



# 2040 Long Range Transportation Plan







**Springfield Area Transportation Study  
2040 Long Range Transportation Plan  
March 12, 2015**

Springfield Area Transportation Study  
200 S. 9<sup>th</sup> Street, Room 212  
Springfield, Illinois

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# 1. INTRODUCTION

This Plan looks at long-term transportation needs in the urban area of Sangamon County. The Plan was developed through a process that included local leaders and stakeholders, state and federal partners, and citizens. Through an on-going, cooperative effort this process has evolved to embrace all modes of travel and all citizens. The proposals presented in this Plan are based in the vision statement adopted by the Springfield Area Transportation Study (SATS).

## SATS Vision Statement

*The Springfield Metropolitan Planning Area (MPA) includes the communities of Chatham, Clear Lake, Curran, Grandview, Jerome, Leland Grove, Riverton, Rochester, Sherman, Southern View, Springfield, and Spaulding and portions of unincorporated Sangamon County. In this area there is a diversity of demographics, economies, and environments but also many commonalities. By proximity these communities have a shared future.*

*The Springfield Area Transportation Study envisions the MPA as:*

- A place where all citizens have access to the advantages our area offers for a good quality of life; have opportunities that support their ability to contribute to the common good; and have their needs considered as our communities grow and change.*
- A place where transportation, development, and comprehensive planning work together to assure that first-class and cost-effective transportation infrastructure is available to support our homes, businesses, and leisure activities, and to encourage economic expansion in the region.*
- A place where all modes of travel, including motor vehicle, bicycle, pedestrian, mass transit, freight transport, air, rail, and inter-city bus are efficient; effective; safe; accessible and interconnected, both as individual networks and as an entire transportation system.*





## 1.1 Why a Long Range Transportation Plan?

The 1962 Federal-Aid Highway Act called for the development of a comprehensive, continuing, and cooperative (3-C) transportation planning process in all urbanized areas. These areas are defined by the U.S. Census Bureau as places with populations of 50,000 or more. The Springfield Area Transportation Study was initiated in 1964 and the first long-range transportation plan for the area was created in 1969 with a planning horizon of 15 years.

The initial plan was almost completely focused on the road network, although mass transportation did get a brief mention. The focus on roadways continued in subsequent plans and has resulted in the construction of some major corridors including I-55, I-72, Veterans Parkway, and the Madison/Jefferson/Clear Lake corridor. Smaller but significant projects that have been constructed include the extension of Ash Street to Dirksen Parkway, the extension of Stanford Avenue from 4<sup>th</sup> Street to Wabash Avenue, and the extension of MacArthur Boulevard to I-72, to name only a few. Altogether the plans of the past 50 years have resulted in a comprehensive network of roads with varying capacities that move traffic fairly smoothly through the MPA. As the population grows and new businesses come to the area, plans now focus on expanding, reconfiguring, and improving the existing road network.

Consolidation of the many rail lines in the Springfield area became part of the planning efforts early on. The relocation of the Norfolk & Western Railway line south of Wabash Avenue to the Illinois Central Gulf Railroad corridor north of I-72 was completed in the 1980s. The consolidation of the 3<sup>rd</sup> Street and 19<sup>th</sup> Street rail lines on the 10<sup>th</sup> Street corridor has been in plans for many years and is now seeing some active development.

We've come to recognize, however, that there are many ways to travel in our communities and all modes are vital to the quality of life afforded our citizens. The SATS 2035 Long Range Transportation Plan directed creation of a bicycle and pedestrian plan. That Plan was finalized in August 2012. The 2040 LRTP will be the first to include a comprehensive vision for the creation of interconnected bicycle and pedestrian networks. Additionally, a fuller integration of mass transportation services into the planning process is reflected in the Plan.

As we move forward, long-term planning to meet the travel needs of our citizens, commuters, visitors, and freight haulers will best be accomplished with continued adherence to the 3-C planning process:

- Comprehensive – Inclusion of all citizens and modes of travel throughout the entire MPA
- Cooperative – Inclusion of all jurisdictions and coordination between modes of travel
- Continuing – Adherence to the LRTP in development of implementation plans, reports to assess the progress of moving forward with the Plan, and updates as needed with a complete review every five years

To this end, examples of projects completed over the past five years or currently underway that were part of past long-term planning efforts include:

### Completed

- Meadowbrook Road built between Iles Avenue and Greenbriar Drive
- Reconstruction of the Clear Lake Avenue and Dirksen Parkway intersection
- Construction of the Sangamon Valley Trail from Centennial Park to Stuart Park
- Bike racks installed on all Springfield Mass Transit District buses
- Traffic signals installed at Palm Road and Chatham Road east of Chatham





- Resurfacing and bridge replacement on IL 4 in Chatham
- Replacement of Chatham Road bridge over Jacksonville Branch

#### Underway

- Widening of Wabash Avenue from Koke Mill Road to Curran
- Elimination of the bottleneck on Dirksen Parkway between Clear Lake Avenue and Ridgely Road
- Completion of the Stanford Avenue corridor from Fox Bridge Road to Taylor Avenue

Development of the intra- and inter-connected envisioned networks for each mode of transportation will occur through implementation of identified projects that can be undertaken over various time frames. In this way the transportation system will continue to develop in an efficient, effective, and cost-conscious manner.

### **1.2 Plan Implementation**

Implementation of the 2040 Long Range Transportation Plan will be undertaken by SATS member jurisdictions, other jurisdictions in the Metropolitan Planning Area, and the Springfield-Sangamon County Regional Planning Commission. Two short-term plans are prepared each year that document the projects and activities that will be carried out to accomplish the goals of the Long Range Transportation Plan.

#### **A. Transportation Improvement Program (TIP)**

The TIP is a four-year plan of transportation projects in the MPA that have funding identified. All federally funded projects must be included in the TIP from any jurisdiction within the MPA. Projects not involving federal money may also be included. Types of projects that appear in the TIP are road and bridge improvements/construction, mass transit operating and capital programs, bicycle and pedestrian projects, and other miscellaneous projects. Projects are listed by program year. Projects that do not have a dedicated source of funding but are desired and would be the first to be considered if funding became available are listed in the back of the TIP and identified as Illustrative Projects. Projects in the TIP are consistent with the Long Range Transportation Plan. The TIP is generally completed in the summer each year.

#### **B. Unified Planning Work Program (UPWP)**

The UPWP presents transportation planning and support activities that will be conducted within the MPA over the programming fiscal year of July 1– June 30. This document is prepared with careful consideration of the critical transportation issues facing the planning area as reflected in the goals, objectives, and strategies laid out in the Long Range Transportation Plan.

