry Farm Park

River Road Park & RCC

Kanakee River State Park

Identified the (5) trails and/or trail systems. They are:

While trails in Kanakee County are of good quality, they are few in number. The 1999 Plan

Existing Trails

Committee to route trails and determine deficiencies in open space and recreational amenities.

An essential work element in the development of this Plan was the examination of the County's

Section V - Update to the Inventory
and Wind Field Estate Subdivisions on the west side of the Village. This trail is approximately
the Canadian National Railroad just north of Lake Road.

Another trail that has been constructed by the Village of Marmato is located in Eagles Landing
lake Road that will have an extensive trail network within its boundaries. This trail is intended
along the Canadian National Railroad to the east. In addition to this trail, a path and bridge is
in the Village of Marmato is also creating a 60+/- acre park located at the intersection of I-57 and
Department of natural Resources.

access into downtown Marmato with the assistance of a $400,000 grant from the Illinois
construction over Rock Creek near the Oak Ridge Mobile Home Park to provide residents with
along the Canadian National Railroad to the east. In addition to this trail, a path and bridge is
in the Village of Marmato is also creating a 60+/- acre park located at the intersection of I-57 and
The Village of Marmato has established a trail network in the large park located in South Creek Subdivision.

occurs along these routes. The Village of Marmato has created one trail and is in the planning process of several others.

trails are planned to be extended as development
of the area of the Creek subdivision. This trail begins at North Street to about one half mile north
other is a segment that runs along Soldier Creek
along Larray Power Road from just east of Cardinal Drive
been completed, the Riverfront Trail will provide continuous, non-
represented by the group. Phase 2 includes the existing trails in the Perry Farm Park and will
the Schneider Avenue Bridge to Levee Street Park, is in the planning stages and is currently being
will have an extensive trail network within its boundaries. This trail is intended

The Village of Marmato has established a trail network in the large park located in South Creek Subdivision.

extensive network of trails in Will County.

Great Trail in Will County, will connect the citizens of Kane County with access to an
Kane County River State Park. This connection, coupled with future extensions to the Waupun
require only minor modifications. Phase 4 is in the beginning stages to identify key Inkages.

discussed by the group. Phase 1 includes the existing trails in the Perry Farm Park and will
the Schneider Avenue Bridge to Levee Street Park, is in the planning stages and is currently being
represents Phase 2 of the Riverfront Trail project. Phase 2 of the project, which travels from

The City of Kane County, with the help of a coalition of local governments and citizens, has made

Greenways and Trails Plan 2009
The corridors were re-evaluated and visited by County staff. It was determined that all were
abandoned.

Chicago and Southern Railroad

Canadian National Railroad (now known as
Illinois Central Railroad)

Illinois Central Railroad (now known as
Northern Illinois Railroad)

Kankakee, Beaverville and Southern Railroad

Bourbonnais to Manteno

Conmed Corridor (south-south from
60000 and 7000 N Read)

Conmed Corridor (east-west between
Nortolk and Southern Railroads)

(North-south from

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

Existing Corridor Inventory

Located in Aroma Township,

The Kankakee Valley Forest Preserve District has also contributed to the County’s trail
extension is part of the Riverton Trail’s Phase 3.

The Riverton Trail is a part of the Riverton Trail, which is located within the Valley Park, and
extends from the Perry Farm Park northward to connect to the Riverton Trail. This trail
also has the Bourbonnais area, the Bourbonnais Township Park District has extended the trail

The Village of Bourbonnais has also added trails throughout the Riverton Park and Riverton

The Village of Bourbonnais has also added trails throughout the Riverton Park and Riverton

The Village of Bourbonnais has also added trails throughout the Riverton Park and Riverton

The Village of Bourbonnais has also added trails throughout the Riverton Park and Riverton

The Village of Bourbonnais has also added trails throughout the Riverton Park and Riverton

Greenways and Trails Plan 2009
Inventory Section of the 1999 Plan, Page 29, for detailed information about these assets. Adequately addressed in the 1999 Plan, please refer to the Existing Environmental Asset The committee and staff reviewed these environmental assets and determined that they were:

- Wiley Creek
- Trim Creek
- Soldier Creek
- Rock Creek
- Minnie Creek
- Horse Creek
- Gar Creek
- Baker Creek
- Kankakee River

There are 12 creeks listed in that plan. There were two rivers and three (3) creeks identified in that plan. They are:

- The 1999 Plan also inventoried environmental assets within the County. There were two (2)

**Existing Environmental Asset Inventory**

Section of the 1999 Plan, Page 29.

For detailed information about these corridors please refer to the Existing Corridor Inventory. Greenways and trails system.

Some of the above creeks are located within the County, while others are located in the northeastern corner of the County and have been identified as corridors that could be preserved. It was found that only one had been established as a pipeline. Additionally, the inventory was reviewed to determine if any new corridors have been.

Greenways and trails system.

Possess adherance with the authority to preserve the 12 incorporated rural townships that do not be problematic, however, as these two (2) corridors infrastructure still exist. Preservation efforts could also be used due to the fact that the most cases the trail ends, bridges and some hope that they can still be used due to the fact individuals, usually the surrounding farm. There is more difficult to utilize, both of these old rail...
37. Steps should be taken to encourage permanent protection of these areas.

While the nature of these areas lend themselves to preservation rather than active recreational

New Additions

Tallmadge Sand Forest

Sweet Fern Savanna

Rock Creek Canyon

Slateline Savanna

Otto Road Railroad Prairie

Penbrook Savanna

Mameno Wetlands

Little Beaver Creek

Kanakeake River Prairie

Iroquois River-Sugar Island

Hooper Branch Savanna

Guiding Star Savanna

Gooseberry Island

Goodrich Railroad Prairie

Essy Pft #11 Geological Area

Campbells Woods

Bourbonnais Geological Area

Aroma Forest Preserve

Kanakeake River Natural Preserve and the Union Hill Railroad Prairie. The new list is as follows:

and that four (4) areas have been added. The two (2) areas that have been removed are the

staff reviewed this list and compared it with a new list that was obtained from the IDNR

A list of high quality, undisturbed natural areas that were identified by the Illinois Department

Illinois Natural Areas Inventory

Greenways and Trails Plan 2009
The following table lists all of the parks and open spaces within Kennebunk, Kennebunkport, and the surrounding area.

**Table:**

<table>
<thead>
<tr>
<th>Park Name</th>
<th>Type</th>
<th>Location</th>
<th>Size (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goldenrod Park</td>
<td>Public</td>
<td>Kennebunkport</td>
<td>500</td>
</tr>
<tr>
<td>Noyes Park</td>
<td>Public</td>
<td>Kennebunk</td>
<td>300</td>
</tr>
<tr>
<td>Shore Road Beach</td>
<td>Public</td>
<td>Kennebunk</td>
<td>200</td>
</tr>
<tr>
<td>McInnis Park</td>
<td>Public</td>
<td>Kennebunkport</td>
<td>150</td>
</tr>
</tbody>
</table>

**Existing Park Inventory**

- Goldenrod Park
- Noyes Park
- Shore Road Beach
- McInnis Park

**Greenways and Trails Plan**

The Kennebunk and Kennebunkport Greenways and Trails Plan is designed to enhance the quality of life for residents and visitors by providing a network of trails and greenways that connect key destinations and enhance the natural beauty of the area.

**Greenways**

- Kennebunkport Greenway
- Kennebunk Greenway

**Trails**

- Coastal Trail
- Kennebunk River Trail
- Shore Road Beach Trail

Overall, the Kennebunk and Kennebunkport Greenways and Trails Plan aims to create a comprehensive network of trails and greenways that promote active transportation, healthy lifestyles, and a sense of community pride.
Construction of Greenways and Trails should be made to link the County’s parks together into a cohesive system through the construction of trails and bike paths. Every effort should be made to pass through parks and other areas of natural beauty.

Knowing where the parks are located and determining which amenities synergize with similar-sized counties is important to enhance the County’s park space and recreational opportunities and to compare them with other parks in the area. It is important to keep an inventory of the County’s park assets. This inventory can be utilized to identify new parks and trails near the Kanawha County border. An analysis of the other surrounding counties shows that they have not created nor added to their trail systems.

Kanawha County is not alone in its addition of park land. Will County in the process of constructing 1,000 acres of parkland.