### **1.3 The Metropolitan Planning Area (MPA)**

Title 23 Code of Federal Regulations (CFR) Part 450.312 requires the boundaries of a Metropolitan Planning Area to encompass the entire existing urbanized area (as defined by the U.S. Bureau of the Census) plus the contiguous area expected to become urbanized within the planning horizon (forecast period) of the Metropolitan Transportation Plan (MTP). Title 23 CFR



450.322 requires the MTP to address no less than a 20-year planning horizon. With a required five year update cycle for the MTP, the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT) recommend a 25-year planning horizon for the MTP so that the Plan has at least a 20-year planning horizon throughout the five year life of the Plan. Subsequently, the MPA for the SATS region is established to encompass the entire existing urbanized area plus the contiguous area expected to become urbanized within 25 years. (See Map 1 on the next page.)

As noted above, first the MPA must encompass the entire urbanized area as defined by the U.S. Bureau of the Census:

- Census Urbanized Area – a geographic area with a population of 50,000 or more that includes core census block groups or blocks that have a population density of at least 1,000 people per square mile and surrounding census blocks that have an overall density of at least 500 people per square mile. This area is identified by the U.S. Census Bureau.  
*The Census Urbanized Area is used by the Federal Transit Administration (FTA) to allocate federal urban transit funds (within the Census Urbanized Area) and federal rural transit funds (outside the Census Urbanized Area).*

Next, the Census Urbanized Area is squared off for road funding purposes to create what IDOT refers to as the Urban Area and the FHWA refers to as the Adjusted Urbanized Area:

- Urban Area/FHWA Expanded Urbanized Area - includes the Census Urbanized Area plus adjacent area as agreed upon by SATS members, IDOT, and FHWA.  
*This designation is used to determine which roads are eligible for federal urban highway funds (within the Urban Area/FHWA Expanded Urbanized Area) and federal rural highway funds (outside the Urban Area/FHWA Expanded Urbanized Area) when such a distinction is made in a funding source.*

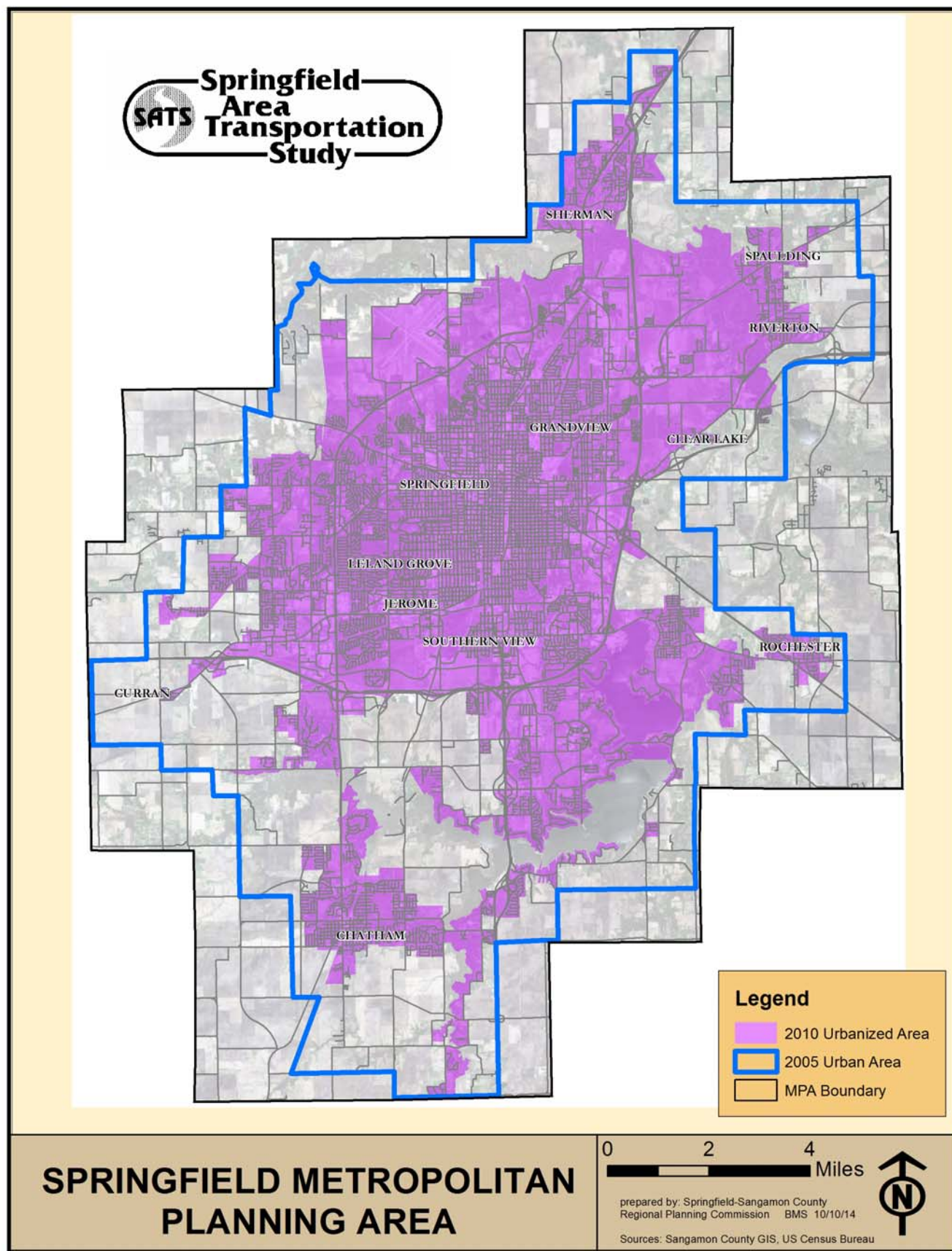
Finally, the boundaries of the MPA are determined based on the potential for additional area to become urbanized over the next 25 years.

- SATS Metropolitan Planning Area – includes the Urban Area/FHWA Expanded Urbanized Area and contiguous land where development could occur over the next 25 years. The current SATS MPA boundaries were established in 2003 based on results of the 2000 Census and were first used for the 2030 Long Range Transportation Plan.  
*Funding that is made available to SATS, such as the annual Surface Transportation Program allocation, can be used anywhere in the MPA.*

NOTE: The boundaries of the Census Urbanized Area changed significantly from 1990 to 2000. At that time six new communities (Chatham, Clear Lake, Riverton, Rochester, Sherman, and Spaulding), a small portion of Williamsville, and subsequently the village of Curran when it was incorporated in 2005 were added to the urbanized area.

The change in the Census Urbanized Area necessitated the expansion of the SATS Urban Area/FHWA Expanded Urbanized Area and resulted in the reclassification of some roads from “rural” to “urban”. These changes were approved by the SATS Policy Committee in September 2003 and approved by FHWA in December 2003.

**Map 1**





## 1.4 The Springfield Area Transportation Study (SATS)

SATS is the federally and state designated transportation planning body for the Springfield MPA and consists of a Policy Committee and a Technical Committee. Participation on these committees has fluctuated over time, but the current membership is as follows.

The Policy Committee is comprised of senior local officials or their representatives and is responsible for the direction, oversight, and coordination of the transportation planning process for the area.

The Technical Committee is made up of transportation specialists and is responsible for providing technical advice and recommendations to the Policy Committee.

Voting members on each committee represent:

- The City of Springfield
- The Illinois Department of Transportation Region 4, District 6
- Sangamon County
- The Springfield Mass Transit District
- The Springfield-Sangamon County Regional Planning Commission
- The Village of Chatham.

Technical advisor, non-voting members on each committee represent:

- The Federal Highway Administration
- The Illinois Department of Transportation Bureau of Planning and Programming.

Additional technical advisor, non-voting members on the Technical Committee represent:

- Abraham Lincoln Capitol Airport
- The Illinois Commerce Commission Rail Safety Program
- The Illinois Department of Transportation Division of Public and Intermodal Transportation
- The Illinois Department of Transportation Region 4, District 6 Local Roads and Streets

The Springfield-Sangamon County Regional Planning Commission is the designated Metropolitan Planning Organization (MPO) for the Census Urbanized Area and provides staff support to SATS. MPOs are required by the federal government to organize and direct transportation planning processes in all urbanized areas.

SATS recently created the following mission statement.

## 1.5 SATS Mission Statement

*The Mission of the Springfield Area Transportation Study is to have a transportation system that is planned so as to:*

1. *Advance safe and effective access for travelers to all destinations in our communities.*
2. *Create opportunities for enhancing the common good, with nobody and no area left out.*
3. *Address the changing needs of our residents and businesses.*
4. *Be well thought out and cost effective.*
5. *Encourage economic growth without penalizing quality of life or the environment.*
6. *Support all modes of travel and transit of goods and services.*
7. *Provide multi-modal interconnectivity.*



## 2. ENGAGING OUR CITIZENS

The SATS Public Participation Plan outlines activities SATS will undertake to engage citizens in the transportation planning process. Specifically for development of the Long Range Transportation Plan these activities include:

- *Citizens Survey*
- *Citizens Advisory Committee*
- *Communities Advisory Committee*
- *Public Review and Comment Period of the Draft Plan for 30 Days*





## 2.1 PRE-PLAN DEVELOPMENT

As a prelude to Plan development SATS conducted three public engagement activities: a citizen survey, a citizens advisory committee, and a communities advisory committee. The public input received was invaluable and formed the basis for goals, objectives, and strategies adopted in the 2040 Long Range Transportation Plan.

A description of the three public engagement activities follows.

### **SATS 2014 Citizen Survey**

From March 13 – May 7, 2014, a survey was conducted to obtain perceptions of the current transportation system and ideas for the future of the transportation system from citizens and commuters in the Metropolitan Planning Area. The survey could be taken online through the SATS website and was advertised through a press release to all local media, an article in the State Journal Register (Springfield's daily newspaper), an ad in the Illinois Times (a central Illinois weekly newspaper), and through the following groups:

- SATS email contact list of interested parties
- Springfield-Sangamon County Regional Planning Commission email contact list of interested parties and Facebook page
- Springfield Mass Transit District Facebook page
- Village of Chatham website
- Neighborhood Associations email contact list
- Curb Your Car team leaders email list
- Citizens Advisory Committee member organizations
- Communities Advisory Committee participating communities websites

Also, a computer was set up in the Planning Commission's waiting area so visitors to the office could conveniently take the survey.

Additionally, specific effort was made to reach out to traditionally underserved populations by making paper copies available through the following means:

- At the Southern Illinois University School of Medicine Free Community Health Clinic
- To staff and clients of Contact Ministries, an agency working with homeless citizens
- To clients of Senior Services of Central Illinois
- To clients of Sangamon County Community Resources
- At an Earth Day Fair booth
- To the Springfield Mass Transit District Disabled Persons Advisory Committee
- By distributing surveys to passengers on SMTD buses serving census tracts with high percentages of minority and poverty-level citizens: Routes 6, 9, 10, and 11

A total of 523 responses to the survey were received. A compilation of the survey results can be found in the separate document – *2040 Long Range Transportation Plan - Appendix A: Public Engagement*.

## SATS Citizens Advisory Committee

SATS worked to create an advisory committee that would bring unique and diverse perspectives to the transportation planning process and reached out to organizations that represent larger constituencies of transportation system users. Committee members represented:

- Area Agency on Aging for Lincolnland, Inc.
- Citizen at large
- Faith Coalition for the Common Good
- Greater Springfield Chamber of Commerce
- Inner City Older Neighborhoods
- Mid-West Truckers Association
- Regional Planning Commission, Citizen Commissioner
- Sangamon Valley Local Emergency Planning Committee
- Springfield Bicycle Club
- Springfield Center for Independent Living
- Springfield Road Runners Club
- Springfield School District 186
- Springfield Urban League

Thirteen meetings were held to conduct the work of this Committee:

- February – July 2014 the full committee met once a month (six times).
- A Bicycle Routes Subcommittee met twice.
- Each of four Breakout Groups – Motorized Vehicle Travel, Public Transportation, Pedestrian/Specific Populations, General – met once outside the full committee meeting dates.
- A meeting coordinated by the General Breakout Group, with participation from other committee members, was held to finalize the recommendation document.

The work of the Committee was grounded in their vision statement.

### Citizens Advisory Committee Vision Statement

*The Springfield Metropolitan Planning Area (MPA) includes the communities of Chatham, Clear Lake, Curran, Grandview, Jerome, Leland Grove, Riverton, Rochester, Sherman, Southern View, Springfield, and Spaulding. In this area there is a diversity of demographics, economies, and environments but also many commonalities. By proximity these communities have a shared future.*

*The Citizens Advisory Committee envisions the MPA as:*

- *A place where all citizens have access to the advantages our area offers for a good quality of life; have opportunities that support their ability to contribute to the common good; and have their needs considered as our communities grow and change.*
- *A place where transportation, development, and comprehensive planning work together to assure that first-class and cost-effective transportation infrastructure is available to support our homes, businesses, and leisure activities, and to encourage economic*





*expansion in the region.*

- *A place where all modes of travel, including motor vehicle, bicycle, pedestrian, mass transit, freight transport, air, rail, and inter-city bus are efficient; effective; safe; accessible and interconnected, both as individual networks and as an entire transportation system.*

(This vision statement was adopted by the SATS Policy Committee as the SATS vision statement in August 2014.)

The cooperative work of the Citizens Advisory Committee members resulted in a thoughtful and comprehensive list of recommendations that were unanimously approved. These recommendations can be found in the separate document – *2040 Long Range Transportation Plan - Appendix A: Public Engagement.*

### **SATS Communities Advisory Committee**

SATS also invited all the municipalities and townships in the MPA and the Springfield Park District to participate on the SATS Communities Advisory Committee to provide input to the 2040 Long Range Transportation Plan. The jurisdictions accepting the invitation were:

- Ball Township
- City of Leland Grove
- Rochester Township
- Springfield Park District
- Village of Grandview
- Village of Jerome
- Village of Riverton
- Village of Rochester
- Village of Sherman
- Village of Southern View
- Village of Spaulding

The Communities Advisory Committee met once a month from February through June 2014 and also developed a vision statement to guide their work.