Source: Kanawha County Planning Department

<table>
<thead>
<tr>
<th>Park Name</th>
<th>Location</th>
<th>Size (acres)</th>
<th>Access</th>
<th>Amenities</th>
<th>Trail System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greenfield Park</td>
<td>Charleston</td>
<td>150</td>
<td>Yes</td>
<td>Picnic Area</td>
<td>Yes</td>
</tr>
<tr>
<td>Riverfront Park</td>
<td>Charleston</td>
<td>200</td>
<td>Yes</td>
<td>Fishing Pier</td>
<td>Yes</td>
</tr>
<tr>
<td>Kanawha Trail</td>
<td>Charleston</td>
<td>500</td>
<td>Yes</td>
<td>Hiking Trails</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Greenways and Trails Plan 2009
Existing Roadways
The third transfer station is located at the western end of Broadway Avenue in the village of
located in the downtown Marquette. Both are in close proximity to the Boulton-Mannino Trolley
The transfer stations are located at the WETCO Center complex on S. Georgia Road and another is
places where riders can transfer between public transportation and the rail system. One of the
planned trails. The transfer stations are located along planned trails and will make excellent

The WETCO system has routes throughout the metropolitan area and some of which are near

in the Plan.

stops and transfer stations, as well as bicycle racks on all buses, making it suitable for inclusion
inclusion in the Greenways and Trails Plan. In contrast, the WETCO system has established bus
picked-up at their homes. Because of this, the SHOWBUS system does not lend itself to

Kankakee Area Authority

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

Public Transportation

http://dot.state.il.us/plkemap/plkemap_theme.html

Source: Illinois Department of Transportation.

Map 2: 2009 Illinois Bike Map
3. Encourage developers to group open space together amongst multiple developments to create larger and more useful open space areas.

2. For stormwater facilities:

For developments. All required open space donations are in addition to any land required donations. All required stormwater facilities are quintessential open space development.

1. Require developers to donate land for Greenways, trails, and open space, and build the trails and related amenities when a designated trail passes near or through their development:

- Trails as a part of every new development. These regulations:
  - Incorporate County, it provides the authority for the County to require Greenways and trails. This action was an important milestone for Greenways and trail development in Orange County consistent with the recommendations outlined in the 1999 Greenway and Trails Ordinance is consistent with the recommendations for Greenway and trial development. This Subdivision Ordinance includes provisions for Greenway and trail development.

On December 9, 2008, the Kannakee County Board adopted a comprehensive amendment to the Subdivision Ordinance

Subdivision Ordinance

Over the past decade, the County Board has taken several steps to advance open space and trails. Recognizing developers to include open space, and pedestrian and bicycle facilities in their projects.

The best and most effective time to obtain open space and construct trails is when the property is developed. As such, it is imperative that governments create regulations that offer new transportation options to the citizens of Kannakee County.

Metro has added service to the West Electric Line in University Park. This new service will be relocated. However, a new location has not been determined. When a location is chosen, a Greenway station is located in downtown Kannakee but at the time of this plan it is expected to Bradley near the Ferry Farm Park. It is in close proximity to the Trans Bredley Trail, A Fourth

Greenways and Trails Plan 2009
the Greenwood Trail.

and create a park-like setting along the Kanawha River. They are located in close proximity to Harrison Avenue. There is currently an effort to transfer these properties into public ownership.

Examples are the Bradley House and Hickox House, both located in the 700 block of South historic sites wherever feasible and appropriate.

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

and they are making progress toward creating a Commission. The Commission has since been formed a resolution to create a Historic Preservation

The County Board took steps in April, 2007 by passing

Historic Preservation Ordinance

The adoption of the regulations were an important step forward in the promotion and

systems are minimized.

The County Board adopted a Stormwater Management Ordinance that coincides with the

Stormwater Ordinance

Their developments.

developers more options and incentives for creating quality open space and amenities within establishment and construction of conservation style subdivisions. This ordinance will allow In addition to the Greenways and Trails provisions, this ordinance includes regulations for the

Greensways and Trails Plan 2009
Proposed Natural Corridor Preservation (Greenways)

Section VI - Changes to the Plan

Greenways and Trails Plan 2009
established in other municipalities with intensively developed areas.

expanded to include a larger area of Kanakakee and additional urban Greenways could be
for other urbanized Greenways. If successful the boundaries of this Greenway could be
if these programs were to be established, the area within this boundary could become a model
be amended to include provisions for these programs.

These programs could be established using various regulatory tools that the city already has in
place. The zoning and subdivision ordinance, building code, and design regulations could all
programs.

Friendly requirements, aesthetic regulations, and cultural programs such as public arts
area, such as tree planting and landscaping programs, pedestrian / non-motorized vehicle
health and cooling systems. The government could also provide additional programs to this
increase of open space and public amenities at ground level, and energy efficient
work in their development. The technologies may include green roofs, permeable
within this boundary to promote and unique property owners to apply Green building
The concept for this Greenway is that incentive programs could be established for properties
the situation.

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

a physical ground level presence nor does it have
from traditional Greenways in the fact that it does not have
deemed an "Urban Greenway. This Greenway differs
street, Washington Avenue and Harrison Avenue has been
downtown Kanakakee bounded by Chestnut Street, River
Downtown Kanakakee Urban Greenway - The area of

New Urban Greenways

preserves both located in Will County.

and follows the South Branch of Forked Creek from Donahue Grove and Hy-Vee's Grove Forest
Forked Creek Natural Greenway - The natural Greenway is approximately three (3) miles long

New Greenways
and Grand Southern Trail. Pembroke Sawgrass Preserves with the Village of Hopkins Park and the proposed Pembroke Trail

The Village Board has approved the proposal of this trail. It connects the Village and

Consortium Trail – The creation of three (3) new preserves in Pembroke Township by the

Street to 5th Street.

Cardinal Drive Trail – A trail is planned by the Village of Bradley along Cardinal Drive from North

Manteno at Manteno Lake Road.

to Career Center Road and looping it back into the Village of

County is also proposing to extend this trail by connecting it

approximately one-half mile east of Career Center Road. The

lines that run from Manteno Drive to the Lumsden Park

boulevards is planning a trail along the Corned Transmission

Boulevards – Manteno West Trail – The Village of

from North Street to 5th Street. Georgia Road.

Plan proposes a trail along the Baker Creek Natural Greenway

Baker Creek Trail – The Village of Bradley’s Comprehensive

Plan removed per the Village of Bradley’s Comprehensive Plan.

Armour Road Trail – The portion of Elridge Trail from Illinois Route 50 to Cardinal Drive has been

renamed Armour Road Trail and the segment from Illinois Route 50 to Cardinal Drive has been

River State Park Trail System.

A connection along 3270 W Road between the proposed Route 102 Trail and the Kanakee

3270 W Road Trail – This trail was added at the request of the Village of Bountonias to provide

New Trails

names be evaluated to make them more marketable and to encourage support.

the alterations, additions and removals. Also, it was suggested that as trails are developed, the

existing and proposed trails outside of Kanakee County. The following list is a quick guide to

committee also looked at the addition of new, proposed trails. Included in this review were

the planned trails to determine if they were still viable and if any alterations were needed. The

During the planning process and the review of the 1999 Plan, the committee examined each of

New and Altered Trails

Greensways and Paths Plan 2009
newly proposed Forked Creek Trail in Rockville Township has been designated as a trail.

Warner Bridge Trail – Warner Bridge Road from the Kanakee River State Park Trail to the Baker Creek has been designated as a proposed trail by the Village of Bradley.

St. George Road Trail – The section of St. George Road from the Canadian National Railroad to Whispering Willows Park to St. George Road by the Village of Bradley.

Skyline Trail – A trail is proposed along Skyline Road from Whispering Willows Park to St.

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

from Career Center Road to the Grand Northern Trail.

Route 102 Trail – The Village of Bourbonnais has planned for a trail along Illinois Route 102.

Rock Creek Trail – The Village of Manteno has been planning a trail along Rock Creek from Kennedy Drive to Baker Creek.

North Street Trail – The Village of Bradley has plans to create a trail along North Street from Route 50.

becomes a reality.

Illinois State Fish & Wildlife Area and could extend to the proposed Route 55 Trail if it ever makes a connection.

azonia Trail – This trail connects the South Madison Trail in the Village of Essex to the Village of Manteno to travel between the North Manteno Trail and the Trans-Manteno Trail.

Maple Street Trail – Maple Street Trail has been planned by the Village of Manteno to travel.

Avenue to Soldier Creek and North Street.