#### **Communities Advisory Committee Vision Statement**

*The Communities Advisory Committee supports the joint cooperation and coordination of all communities in the Metropolitan Planning Area (MPA), including Chatham, Clear Lake, Curran, Grandview, Jerome, Leland Grove, Riverton, Rochester, Sherman, Southern View, Springfield, Spaulding, the Townships, and the Springfield Park District, to work toward our collective success in creating a prosperous and sustainable region.*

*To this end the Committee envisions the communities working together to advance the future of our local transportation system by a continued effort to:*

- *Maintain and upgrade the existing road network, along with identifying future road projects;*



- *Develop interconnected bicycle and pedestrian networks;*
- *Maintain a safe, comfortable public transportation system serving the whole area;*
- *Improve the safety and accessibility of all modes of travel;*
- *Cooperate in addressing fiscal realities related to the transportation system.*

The Communities Advisory Committee worked diligently to develop a set of recommendations that reflected the needs and desires of the smaller jurisdictions in the MPA. These recommendations can be found in the separate document – *2040 Long Range Transportation Plan - Appendix A: Public Engagement*.

At the conclusion of the public engagement activities, with responses and recommendations in hand, SATS began work to develop the 2040 Long Range Transportation Plan.

## 2.2 POST-PLAN DEVELOPMENT

SATS also conducted a public review of the draft 2040 Long Range Transportation Plan from February 2<sup>nd</sup> to March 3<sup>rd</sup>, 2015. The Plan was available at the following locations:

- Area Agency on Aging for Lincolnland
- Chatham Public Library
- Lincoln Public Library
- SATS website
- Springfield Mass Transit District
- Springfield Park District Administrative Offices
- Springfield-Sangamon County Regional Planning Commission
- Springfield Urban League

Notification of the review period was made through the following means:

- Press release
- Display ad in the State-Journal Register
- Email to the SATS Interested Parties List
- Email to the SATS Citizens Advisory Committee
- Email to the SATS Communities Advisory Committee

The comments received and SATS responses to the comments can be found in the separate document – *2040 Long Range Transportation Plan - Appendix A: Public Engagement*.





### 3. WHO WE ARE AND HOW WE TRAVEL

It is important to know “who we are” and “how we travel” when addressing the transportation needs of all our citizens. Residents with low incomes are less likely to own a car and rely heavily on public transportation, bicycling, and walking. Transportation-related needs of minority citizens have not always been specifically assessed. As our residents age the impact to their travel can be at the forefront of their quality of life. And access to job opportunities is only complete when travel options are available. Therefore, assuring these issues get full consideration is vital to fulfilling the vision of this Plan.





## 3.1 WHO WE ARE

Demographic data is available from US Census Bureau surveys and is presented here. For the first time, using new GIS data capabilities through the Environmental Systems Research Institute, or ESRI, various population characteristics of the MPA have been determined based on 2010 Census data. When available, the US Census Bureau estimates based on American Community Surveys conducted from 2008-2012 also provide information for data not collected during the 2010 census.

An overview of our population in 2010:

**Table 1**

<b>Metropolitan Planning Area Residents - Summary</b>		
<b>Demographic</b>	<b>% of Population</b>	<b>Number of Citizens</b>
<b>TOTAL RESIDENTS (2010 Census)</b>	100%	168,972
<b>RACE (2010 Census)</b>		
White Residents	81%	137,308
Black or African American Residents	14%	23,199
Residents of other races	5%	8,465
<b>INCOME (ACS 2008-2012 Estimate)</b>		
Residents living below Poverty Level	15%	25,346
Residents living from 1 – 1.24 times the Poverty Level	4%	6,759
Residents living at or above 1.25 times the Poverty Level	81%	136,867
<b>AGE (2010 Census)</b>		
Below 18 (17-year age range)	23%	39,469
18 – 44 (28-year age range)	34%	57,845
45 – 64 (21-year age range)	29%	47,928
65+ (37-year age range)	14%	23,728
<i>Sources: U.S. Census Bureau Census 2010 through ESRI (Total, Race, Age) U.S. Census American Community Survey 2008-2012 Estimate through ESRI (Income)</i>		

### **3.1.1 Total Number of Residents**

Table 2 on the next page presents the total number of residents in the Urbanized Area, MPA communities, and all of Sangamon County and Illinois from 1980 - 2010. In 2010, 86% of Sangamon County residents lived in the Metropolitan Planning Area, including residents of twelve communities.

Although three of the four smallest communities (Clear Lake, Grandview, Leland Grove), for which population figures are available for the four census surveys have seen a decrease in number of residents from 1980 to 2010, the fourth, Spaulding, has more than doubled in population. All other communities, and the entire MPA, have seen an increase in population, ranging from 16% (Springfield) to 176% (Sherman) during this timeframe. The Urbanized Area changed significantly from 1990 to 2000 with six new communities added to the urbanized area - Chatham, Clear Lake, Riverton, Rochester, Sherman, and Spaulding, and a small portion of Williamsville – resulting in a 23% increase in population for that Census-defined area. Changes pertaining to particular demographic characteristics are discussed throughout this section.



**Table 2**

TOTAL POPULATION									
AREA	1980	1990	1980 - 1990 Change	2000	1990 - 2000 Change	2010	2000 - 2010 Change	1980 - 2010	
								Change	
								#	%
<b>Urbanized Area</b>	122,806	124,524	1.4%	153,516	23.3%	161,316	5.1%	38,510	31.4%
<b>MPA</b>	N/A	N/A		161,670		168,972	4.5%		
Sherman	1,501	2,080	38.6%	2,871	38.0%	4,148	44.5%	2,647	176%
Chatham	5,597	6,074	8.5%	8,583	41.3%	11,500	34.0%	5,903	105%
Spaulding	428	440	2.8%	559	27.0%	873	56.2%	445	104%
Rochester	2,483	2,676	7.8%	2,893	8.1%	3,689	27.5%	1,206	49%
Southern View	1,306	1,906	45.9%	1,695	-11.1%	1,642	-3.1%	336	26%
Riverton	2,783	2,638	-5.2%	3,048	15.5%	3,455	13.4%	672	24%
Jerome	1,374	1,206	-12.2%	1,414	17.2%	1,656	17.1%	282	21%
City of Springfield	100,054	105,227	5.2%	111,454	5.9%	116,250	4.3%	16,196	16%
Clear Lake	236	193	-18.2%	267	38.3%	229	-14.2%	-7	-3%
Leland Grove	1,692	1,679	-0.8%	1,592	-5.2%	1,503	-5.6%	-189	-11%
Grandview	1,794	1,647	-8.2%	1,537	-6.7%	1,441	-6.2%	-353	-20%
Curran	N/A	N/A		N/A		212			
Unincorporated Area*	N/A	N/A		N/A		22,374			
<b>Sangamon County</b>	176,070	178,386	1.3%	188,951	5.9%	197,465	4.5%	21,395	12%
<b>Illinois</b>	11,426,518	11,430,602	0.0%	12,419,293	8.6%	12,830,632	3.3%	1,404,114	12%

\* Includes a small area of Williamsville  
Source: US Census Bureau

Highlights related to the total number of residents for this 30-year period:

- Total County population grew by 12%, with the highest 10-year percentage of growth occurring between 1990 & 2000 at 5.9%. The percentage of growth between 2000 and 2010 was only 4.5%.
- Similarly, the City of Springfield saw a spurt in percentage of population growth between 1990 & 2000 at 5.9% but growth in the following decade was only 4.3%.
- Three communities, Rochester, Sherman, and Spaulding, saw an increase in percentage of growth during the decade 2000 - 2010.
- Highest percentage growth in total population from 1980 - 2010:
  - Sherman 176% increase
  - Chatham 105% increase
  - Spaulding 104% increase
- Communities experiencing a loss in total population from 1980 - 2010:
  - Grandview 20% decrease
  - Leland Grove 11% decrease
  - Clear Lake 3% decrease
- Largest number of new residents from 1980 - 2010:
  - Springfield - 16,196
  - Chatham - 5,903.
- Communities experiencing a growth in total population also saw a growth in land area through annexation, except Sherman and Southern View.
- The Village of Curran was incorporated in 2005 so the first population figures available are for 2010.



### **Total Number of Residents 2040 (Projected):**

Based on the trends noted above, building permit records (where available), birth records, and death records, population projections for the MPA communities were calculated and are shown in the table below.

**Table 3**

<b>2040 POPULATION PROJECTIONS</b>				
<b>Community</b>	<b>2010</b>	<b>2040</b>	<b>Difference</b>	<b>% Change</b>
<b>Chatham</b>	11,500	18,799	7,299	63%
<b>Curran</b>	212	318	106	50%
<b>Sherman</b>	4,148	6,114	1,966	47%
<b>Spaulding</b>	873	1,155	282	32%
<b>Rochester</b>	3,689	4,632	943	26%
<b>Riverton</b>	3,455	4,179	724	21%
<b>Springfield</b>	116,250	132,867	16,617	14%
<b>Jerome</b>	1,656	1,870	214	13%
<b>Leland Grove</b>	1,503	1,661	158	11%
<b>Clear Lake</b>	229	247	18	8%
<b>Grandview</b>	1,441	1,304	-137	-9%
<b>Southern View</b>	1,642	1,484	-158	-10%
<b>TOTAL</b>	<b>146,598</b>	<b>174,627</b>	<b>28,029</b>	<b>19%</b>

As seen in the table, over the next 25 years an additional 28,000 people are projected to be living in the Metropolitan Planning Area. The highest percentage of growth is anticipated in the outlying communities although the City of Springfield should see the greatest influx of new citizens. With a 20% increase in the number of people traveling in our communities on a daily basis, the transportation system must keep pace.

### **3.1.2 Racial Diversity**

Below is information on the race of residents in the MPA, in Springfield, and in all of Sangamon County. The largest racial group in the MPA is White at 81.3% of the total population. The largest minority population is Black or African-American at 13.7%. Because minority populations are considered traditionally underserved, consideration of their needs must be specifically supported in the planning process.

**Table 4**

<b>2010 Residents' Race</b>								
<b>Race</b>	<b>MPA</b>		<b>City of Springfield</b>		<b>Urbanized Area</b>		<b>Sangamon County</b>	
	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
White	137,308	81.3%	88,092	75.8%	129,895	80.5%	165,103	83.6%
Black or African-American	23,199	13.7%	21,510	18.5%	23,135	14.3%	23,335	11.8%
Asian	3,124	1.8%	2,555	2.2%	3,070	1.9%	3,220	1.6%
American Indian	356	0.2%	239	0.2%	333	0.2%	394	0.2%
Pacific Islander	39	0.0%	25	0.0%	38	0.0%	47	0.0%
Some Other race	975	0.6%	766	0.7%	958	0.6%	1,047	0.5%
2 or more races	3,971	2.4%	3,063	2.6%	3,887	2.4%	4,319	2.2%
<b>TOTAL</b>	<b>168,972</b>	<b>100.0%</b>	<b>116,250</b>	<b>100.0%</b>	<b>161,316</b>	<b>100.0%</b>	<b>197,465</b>	<b>100.0%</b>
<i>Source: US Census Bureau 2010 and US Census Bureau through ESRI</i>								





The map on page 18 shows the residence location of Black or African-American citizens in the MPA. The vast majority (93%) of Black or African-American citizens live in Springfield, the largest city in the MPA. As shown on the map, these citizens represent one-third or more of the population in census tracts in east Springfield.

As the total population of the area has grown so has the percentage of the non-white population. From 1980 to 2010 the proportion of Black or African-Americans increased from 10.8% to 18.5% in Springfield. The proportion of Whites decreased from 88.0% to 75.8%.

**Table 5**

WHITE AND BLACK OR AFRICAN-AMERICAN POPULATIONS 1980 - 2010								
Area	White Residents				Black or African-American Residents			
	1980	1990	2000	2010	1980	1990	2000	2010
<b>MPA</b>	n/a	n/a	n/a	81.3%	n/a	n/a	n/a	13.7%
<b>City of Springfield</b>	88.0%	85.6%	81.0%	75.8%	10.8%	13.0%	15.3%	18.5%
<b>Urbanized Area</b>	90.0%	87.2%	84.9%	80.5%	9.1%	11.4%	11.8%	14.3%
<b>Sangamon County</b>	92.6%	90.8%	87.4%	83.6%	6.5%	8.1%	9.7%	11.8%
<i>Source: US Census Bureau 2010 and US Census Bureau through ESRI</i>								