Liberty Trail – The Village of Bradley has plans for a trail along Liberty Street from Schuyler.

proposed trail route from Illinois Route 50 to Baker Creek.

Lary Power Road Trail – Lary Power Road has been included by the Village of Bradley as a proposed trail.

connects Sandwich Trail with the Monroe Cross-town Trail.

Grand Trail – This trail is 3} miles long follows North River Road in Ganeer Township and Grove and Nyhuck's Grove Forest Preserve both located in Will County.

Forked Creek Trail – This trail follows the South Branch of Forked Creek from the Donahue

from Illinois Route 102 to 3100 N Road.

Davis Creek Trail – Kanakee County is planning an interconnecting trail along Z220 W Road.
Along Township Road to the Grand Marsh Trail instead of heading west to the Savanna Trail. Right-of-way has necessitated the realignment of the Pembroke Trail. It will now head north.

Pembroke Trail - The elimination of the Savanna Trail along the Chicago & Southern Railroad north of the mobile home park instead of traveling along Township Roads.

North Manitou Trail - This trail will now follow proposed right-of-ways through Section 15 instead of stopping at the Savanna Trail.

Manitou - Grant Park Trail - This proposed trail will be extended to connect to the Yellowhead Trail with the North Manitou Trail.

Elsberry Trail - This trail has undergone extensive re-routing since the 1999 Plan. See the description located under the proposed trail section for more information.

Old Schoolhouse - Manitou Trail - This portion of the trail has been extended nine (9) miles north to intersect the Canadian National Railroad and Larry Power Road.

Boulnoises - Manitou Trail - The southern end of this trail now ends at the intersection of Illinois Route 113 to Butterfield Trail and Main Street.

Bothfield Trail - The portion of this trail from Bird Park to Tower Road has been moved from with the North Manitou Trail.

Career Center Trail - This proposed trail has been extended nine (9) miles north to intersect the Canadian National Railroad and Larry Power Road.

Altered Trails

Monument to the Village of Aroma Park has been designated a Water Trail.

Sandbar Water Trail - A portion of the Kanakee River from the Island Park in the City of

Kanakee to Warner Bridge Road has been designated a Water Trail.

Kanakee River State Park Water Trail - The Kanakee River from Bird Park in the City of

New Water Trails

to the north county line.

continuity in the trail system. This trail follows County Highway 33 from North Monomac Trail right-of-way has necessitated the need for another trail in Yellowhead Township to provide

Yellowhead Trail - The elimination of Savanna Trail along the Chicago & Southern Railroad.
Provision of opportunities throughout Kankeake County. This includes trail proposals that
water trails and three (3) miles of existing trails. Included in this figure is 17.5 miles of special purpose trails consisting of 14.5 miles of multi-purpose trails.

The 60 proposed trails listed in the section represent 324.75 miles of multi-purpose trails.

The public, park district official, and officials from other counties, at months of discussions with county and municipal officials, the citizens advisory committee, increase from the 41 planned trails in the 1999 Plan. These proposed trails are the culmination of the planning process has provided Kankeake County with 60 proposed trails which is an

Proposed Trails

Kankeake County has removed this trail from its plan.

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

Bourbonnais.

Removed Trails

included as part of the trail but will be an interconnected trail instead of the main trail.

The previously planned part of the trail that was through the Forest Estates Subdivision will still be

West Manteno Trail – West Manteno Trail will follow County Highway 9 to Career Center Trail.

description located under the proposed trail section for more information.

Tran Bredley Trail – This trail has undergone extensive realignment since the 1999 Plan. See the

Road to Airport Road.

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

Pilots Trail – Renamed to K4 Wind Farm Interpretive Trail.

Avenue Bridge to the intersection of the 55S Railroad spur and the KBS Railroad main line.

Trail for portion not part of the Interpretive Trail. This portion travels from the intersection

phases of the Interpretive Trail. Also, River’s Edge Trail has been renamed as the Cob Brooked

Perry – Davis Trail & River’s Edge Trail – These two (2) trails have been incorporated into

Transport 2009
Aroma Trail

Along the way:

Drive and travel east on Armour Road to its intersection with Baker Creek Trail/line 2.5 miles.

This is not a new trail being proposed along Armour Road in Bridgely but rather it is the western part of the Elridge Trail proposed in the 1999 plan. The Elridge Trail has been requested andsplit into the Elridge Trail and Armour Road Trail. The Armour Road Trail begins at Cardinal.

This is a proposed interconnection trail between the Route 12 Trail and the Riverfront Trail.

The Riverfront Trail:

The compound where it enters State Park property, it then continues across the compound to

Campground where it enters State Park Property. It then continues across the Campground to

3270 W Road and Illinois Route 12 and travels south on 3270 W Road to the Davis Creek.

This is a proposed interconnection trail between the Route 12 Trail and the Riverfront Trail in

3270 W Road Trail

Afted to this plan and should be consulted for trail routing.

A folio-out map depicting these trails in correlation to open space and public facilities is

provided. Also included is an estimate of the length of the proposed trail. Its length is the 1999

On the following pages each proposed trail is identified and a description of its general route is

limited to their access to motor vehicles.

Important are school facilities and libraries as the children who attend these institutions are

providing trail routes as they create a destination for non-recreational trips. Especially

libraries and government buildings. It is important to consider these types of land uses when

employment and business locations, recreation centers, and public facilities such as schools,
townships. These trails also provide vital links between commercial shopping centers.

Greenways and Trails Plan 2009
Rock Creek Trail on the south side of the Village of Manteno.
follows the Canadian National Railroad right-of-way north until it intersects with the proposed
This 3.5 mile proposed trail begins at Larry Power Road in the Village of Bourbonnais and

Bourbonnais – Manteno Trail

the hospital facilitates.
recommended to allow employees and visitors of Riverside Medical Center improved access to
intersects the meandering along Butterfield Trail and Main Street. This alteration was
route followed Illinois Route 173 to Tower Road
end the trail should be relocated. The original
was determined by the committee that the eastern
Although this trail was included in the 1999 Plan, it

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

This trail also includes a loop that encircles
Highway 6 west until it intersects with Horse Creek and the Proposed Horse Creek Trail.
along Tower Road and Tower Road becomes County Highway 6. At this point it follows County
Street. The trail then travels north along Main Street to Tower Road. At then intersection west
route 173 to Butterfield Trail where it turns west and travels along Butterfield Trail to Main
Sailing Townships. It starts at Bidl Park in the City of Kankakee and travels north along Illinois
This trail is approximately thirteen (13) miles long traveling east-west through Limestone and

Bourbonnais Trail

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

Baker Creek Trail
3250 S Road where it would turn east to 12000 E Road passing the Pembroke Saugeana Preserve. If you would then head north on 12000 E Road to Trail and proceed north along 10000 E Road to 4000 S Road. At 4000 S Road it would turn east.

Conservancy Trail would begin on 10000 E Road at its intersection with the Grand Southern Trail. N. B. Backer Preserve, and Merchants Trail.

This purchased approximately 1000 acres of land for preservation as the Pembroke Saugeana Preserve created by the Nature Conservancy in Pembroke Township. The Nature Conservancy Trail was added to the plan to provide access to the newly established

**Conservancy Trail**

- Trail is approximately 2.5 miles in length.
- It begins in the subdivision and extends until it crosses I-57 and connects with the North Marineo Trail. This subdivision and others until it crosses I-57 and connects with the North Marineo Trail. This subdivision and others until it crosses I-57 and connects with the North Marineo Trail.
- Along this easement to Lester extends Subdivision where it meanders east through this subdivision.
- Along 10000 N Road to 10000 W Road.
- The trail then heads east where it turns north and follows the creek to 10000 N Road.
- The trail then heads east where it travels north to County Highway 9. If then travels west on County Highway 9 to Rock Creek.
- Continues north to County Highway 9. If then travels west on County Highway 9 to Rock Creek.
- Continues north to County Highway 9. If then travels west on County Highway 9 to Rock Creek.
- Continues north to County Highway 9. If then travels west on County Highway 9 to Rock Creek.
- Continues north to County Highway 9. If then travels west on County Highway 9 to Rock Creek.
- Continues north to County Highway 9. If then travels west on County Highway 9 to Rock Creek.

**Career Center Trail**

- Of this trail in the summer of 2009.
- Of this trail in the summer of 2009.
- Of this trail in the summer of 2009.
- Of this trail in the summer of 2009.

**Ceridian Drive Trail**

- Is three (3) miles in length and travels along Cardinal Drive in the Village of.
- Is three (3) miles in length and travels along Cardinal Drive in the Village of.
- Is three (3) miles in length and travels along Cardinal Drive in the Village of.
- Is three (3) miles in length and travels along Cardinal Drive in the Village of.

**年末语**

- 2009
Highway extension until Armour Road becomes second street in the city of Monee, if then
intersection with Baker Creek and then follows Armour Road east along the new County
This trail has undergone extensive review since the 1999 plan, mostly due to the creation of

Bridge Trail

This trail is approximately one and one-half miles long.

Duane Boulevard Trail

Skyline Trail. This trail is approximately 2.25 miles in length.

The Diversey Trail is a proposed trail that provides access to new residential developments

Diversey Trail

and follow Minnie Creek to River Road Trail.

would then travel south on U.S. Route 45/52 to Minnie Creek where it would turn southeast
of I-57 and Harcourt Road and travel west on River Stone Parkway to U.S. Route 45/52. It
would then travel south on U.S. Route 45/52 to Minnie Creek where it would turn southwest

An extension of this trail is also being planned. This extension would begin at the intersection
of the Kenkakee Forest Preserve District's property on River Road.

Convention Center Trail

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

Intersection with Pershing Trail at 1600 E Road.

From this intersection it would head south to 4000 S Road and then turn west on 4400 S Road
Those improvements encountered at I-57 are proposed for 6000 N road and it is planned that this trail will be a part of
\textit{The Grand Northern Trail} is a six mile long trail that was included in the 1999 plan. This trail
The Grand Northern Trail is seven and one-
\textit{Grand Marsh Trail} begins at the Kankakee River Bridge in downtown Kankakee and travels south and east along Illinois Route 144 to the Indiana state line. At the state line a branch trail is planned.
\textit{Grand Marsh Trail} miles in length.
\textit{North River East} to River Street where it continues east to Illinois Route 1. The trail is 3
\textit{Trailer} miles in length.
\textit{Forest Preserve} deer is necessary. The trail in Kankakee County is approximately 3.5
\textit{Forked Creek Trail} length. Of this loop including the loop is 8.5 miles.
\textit{Forked Creek Trail}
Larry Power Road Trail

Larry Power Road Trail is a new trail being proposed by the Village of Bradley. It begins at the Canadian National Railroad and travels east along Larry Power Road until it reaches the Baker Hull. At the intersection with the proposed West Kanakee Trail at Car Creek, Larry Power Road Trail would travel north to its intersection with the proposed West Kanakee Road. At the intersection with 4000 W Road, Larry Power Road Trail would then turn east and follow 5000 S Road and travel one mile north to 5000 S Road where it would turn north and follow 5000 S Road to Township to 5000 W Road in Otto Township. The trail would then turn north on 5000 W Road towards the trailhead.

The trail is 12.75 miles in length and follows 6000 S Road from Illinois Route 175 in Norton Township.

That trail would provide information about renewable energy and sustainable development. Wind farms could support for an interpretive trail that would provide stopping points and kiosks.

The name was changed to capitalize on opportunities that its proximity to the establishment of a Wind Farm by Vision Energy in the area south of the trailhead. The Good farmhouse was designated as the trailhead in the 1999 plan. The K4 Wind Farm Interpretive Trail was designated as the pilot trail in the 1999 plan.

Horse Creek Trail

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

A possible feeder trail could be established for the route to serve the Bradley House and Hickok Long, which reaches the proposed Liberty Trail at Liberty Street. This trail is approximately two (2) miles.

Greenwood Trail

Greenwood Trail begins at the intersection of Greenwood Avenue in the City of Kanakee and Highway 55 in Pendleton Township.

The Greenwood Trail is 12.5 miles in length and travels along 7000 S Road from the烦躁.

Grand Southern Trail

Greenwoods and Trails Plan 2009
This trail is a new trail being proposed by the Village of Manteno to interconnect two previously planned trails. It begins on the Trans Manteno Trail where it intersects with Maple Street and Yellowwooded Trail.

Manteno-Gran Park Trail

This trail is expected to be extended to the Village of Peotone by Will County. However, this trail is expected to be extended to the Village of Peotone by Will County.

Woodruff Trail

Goldwood Road Trail

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

This proposed trail travels along the Canadian National Railroad right-of-way and provides access to the facility. This trail may have significant importance in the future as a Metra Trail Station is being considered along the railroad north of the Village. If the station becomes a reality, this trail could provide non-motorized vehicle and pedestrian access to the facility.

Manteno Downtown Trail

The trail is approximately 5.75 miles long.

Limestone Trail

The trail is approximately 1.5 miles in length.

Liberty Trail

and a proposed new Bradley-Boulevarde High School.

Greenways and Trails Plan 2009
Larry Power Road Trail will be a new trail being proposed by the Village of Bridgely. It begins at the
Canadian National Railroad and travels east along Larry Power Road until it reaches the Baker
with the proposed West Kankakee Trail at Gar Creek.
intersection
another mile east to 4000 W Road. At 4000 W Road it would travel north to its intersection
and travel one (1) mile north to 5000 S Road where it would turn east and follow 5000 S Road
Township to 5000 W Road in Otto Township. The trail would then turn north on 5000 W Road
The trail is 16.25 miles in length and follows 6000 S Road from Illinois Route 175 in Nottin
that would provide information about renewable energy and sustainable development.
Wind Farm could create for an interpretive trail that would provide stopping points and
Wind Farm by Vision Energy in the area south of the trail proposed the
establishment of a Wind Farm by Vision Energy in the area south of the trail proposed the
The K4 Wind Farm Interpretive Trail was designated as the Pilot Trail in the 1999 plan. The
K4 Wind Farm Interpretive Trail (Formerly Pilot Trail)
is approximately 4.8 miles long and passes through the Village of Herscher.
Horse Creek Trail
Horse Creek Trail is planned to follow Horse Creek in Pilot and Salina Townships from 2000 N
Horses Caverns as these properties become publicly owned.
A possible feeder trail could be established for the route to serve the Bradley House and Hickok
Greenwood Trail
reaches the proposed Liberty Trail at Liberty Street. This trail is approximately two (2) miles
Greenwood Trail begins at the intersection of Greenwood Avenue in the City of Kankakee and
Highway 55 in Pembroke Township.
river to the abandoned Chicago & Northwestern Railroad right-of-way located just west of County
The Grand Southern Trail is 11.5 miles in length and travels along 7000 S Road from the knobs.

9

page 50

Greenway and Trail Plan 2009
This trail begins at Rock Creek just east of the Village of Manteno and follows County Highway 9.

**Manteno-Glenart Park Trail**

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

This trail is expected to be extended to the Village of Peotone by Will County.

However, this trail is expected to be extended to the Village of Peotone by Will County.

**Manteno-Downtown Trail**

Proposed extension of County Highway 6. The trail is approximately 5.75 miles long.

The existing trail, starting at the existing trail, passes within the Village of Manteno, River State Park north of Limestone Trail is approximately 1.25 miles in length.

Liberty Trail is 3% miles in length and passes by the Northfield Square Mall.

Greenways and Trails Plan 2009
at Rock Creek. The proposed trail is approximately 2.75 mile long.
3000 E Road, which it would run south and travel to the termination point on County Highway 9
meander through future developments in the northeast quarter of section 15 until it reaches
travels east until it crosses Illinois Route 50. Once across Illinois Route 50 the trail would
northwest to Maple Street. It then follows Maple Street north to take Manchester Road where it
North Manchester Trail begins at the end of Career Center Trail and follows a drainage easement.

North Manchester Trail

trail is about ¾ of a mile long. The trail connects to the North Manchester Trail. The trail
until it reaches the Norfolk and Southern Railroad.
intersection with Illinois Route 114 and heads north. This is the trail's entrance at its
side. It travels along Illinois Route 1 beginning at its

North Manchester Trail

scenic with plenty of potential for the viewing of wildlife and vegetation.
PurposesTrail access through the Maxwell State Fish & Wildlife Area passing by beautiful
The portion of this trail in Kankakee County is 4.5 miles in length and would provide multi-
other criteria to discuss the feasibility of this extension.
connects to the proposed Route 66 Trail. Kankakee County officials will need to work with the
County Line it is envisioned that it will continue through other portions of the park until it
County / Grundy County Line. Once the trail reaches the
area. At this point it would either follow existing roads or meander across
road and travels west on 5000 N Road to the Maxwell State Fish & Wildlife
travels north on County Highway 41 to 4750 N Road where it turns west and
the intersection of the South Audubon Trail and County Highway 41 and

This is a new trail that is being planned in Essex Township. It would begin at

Maxwell Trail

High school and provides access between two (2) trails.
less than one-mile while long but an important interconnective trail as it passes by Manchester
follows Maple Street north until it intersects with North Manchester Trail. The proposed trail is
The Riverfront Trail is a combination of existing trails and part of the planned River's Edge Trail.