### 3.1.3 Age Strata

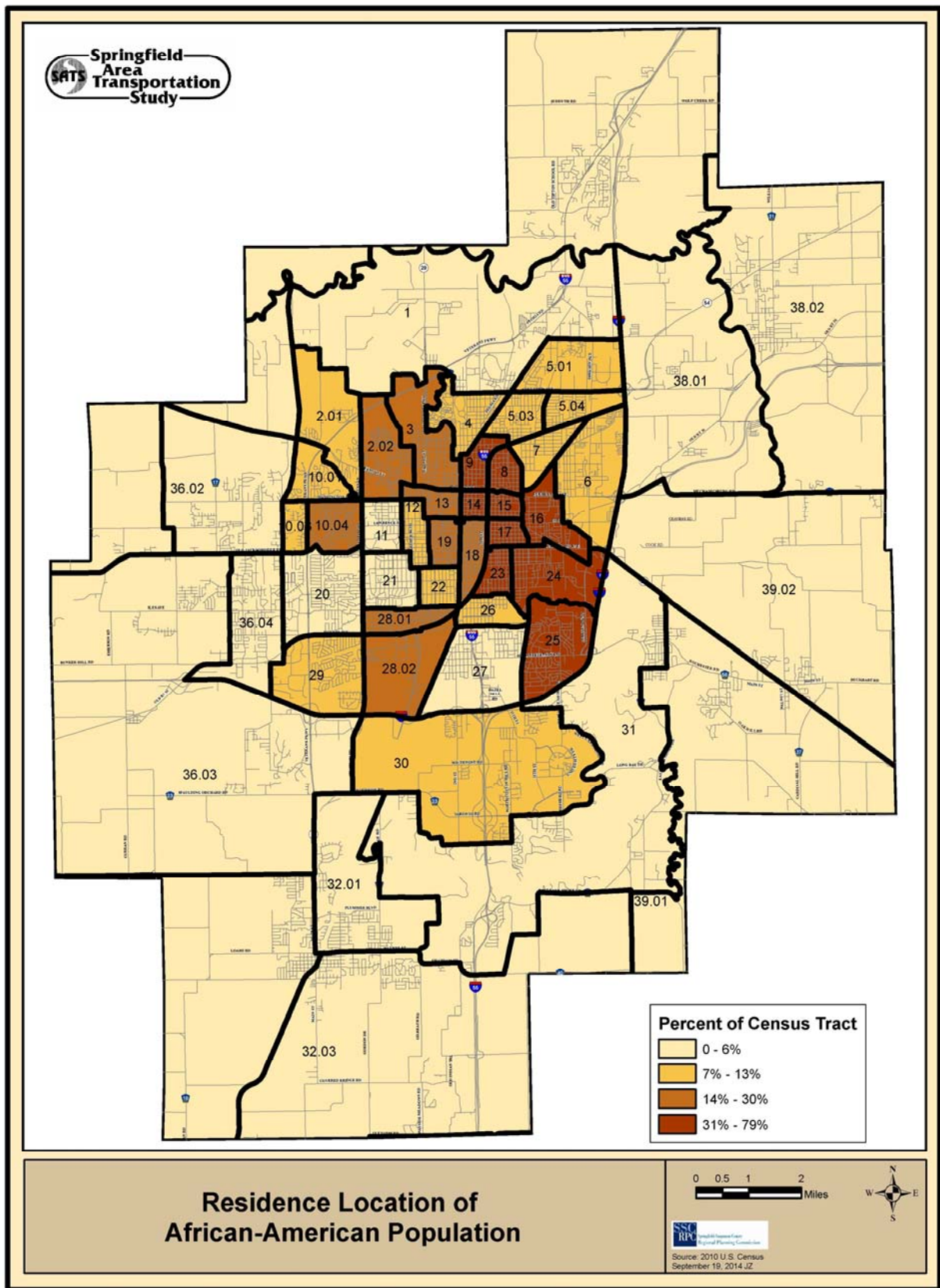
Our population as a whole has been getting older over time. As seen in the table below, the median age of the local population has been older overall than the State population over the past 40 years. Over this time the median age in Springfield rose from 31.4 years to 38.2 years. As residents grow older their travel abilities and needs change. These should be considered as the transportation networks are developed. The map on page 19 shows the concentration of residence location of people 65+ by census tract. The higher concentrations of residents aged 65 and older are in north and west Springfield.

**Table 6**

MEDIAN AGE OF RESIDENTS				
Year	Illinois	Sangamon County	Springfield	MPA
<b>1970</b>	28.6	30.3	31.4	N/A
<b>1980</b>	29.9	30.8	31.0	N/A
<b>1990</b>	32.8	34.2	34.0	N/A
<b>2000</b>	34.7	37.3	36.9	N/A
<b>2010</b>	36.6	39.2	38.2	39.8
<i>Source: U.S. Census Bureau and U.S. Census Bureau Census 2010 through ESRI</i>				

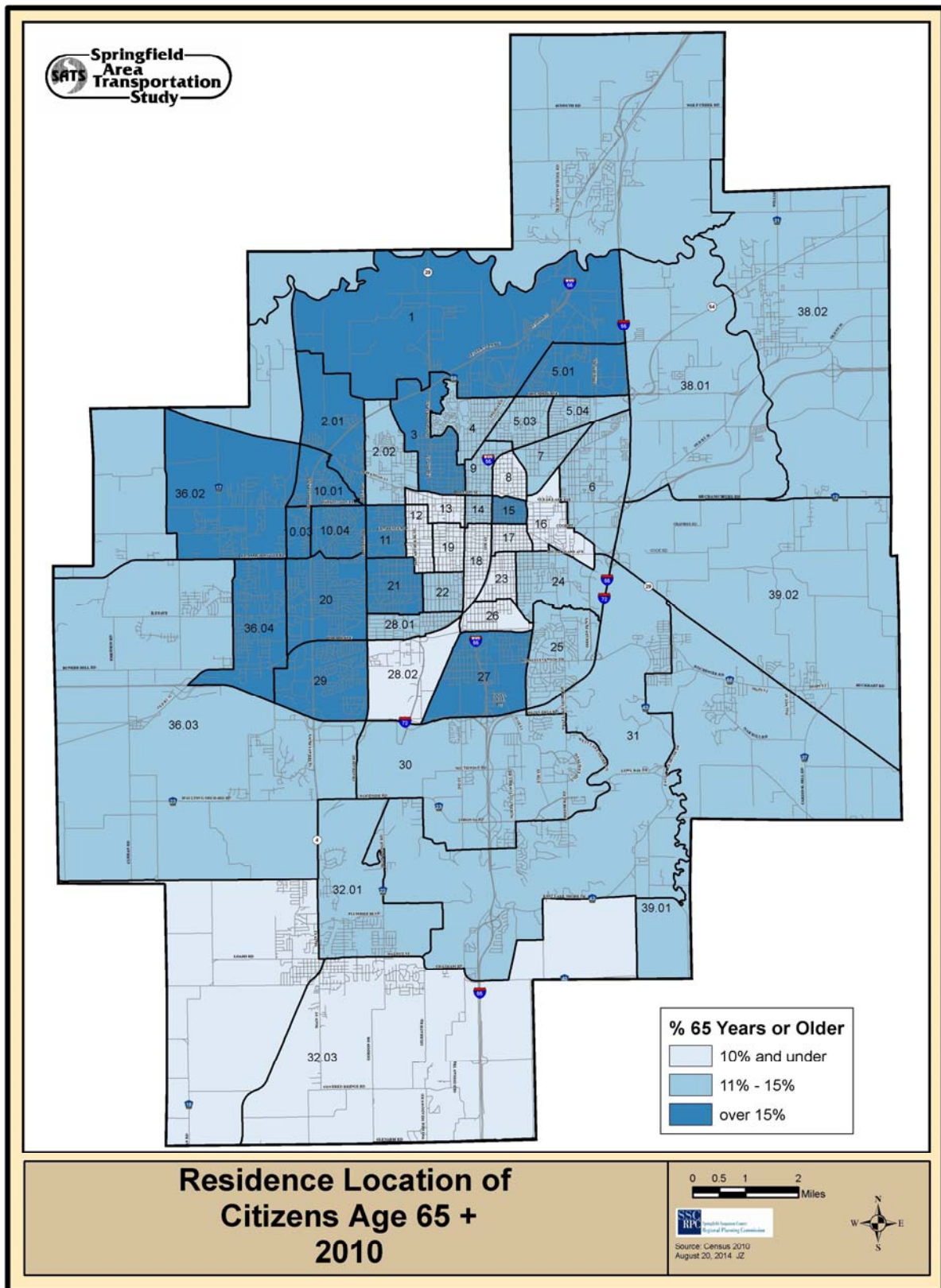
Another age group with special travel needs is that of residents under the age of 18. The map on page 20 shows the concentration of children by census tract. The highest concentrations of children are in east Springfield.