Riverfront Trail

Starts at Illinois Route 175.

Intersects with Cabinet Trail and the K-4 Wind Farm Interpretive Trail at the intersection of 6000 S Road and Illinois Route 175. From the Interchange, trail follows railroad for 4 miles until it reaches the village of Reddick. At Reddick, trail follows County Highway 25 and 25, and Illinois Route 175.

The Reddick Trail is a six (6) mile long trail that follows County Highway 18 and 25, and Illinois Route 175.

Township

Twelve (12) miles in length and travels north the town of Sevanna located in Pembroke. Trail begins at the intersection of 7000 S Road and 18000 E Road and heads north along 18000 E Road until it reaches County Highway 25. At this point the old E Road until it reaches County Highway 25. If then travels west on County Highway 25 to the intersection of Pembroke Trail.

The elimination of Sevanna Trail was first designed on Pembroke Trail is now continuous north on 16000 E Road (County Highway 157) and heads north until County Highway 157 turns west. At this point the old E Road until it reaches County Highway 25. If then travels west on County Highway 25 to the intersection of Pembroke Trail.

The elimination of Pembroke Trail has necessitated the re-routing of this trail. The Pembroke Trail is 12 miles in length.

Pembroke Trail

This trail is six (6) miles in length.

Baker Creek Trail.

The trail begins at the Perry Farm located at the west end of North Street.

North Street Trail

North Street Trail was first designated a proposed trail route in the Village of Bradleys. The State of Indiana and connects to recreational facilities in that State. The entire trail will eventually continue into the proposed Grand Marsh Trail. It is envisaged that this trail will eventually continue into the proposed railroad east and follows County Highway 25 to the Indiana State Line. The entire trail is 12 miles.

North Monroe Trail

Greenways and Trails Plan 2009
River Road Trail

It would connect to State Park’s existing trail network. Davis Creek Campground. Either way this Phase would end in Davis Creek Campground where to continue north on Chippeawa Drive to 3100 N Road and then follow 3100 N Road west to Drives. The remaining part of this Phase has yet to be determined but two (2) alternatives have Drive. The remaining part of this Phase has yet to be determined but two (2) alternatives have

Phase 4 travels from the end of the existing trail system at Riverfront Park in Bountonaries.

Phase 3 of the trail utilizes the existing trail network located in Laverasen Park. The water completed.

determined and adjustments may need to be made once an engineering study has been

This segment is considered Phase 2 of the trail project. Street where it connects to the street right-of-ways to the schnitzer Avenue Bridge.

The rail starts at River Road near the entrance of River

Kankakee River State Park. It includes nearly six (6) miles

conducted by the County and City of Kankakee in 2009 suggested that it follow 2000 E Road for planned to travel on River Road for its entire length; however, a plan for the airport trail was

River Road Trail is the southern extension of the Riverfront Trail. The trail was originally
The 102 Trail is planned by the Village of Bourbonnais to travel along Illinois Route 102 from Career Center Road to the Grand Boulevard Trail at the extension of 6000 N Road. The Route 102 Trail is approximately 4.75 miles long.

**Route 102 Trail**

and is being proposed by the Village of Manteno. Manteno until it reaches the county line at 12000 N Road. The proposed trail is 7.5 miles long intersecting with Career Center Road and meanders along the Creek through the Village of Rock Creek Trail follows Rock Creek in Manteno Township. It begins on Rock Creek at its intersection with Route 102.

**Rock Creek Trail**

It connects to the Duane Boulevard Trail, traveling approximately two (2) miles along the way. From Duane Boulevard, it then follows Cobbs Boulevard east to just east where it heads north until River Street to Greenwood Avenue where it turns south and follows Greenwood Avenue to 12000 N Road. At 12000 N Road the Creek Trail runs into the Section of Park to the

**River's Edge Trail**

The entire length of the proposed River Road Trail is approximately seven (7) miles, becoming abandoned for road purposes. The updated Greenways and Trail Plan concern that if the right-of-way for River Road were to become abandoned, the section of the proposed River Road Trail would need to be acquired before it could be utilized.

The overall plan for River Road Trail is to remove the road from the greenway. This plan then recommends to add an access point to River Road at Airport Road and continues following River Road to 6000 S Road, 2000 E Road, and 4000 E Road. The overall plan suggests the entire length of the proposed River Road Trail could be utilized.

This part travels across private property and right-of-way would need to be acquired before it could be utilized. River Road continues south instead of following River Road. It then travels 2000 E Road, 4000 E Road, and 6000 S Road, and continues along the Boulevard Trail to Sugar Island Bridge. It then travels south on River Road to 6000 S Road, 2000 E Road, and 4000 E Road. The overall plan suggests the entire length of the proposed River Road Trail could be utilized.

Thus, it begins at the Aquatic Center on River Road and travels south on River Road to 6000 S Road, 2000 E Road, and 4000 E Road. The overall plan suggests the entire length of the proposed River Road Trail could be utilized.
of the abandoned Norfolk & Western Railroad from County Highway 25 in the Village of Reddick.

This proposed trail is approximately seven (7) miles in length and travels along the right-of-way.

South McLean Trail

This trail is one (1) mile long.

The trail then follows the County Highway south until it meets the proposed rock easement. The trail then follows the Combined Easement south until it reaches a combined County Highway 9 and travels through a Village Park until it reaches the Cameron Drive where it turns south. It then travels south along Cameron Drive where it meets the proposed road.

This trail begins in the detention pond area along Cameron Drive at the end of the drainage way which is

South Creek Trail

This trail begins at North Street in Bradley where it meets Soldier Creek Trail. It then travels north along Soldier Creek Trail, which is six (6) miles long.

Golf Course in Warsaw Township. This trail is six (6) miles long.

and travels north along Soldier Creek Trail until it connects to the St. George Road Trail, traveling 3.5 miles.

This proposed trail begins at North Street in Bradley where it meets Soldier Creek Trail. It then travels north along Soldier Creek Trail, which is six (6) miles long.

Skyline Trail

This proposed trail begins at Whispering Willows Park in Bonnerlands Township.

Skyline Trail

Bayou Forest Preserve located in Aroma Park.

The trail is approximately seven and one-half miles in length, following the

Bayou River. The trail connects at the west end of the Bayou River.

and continues south on Soldier Road until it reaches the termination point at the KCS Railroad

Sandbar Road at the intersection with Illinois Route 17. The trail then crosses Illinois Route 17800 E and then continues south on Eagle Island Road to

This trail begins at the intersection of 3000 N Road and 8000 E Road in Garden Township and

Sandbar Trail

The trail begins at the intersection of 3000 N Road and 8000 E Road in Garden Township and

Route 50 Trail

This trail replaces parts of the Tars Trail from the 1999 County Plan.

The Village of Bradley has been planning this trail in their Comprehensive Plan. It begins at the

Greenways and Trails Plan 2009
Although this trail is only two (2) miles in length it provides a vital east-west link through the
Village of Manteno. It begins on Park Street at its intersection with Cypress Drive and travels
The Trans Manteno Trail

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

The Trans Bradley Trail

Sandbar Road. The Trail is approximately seven (7) miles in length. And follows Bridge Street until the trail terminates at the intersection of Bridge Street and
If follows the Illinois River north until it reaches Youth Camp Road where it leaves the river
Along the river’s north side the Illinois River is currently in private ownership. Acquisition of right-of-
The Illinois River Trail begins on the Sugar Island Bridge in southern Amanda Township and heads north along

Sugar Island Trail

proposed trail is not in length and passes by the new commercial establishments in
north Bradley along the way.