**Map 2**

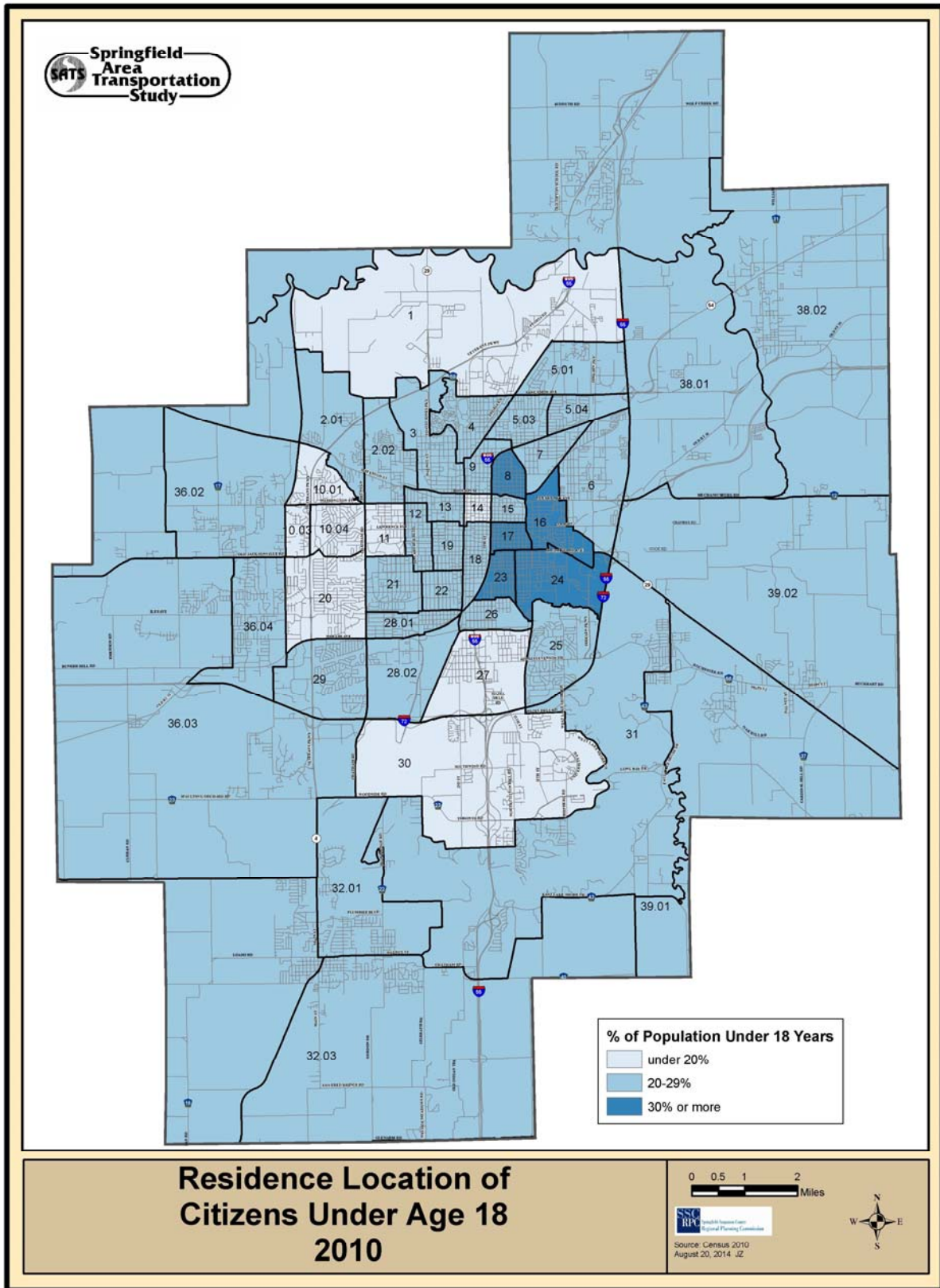




# Map 3



## Map 4



### 3.1.4 Income Levels

Per capita income in the MPA is slightly higher than the per capita income statewide, although the median household income is lower. This is a reflection of the smaller household sizes in the MPA.

**Table 7**

2012 INCOME		
	Per Capita Income	Median Household Income
<b>MPA</b>	\$27,973	\$49,482
<b>City of Springfield</b>	\$27,703	\$45,018
<b>Sangamon County</b>	\$27,633	\$50,522
<b>Illinois</b>	\$27,812	\$53,213
<i>Source: U.S. Census Bureau 2012 American Community Survey through ESRI</i>		

Approximately 15% of residents (25,346 people) in the MPA are living below the poverty level based on estimates from the U.S. Census Bureau's American Community Survey. With transportation costs only second to housing costs in household budgets (*Transportation and Housing Costs, FHWA*) a dilemma can arise when trying to obtain or retain a job if adequate transportation options are not available to support these trips. Without a job a person living in poverty cannot afford a vehicle. Without a vehicle job opportunities are severely restricted without reliable travel options. Additionally, access to educational opportunities, goods and services, and other community activities is limited and affects the quality of life for these individuals.