North Bradley Trail

This proposed trail is approximately 5 miles long. This proposed Trail will be determined by additional
County Highway 27. Final route through the Village will need to be determined by additional
Trustee in the Village the trail meanders along residential streets to reach Illinois Route 27 at
South Drive. The Trail then continues west on River South Drive to the Village of Jun River
Intersection of Illinois Route 2 and Illinois Route 27 and travels west on Illinois Route 2 to River
South Monomac Trail follows the Kankakee River in Cancer Township. It begins at the

South Monomac Trail

Village County,

South County. In the 1999 plan and is intended to connect to the Waunaukeon Glacial Trail that is planned for
Greenways and Trails Plan 2009

Page 57
West Manteno Trail

The Kankakee River, the site of Manteno State Park and the Manteno Reservoir, is located within the Manteno area. The trail is proposed to follow the Kankakee River and connect to the Manteno State Park. The trail would begin at the Manteno reservoir and travel north along the river. It would then travel south along the Manteno River to connect to the Manteno State Park. The trail would then travel east along the Manteno River to connect to the Manteno Reservoir. The trail would then travel north along the Manteno River to connect to the Manteno Reservoir. The trail would then travel south along the Manteno River to connect to the Manteno State Park. The trail would then travel east along the Manteno River to connect to the Manteno Reservoir. The trail would then travel north along the Manteno River to connect to the Manteno State Park. The trail would then travel south along the Manteno River to connect to the Manteno Reservoir. The trail would then travel east along the Manteno River to connect to the Manteno Reservoir. The trail would then travel north along the Manteno River to connect to the Manteno State Park. The trail would then travel south along the Manteno River to connect to the Manteno Reservoir. The trail would then travel east along the Manteno River to connect to the Manteno Reservoir. The trail would then travel north along the Manteno River to connect to the Manteno State Park. The trail would then travel south along the Manteno River to connect to the Manteno Reservoir. The trail would then travel east along the Manteno River to connect to the Manteno Reservoir. The trail would then travel north along the Manteno River to connect to the Manteno State Park.
Kankakee River State Park. It is approximately 7.5 miles long. Follow the Kankakee River to the boat launch located just west of Wawner Bridge Road in the water trail would begin at the boat launch located at Bird Park in the city of Kankakee and could include restroom and picnic facilities as well as improved boat launch facilities. The purpose of providing amenities needed by non-motorized water craft users. These amenities are physical infrastructure. It designates a section of the Kankakee River as a water trail for the any physical infrastructure. It designates a section of the Kankakee River as a water trail for the proposed trail differs from the other proposed trails due to the fact that it does not contain

Kankakee River State Park Water Trail

planned for horseriding. These trails are described below:

being planned as water trails for use by non-motorized water craft and one (1) trail being The plan also includes three (3) trails designed for special purposes. There are two (2) trails

Proposed Special Purpose Trails

Yet to be determined.

trails being planned in Will County by their forest preserve district although an exact route has

miles north to the Kankakee County line. It is planned that this trail will eventually connect to 13 and 4000 N Road in Monroe Township and follows County Highway J3 west and one-half corridor in rural Yellowwood Township. This trail begins at the intersection of County Highway

Yellowwood Trail

this extension a reality.

the county will need to work with the state of Indiana to make

way. It is envisioned that the trail would continue south and east until it reaches Willow Slough

continue to follow 18000 E Road to the southern County Line Traveling six (6) miles along the 18000 E Road which is also the Indiana State Line. It then turns south on 18000 E Road and Chicago & Northern Railroad in Pennbrook Township and heads east along 7000 S Road to Willow Trail begins at the end of the Grand Southern Trail at the abandoned right-of-way of the Willow Trail established.

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

Greenways and Trails Plan 2009
Along Lumpy Power Road, lands is to be served by the Lumpy Power Road Trail.

The Bredley-Bourdounais Community High School East Campus is served by the trail system.

The proposed Greenways and Trails Plan should be reviewed to ensure that they are adequately proposed for the various modes of travel. A list of these facilities may be found below.

There are several new public parks and government facilities being planned in the County.

Proposed Park and Public Facilities

- The Kankekee River State Park Water Trail, miles long and would be used in a similar manner to Devil's Creek. This trail is approximately seven (7) miles long.

- Located in the Village of Aurora Park just west of and meander downstream to the boat launch.

- The City of Monee, just east of Lilinois Route 1/77 Townships. It would begin at Island Park located in Kankekee River in Aurora, Kane, and Monee.

- Another water trail is being planned along the

Sand Creek Water Trail

- Reopen the trails.

- The network in the hopes they are still eventually commited to keep this trail as part of the.

- Location of this trail are no longer in operation. The river State Park, which were the impetus for the trail. However, the trail is located at the Kankekee designated for the specific purpose of equestrian use.

- This trail was included in the 1999 plan as a trail.

Rock Creek Equestrian Trail
The Forest Preserve District is proposing to create two (2) new Forest Preserves at the County Line. Will County Forest Preserves Trail.

The Greenways and Trails Plan proposes that this facility be served by the Career Center Road west of the Village in Section 13 of Rockville Township and Section 18 of Manteno Township. The Village of Manteno is located along County Highway 9. The intention of building new schools at the site. The property is located along County Highway 9.

A 100+/- acre school campus has been purchased by the Manteno School Board with the Source: Village of Manteno

Map 3: Proposed Manteno Community Park

system. The Greenways and Trails Plan intends to serve this park via the North Manteno Trail. The Village of Manteno is proposing a 60+/- park located east of I-57 in Section 9 of Manteno Park.

be served by the proposed Career Center Road Trail. The Lumberyard

Greenways and Trails Plan 2009
Proposed Roadways & Improvements to Existing Roadways

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

Waste Management Landfill – The 112 +/- acre former landfill located south of Kankakee Airport

Map 4: Waldoon Road Clay Pits

Waldoon Road Clay Pits – It was suggested that the Old Clay Pits located along the KBS Railroad.

Potential New Parks

Warren Bridge Trail and the proposed Forked Creek Trail.

The West Kankakee County intends to serve these two (2) new preserves via the proposed

Greenways and Trails Plan 2009
Proposed Development Regulations

Transportation Officials (ASHHTO) Standards in all instances.

It is most important that trails should be built to the American Association of State Highway and Transportation Officials. This recommendation would not include routine maintenance and minor improvements. This recommendation would not include routine maintenance and minor improvements. This recommendation would not include routine maintenance and minor improvements. This recommendation would not include routine maintenance and minor improvements. This recommendation would not include routine maintenance and minor improvements. This recommendation would not include routine maintenance and minor improvements. This recommendation would not include routine maintenance and minor improvements. This recommendation would not include routine maintenance and minor improvements. This recommendation would not include routine maintenance and minor improvements.

Greenways and Trails Plan 2009
6. Prevents flood damage – Protects developed areas threatened by flood damage.

5. Preserves water quality – Has an ecological function such as floodplain (water

4. Assists wildlife – Provides habitat and migration paths for wildlife especially threatened

3. Completes existing greenway – Segment completes an existing greenway.

2. Community – Segment serves more than one community or neighborhood.

1. Benefits multiple communities – Directly benefits multiple communities or a large

not been listed in order of importance. Proposed greenways have been ranked on the following criteria. Each greenway is ranked on a scale of one (1) to eight (8) based on a set of criteria. A greenway for construction dollars. This plan uses the same system to prioritize its trails.

The 1999 Plan provided a system to rank the greenways and trails to prioritize their importance

Priority Ranking System

Section 11 - Implementation Revised

Greenways and Trails Plan 2009
The following criteria, in order of importance, were evaluated to rank the trail system. Proposed trails have been ranked from one (1) to nine (9) based on a set of criteria. A trail with a score of nine (9) has a high priority, while a trail with a score of one (1) has a low priority.

The trails proposed in the Plan were ranked in a similar manner. Each trail is ranked on a scale from 1 to 9.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Source</th>
<th>Greenway Name</th>
<th>Length (in miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Wively Creek NGW</td>
<td>1.50</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Trim Creek NGW</td>
<td>8.50</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Soldier Creek NGW</td>
<td>9.00</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Rock Creek NGW</td>
<td>12.50</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Millstone Creek NGW</td>
<td>2.00</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Kanikakee River NGW</td>
<td>33.00</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Iroquois River NGW</td>
<td>6.00</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Horse Creek NGW</td>
<td>15.00</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Forked Creek NGW</td>
<td>3.50</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Davis Creek NGW</td>
<td>1.50</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Bountoufrais NGW</td>
<td>0.50</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Baker Creek NGW</td>
<td>14.50</td>
<td></td>
</tr>
</tbody>
</table>

Table 4: Greenways Ranking

The proposed Greenways are ranked as follows. The highest ranking Greenways are shaded in.

1. Scenic or Historic Areas – Protects Important Scenic or Historic Areas from development.
2. Closest to Existing Park – Provides a natural extension of an existing park, preserve, or
Greenways and Trails Plan 2009
### Table 5: Trail Ranking

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

<table>
<thead>
<tr>
<th>Rank</th>
<th>Trail Name</th>
<th>Length (in miles)</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Benefits Multiple Communities – Directly benefits multiple communities of a large neighborhood.</td>
<td>2.00</td>
<td>2.Trail connects a new connection between Greenways and/or neighborhood.</td>
</tr>
<tr>
<td>2</td>
<td>Completes Existing Trail – Segment completes an existing trail.</td>
<td>1.00</td>
<td>3. Trail connects a new connection between Greenways and/or neighborhood.</td>
</tr>
<tr>
<td>3</td>
<td>Provides Trail Opportunity – Suitable for trail development with few conflicts, such as overhand issues or major design problems.</td>
<td>2.00</td>
<td>4. Trail connects a new connection between Greenways and/or neighborhood.</td>
</tr>
<tr>
<td>4</td>
<td>Provides Trail Access to Schools – Provides trail access to within a few blocks of a school.</td>
<td>2.00</td>
<td>5. Trail connects a new connection between Greenways and/or neighborhood.</td>
</tr>
<tr>
<td>5</td>
<td>Connects Multiple Public Facilities – Connects more than one park, preserve, library, or school or public facility.</td>
<td>2.00</td>
<td>6. Trail connects a new connection between Greenways and/or neighborhood.</td>
</tr>
<tr>
<td>6</td>
<td>Provides Travel Alternative – The trail is designated for transportation purposes.</td>
<td>2.00</td>
<td>7. Trail is short enough in length to make it reasonably affordable.</td>
</tr>
<tr>
<td>7</td>
<td>Reasonable Length – The trail is short enough in length to make it reasonably affordable.</td>
<td>2.00</td>
<td>8. Trail is short enough in length to make it reasonably affordable.</td>
</tr>
<tr>
<td>8</td>
<td>Provides Trail Access to Natural Areas or Parks – Provides trail access to Natural Areas or Parks.</td>
<td>2.00</td>
<td>9. Trail is short enough in length to make it reasonably affordable.</td>
</tr>
<tr>
<td>9</td>
<td>Provides Trail Access to Natural Areas or Parks – Provides trail access to Natural Areas or Parks.</td>
<td>2.00</td>
<td>10. Trail is short enough in length to make it reasonably affordable.</td>
</tr>
<tr>
<td>Rank</td>
<td>Length (in miles)</td>
<td>Trail Name</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>------------------</td>
<td>------------</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>1.2</td>
<td>Grand Marsh Trail</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>3.5</td>
<td>Greenwood Trail</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>4.25</td>
<td>Forted Creek Trail</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>11.00</td>
<td>Conservancy Trail</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>12.50</td>
<td>Career Center Trail</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>13.00</td>
<td>Cardinal Drive Trail</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>13.30</td>
<td>Bonfield Trail</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bonfield Trail (continued from previous page)</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>3.50</td>
<td>Baker Creek Trail</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>16.25</td>
<td>K4 Wind Farm Inl Trail</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>17.50</td>
<td>Kanakee River State Park Trail</td>
<td></td>
</tr>
<tr>
<td>Rank</td>
<td>Trail Name</td>
<td>Route 702 Trail</td>
<td>4 79</td>
</tr>
<tr>
<td>------</td>
<td>--------------------------------</td>
<td>-----------------</td>
<td>------</td>
</tr>
<tr>
<td>1</td>
<td>Rock Creek Trail</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>Rock Creek Extension</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>River's Edge Trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>River Road Trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Avonfront Trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Reddick Trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Pembroke Trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>North Street Trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>North Monomono Trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>North Monomono Trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Monomono Cross Town</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Monomono Trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Maple Street Trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Manteno Grand Park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Manteno Downtown Trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Limestone Trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Liberty Trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Larry Power Road Trail</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(Continued from Previous Page)
<table>
<thead>
<tr>
<th>Trail Name</th>
<th>Length (in miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Willow Trail</td>
<td>8.50</td>
</tr>
<tr>
<td>Willow Trail</td>
<td>6.00</td>
</tr>
<tr>
<td>West Mariano Trail</td>
<td>3.00</td>
</tr>
<tr>
<td>West Kanakee Trail</td>
<td>6.50</td>
</tr>
<tr>
<td>Warman Bridge Road Trail</td>
<td>4.00</td>
</tr>
<tr>
<td>Waldron Trail</td>
<td>5.00</td>
</tr>
<tr>
<td>Trans Mariano Trail</td>
<td>2.00</td>
</tr>
<tr>
<td>Trans Bradley Trail</td>
<td>3.00</td>
</tr>
<tr>
<td>Sugar Island Trail</td>
<td>7.00</td>
</tr>
<tr>
<td>St. George Road Trail</td>
<td>4.00</td>
</tr>
<tr>
<td>South Monroe Trail</td>
<td>5.00</td>
</tr>
<tr>
<td>South Nielson Trail</td>
<td>7.00</td>
</tr>
<tr>
<td>South Creek Trail</td>
<td>1.00</td>
</tr>
<tr>
<td>Soldier Trail</td>
<td>3.50</td>
</tr>
<tr>
<td>Skyline Trail</td>
<td>6.00</td>
</tr>
<tr>
<td>Soldier Water Trail</td>
<td>7.00</td>
</tr>
<tr>
<td>Sanbor Trail</td>
<td>7.50</td>
</tr>
<tr>
<td>Route 50 Trail</td>
<td>3.00</td>
</tr>
</tbody>
</table>

Source: Kanakee County Planning Department
The second option would be the creation of a 201-C-3 not-for-profit group. While this group established in the Townships of Kanakee and Aroma, the expansion of the existing district may become the preferred alternative as it is already well-forested preserve districts into a County-wide authority which would also be a desirable situation.

Forest preserve districts like the existing Kanakee River Valley, acquisition and maintenance. It is also possible to expand the existing Kanakee River Valley method as is county-wide and it would be a taxing body with the ability to generate funds for forest preserve districts like many of the counties to the north. This is the most desirable create and maintain park and open space.

This plan update will continue to reiterate the need for a county-wide governing body that can multipathways have park or public works departments that accept the donated land.

The problem mainly affects developments in rural areas as most have the potential to fail. The problem mainly affects developments in rural areas as most developments are creating more owners associations (HOA) to care for open space. This is not currently many require the donation of park land / open space and associated amenities. There is a requirement to donate land or to build recreational structures. Currently no agreement to accept the donation. Often developers request variances to alleviate their

regulations require the donation of park land / open space and associated amenities. There is a recommendation from the 1999 plan that has not been completed is the creation of a county-wide entity that is capable of creating and maintaining parks, open space, and their associated facilities such as greenways and trails. The lack of a county-wide governing body has proven to be problematic in the establishment of open space. While the County's

creation of a County-wide Park and Open Space Authority

The 1999 plan included a recommendation section that set forth several actions that the

Recommendaitions
made to connect trail stations with the rail system. The MERTA rail system that serves Chicago and its suburbs, if this happens, efforts should be comprehensive in nature. Also, there is a possibility that Kankeke County will obtain access to facilities. Most of the River Valley Mass Transit District's buses have bicycle racks which would allow this. Several improvements are made to these roadways.

Many of the trails proposed in this plan follow the County's road network. As such, it is

The Transportation Planning Process

Project parks and open space

Undertaken to assist these multi-modalities with the creation of regulations that promote and encourage increased usage of trails. However, many of the County's municipalities still lack adequate regulations. Efforts should be made to ensure that projects are completed in a timely manner. However, this is not meant to preclude other projects from being completed. It is understood that many of these projects are private. Steps should be taken to acquire these properties whenever feasible.

Natural Corridor Preservation

With the Priority Ranking System

Will be constructed as development occurs. When this happens, construction may not coincide with significant natural features. However, many of these areas have been identified as places of natural beauty. This list is subject to change.

Implementation of the Priority System

Based on the Priority System, this plan should follow the guidelines listed in the Priority Ranking System.
safety as they are usually on public land and completely separated from vehicular traffic. They may also serve a transportation function. From a design standpoint these trails top the list for parks of other public properties. They are usually intended for recreational use although they are generally these are ten (10) foot wide multi-purpose paths that are located within the confines of the park.

Constituent

General terms the higher on the list a trail type is, the higher the per mile expense is to design. Hence, facilities intended for pedestrian or bicycle use (i.e., single-use trails) are generally governed by budgetary constraints, location of the facility, experience and comfort level of the expected users, and the intended purpose of the trail (recreational or transportation). Some of these design styles are:

- Design Standards Revised
- Natural Area Inventory
- Take steps to acquire properties listed in the Illinois Department of Transportation
- Illinois Department of Transportation
- Natural Resources
- Illinois Department of Transportation

For More Information

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

Travel Time and Trail Use

- Kankakee County
- There are many types of non-motorized vehicle facilities available to choose from when designing a trail system. The use of a particular design style is generally governed by budgetary constraints, location of the facility, experience and comfort level of the expected users, and the intended purpose of the trail (recreational or transportation). Some of these design styles are:

<table>
<thead>
<tr>
<th>Design Standards Revised</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Area Inventory</td>
</tr>
<tr>
<td>- Take steps to acquire properties listed in the Illinois Department of Transportation</td>
</tr>
<tr>
<td>- Illinois Department of Transportation</td>
</tr>
<tr>
<td>- Natural Resources</td>
</tr>
<tr>
<td>- Illinois Department of Transportation</td>
</tr>
</tbody>
</table>

For More Information
The 1999 Plan offered sample design drawings of the various design styles and these drawings
intended that it will be transferred to the preferred style when funding becomes available.

Although reality dictates that cost and budgetary constraints will be the deciding factor, in

design or to establish a trail in a less than desirable style with the

above mentioned design styles. This is especially true for

trails that travel Great distances. Trails should always be
designed with the safety of the users as the highest priority.

combination - Often trails are designed using a combination of

may not be suitable for inexperienced or young users.

traveled as motorists, this type of trail is the least safe and

travel with very low traffic counts. Because bicyclists share the same

neighborhood streets with low speed limits and rural roads;

establish this type of trail. These trails lead themselves well to

basic signage and warning devices are all that is needed to

has been designated as a preferred route for bicyclists. Usually

infrastructure improvements. They are usually nothing more than a low traffic roadway that

bike routes - Bike routes are the simplest bike paths to establish as they require minimal

vehicle traffic. These trails create many safety concerns and may be avoided by novice users.

protected by the bike lane although parking may be allowed adjacent to it. These trails are

motorized traffic and one bike lane in each direction is provided and parking is usually

bike lanes - Bike lanes are a striped section of the roadway where motor vehicle operation is

roads with few curb cuts and access points.

side paths - This type of design features a path that follows a roadway but is generally

Greenways and Trails Plan 2009
Project must be part of an approved Illinois School Travel Plan. 100% with local match requirements. However, the
is not a requirement. Qualifying projects are funded at
Projects may include infrastructure improvements but it

State
Safe Routes to School Program (SRST)
The state routes to schools program is a Federal

Illinois Bicycle Program (BP)
The Illinois Bicycle Path Program (BP) is another grant

this cost may come from other grant programs.

The sponsoring agency is responsible for the remaining portion of the project cost, although
for development/renovation projects.
50% of an approved project with awards up to $750,000 for acquisition projects and $400,000
This is a match grant program that may provide funding for up to
Open Space Lands Acquisition and Development Program (OSLAD)

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

Funding and Cost Analyses

Greenways and Trail Plans 2009
Internet to find organizations that fit their needs.

Other Funding Sources: There are various funding sources and assistance available from private
Appendix A - Bibliography

Section VIII - Appendices


Kankakee County Planning Department, "Kankakee County Greenways and Trails Plan", 1999.


National Bicycle and PedestrianClearing House, "www.bipc.org".

National Park Service, "www.nps.gov".

National Trails Partnership, "www.americantrails.org".

1995.

Recreways and Trails Plan 2009
June 4, 2009 - Land Use and Transportation Subcommittee Meeting

May 29, 2009 - Citizens Advisory Committee

April 30, 2009 - Land Use and Transportation Subcommittee Meeting

April 30, 2009 - Citizens Advisory Committee Meeting

March 26, 2009 - Citizens Advisory Committee Meeting

March 12, 2009 - Land Use and Transportation Subcommittee Meeting

February 26, 2009 - Citizens Advisory Committee Meeting

January 22, 2009 - Land Use and Transportation Subcommittee Meeting

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

Public Meetings

May 20, 2009

Public Open House

Appendix B - Timeline and Meeting Schedule

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

NOW THEREFORE, be it resolved by the Kankakee County Board, State of Illinois that

WHEREAS, the County Board at its regularly scheduled meeting of August 11, 2009

WHEREAS, the Kankakee County Planning, Zoning, and Agricultural Committee (PZA) at its regularly scheduled meeting of June 4, 2009, and

WHEREAS, the Kankakee County Board, Planning Department, held a public meeting, after

WHEREAS, the Kankakee County Planning Department received a grant from the

WHEREAS, the Kankakee County Planning Department received a grant from the

WHEREAS, since the adoption of the Greenways and Trails Plan, Kankakee County has seen many changes in its communities, and land and policies, and

WHEREAS, the Kankakee County Board adopted a County-Wide Greenways and Trails

Resolution # 2009-03-1-1-130

Appendix D - Resolution

Greenways and Trails Plan 2009
Citizens Advisory Committee

The members of the following Committees and Boards were instrumental in the development and approval of this plan:

Committees and Boards

Clerical Assistant
Melanie Grubbs

Office Manager
Michelle Saalder

Transportation Planner (Project Manager)
James Greenstreet, MPA

Planner / GIS Specialist
Deborah Skirmion, SRA, AICP, GISP

Executive Director
Michael Van Mill, AICP

This plan contains information of the Kankeka County Planning Staff assisted in the development of

Kankeka County Planning Staff

Appendix E - County Staff & Committee Members
Planned Zoning and Agriculture Committee of the County Board

Leo White
Karen Schmidt
Robert Scholl
Christopher Tholen
Christine Mathilde
Stanye James
William Altshof (Chairman)
James Steenburgh (Vice-Chairman)

Kankakee County Regional Planning Commission

Mayor Samuel Payton
Ralph Paarberg
Rodger Hess
James Washington, Jr.

Richard Howell (Chairman)

Land Use Subcommittee of the Kankakee County Regional Planning Commission

George Washington, Jr.
Ralph Paarberg
Representative Lisa Dugan
Loretta Cowan
Bill Bukowski
Craig Blanche
Bud Bates
David Berdelsh (Vice-Chairman)
<table>
<thead>
<tr>
<th>Leo Whelan</th>
<th>Matthew Whims</th>
<th>Nicky Yates, Sr.</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Vickery</td>
<td>James Trapp</td>
<td>George Washington, Jr.</td>
</tr>
<tr>
<td>Karen Schmidt</td>
<td>Robert School</td>
<td>Christopher Touchen</td>
</tr>
<tr>
<td>Patricia Folk</td>
<td>William O'Conner</td>
<td>James Stalnatherberg</td>
</tr>
<tr>
<td>Ralph Marcotte</td>
<td>Kelly McLaren</td>
<td>Sam Nicholls</td>
</tr>
<tr>
<td>Charise McBride</td>
<td>Michael Lagesse</td>
<td>Petra McConnell</td>
</tr>
<tr>
<td>Stanley James</td>
<td>Roger Hess</td>
<td>Chad Kaieck</td>
</tr>
<tr>
<td>Karen Campbell</td>
<td>Ann Bertrand</td>
<td>Larry Enz</td>
</tr>
<tr>
<td>Todd Arsenault</td>
<td>Stephen Lither (Vice-Chairman)</td>
<td>Ruth Baker</td>
</tr>
</tbody>
</table>

Kankakee County Board
Planini6g, Zoning and Agriculture Committee of the County Board

Christopher Tholen
Mayor Samuel Peyton
Ralph Pardiepe
Jeff Jarvis
Loreto Cowhide
Craig Blanchette
Bud Bates

Richard Simms
Chad Miller
Elisabeth Dungan
Bill Bukowski
Mel Blanchette
David Bergdeli
Richard Howell (Vice-Chairman)

Kankakee County Regional Planning Commission

George Washington, Jr.
Mayor Samuel Peyton
Ralph Pardiepe
Jeff Jarvis
Elisabeth Dungan
Mel Blanchette
Bud Bates

Richard Howell (Chairman)

Land Use Subcommittee of the Kankakee County Regional Planning Commission