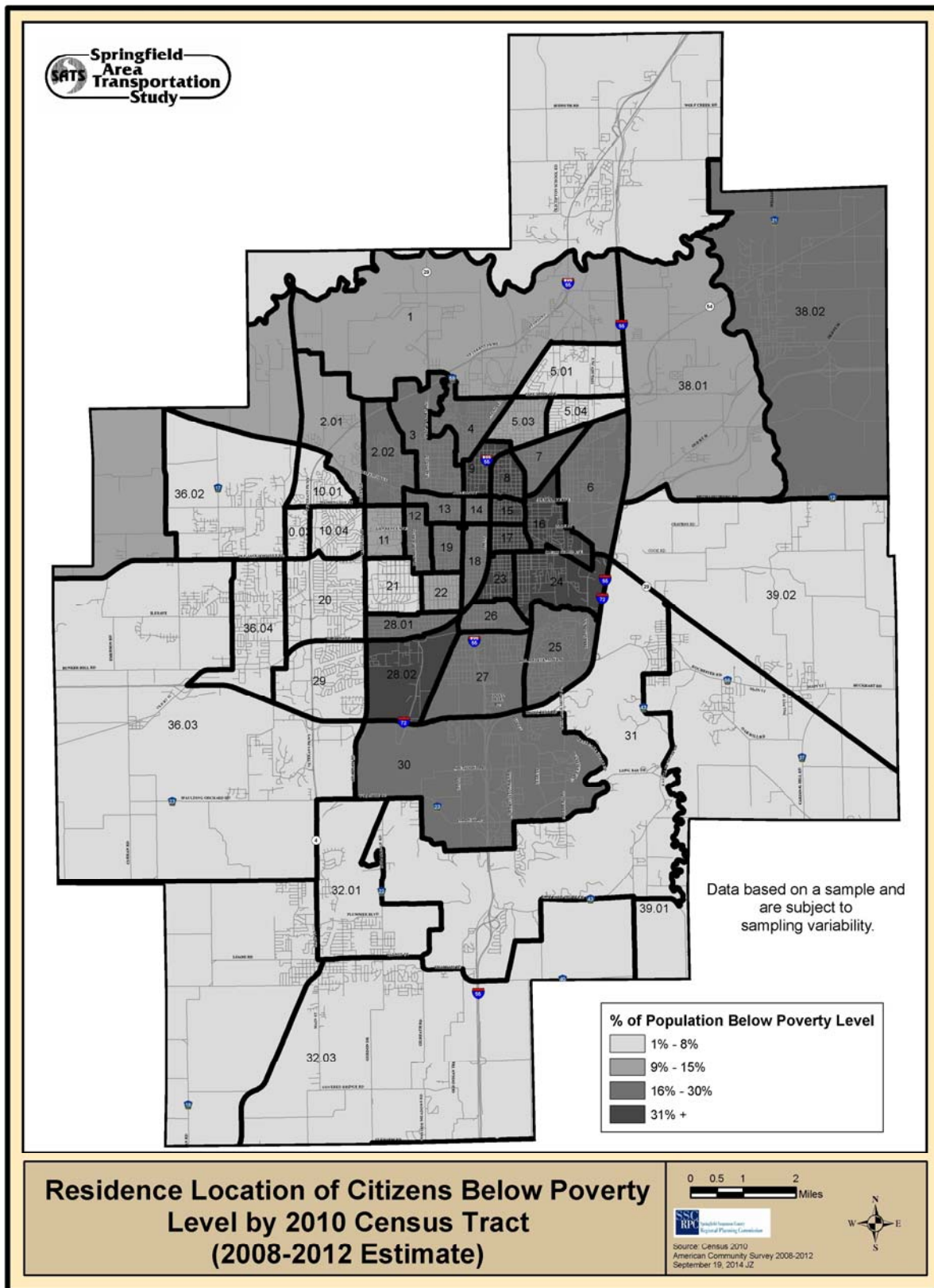
A map on the following page shows the residence location of citizens living below the poverty level.

### 3.1.5 Educational Attainment

The 2010 census survey did not include questions on level of education so the data presented in Figure 1 on page 23 is from U.S. Census estimates from the American Community Surveys conducted during 2008 – 2012. This data indicates that we are generally well-educated with over a third of our residents aged 25+ (39%) having a college degree and 23% having taken some college courses. Just over a quarter of our citizens (27%) received a high school diploma or GED without continuing their education.

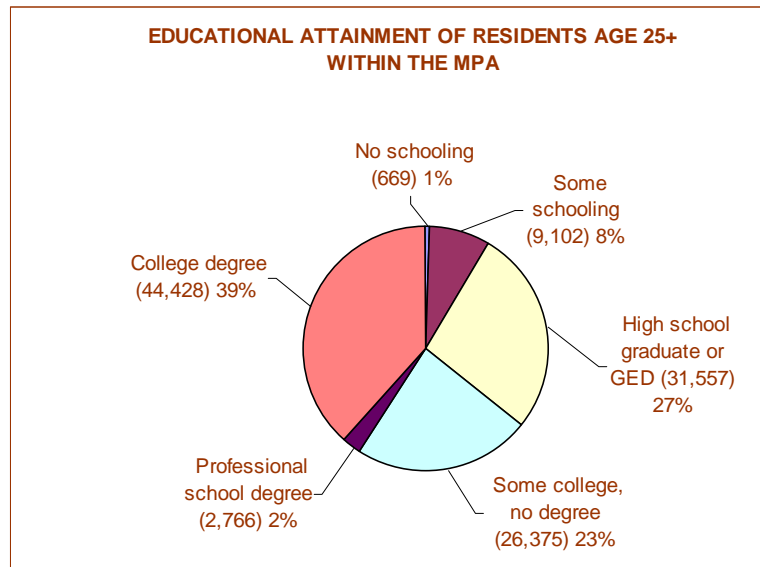


## Map 5





**Figure 1**



Source: U.S. Census Bureau 2008-2012 American Community Survey through ESRI

We are lucky to have three universities, a community college, a medical school, several technical schools, and adult education/alternative education facilities in the MPA (specifically in Springfield). Connecting people to these educational opportunities through a multi-modal transportation system widens the scope of job opportunities for our citizens and improves the quality of life for all.

### 3.1.6 Language Spoken by Residents

The 2010 U.S. Census did not address the language spoken by citizens; however, the American Community Survey does provide some estimates for reference. It is apparent that a vast majority of residents in the MPA speak only English (95.3%). Of the remaining residents, most are bilingual, speaking both English and their native tongue. Only 122 residents (.08%), speaking a wide array of languages, do not speak English at all.

**Table 8**

LANGUAGE SPOKEN AT HOME BY RESIDENTS				
	MPA	% of Residents	City of Springfield	Sangamon County
Speak only English	149,309	94.7%	102,113	175,892
Speak Spanish	3,037	1.9%	1,925	3,333
Speak English “not at all”	52		26	59
Speak other Indo-European languages	2,892	1.8%	2,146	3,227
Speak English “not at all”	44		30	46
Speak Asian and Pacific Island languages	1,571	1.0%	1,233	1,692
Speak English “not at all”	13		0	13
Speak other languages	920	0.6%	804	937
Speak English “not at all”	13		13	13
Total Speak English “not at all”	122	.08%	69	131

Source: U.S. Census Bureau 2008-2012 American Community Survey Estimate through ESRI



### 3.1.7 Households

A population characteristic that can be used to predict patterns of travel is the number of households. Since most trips start and end at home, the rate of household growth is a helpful indicator of changing transportation system demand. The Census defines a household as all the people who occupy a housing unit. (A housing unit is a house, apartment, mobile home, group of rooms, or a single room intended as separate living quarters. Housing units do not include group quarters such as a nursing home, jail, or boarding house.) The table below shows household data over the past two decades. Similar to total population figures, the number of households has increased, although the rate of growth compared to earlier decades declined between 2000 and 2010. A map on the next page shows household change by census tract.

**Table 9**

HOUSEHOLD GROWTH							
Area	1990 Households	2000 Households	Increase 1990-2000		2010 Households	Increase 2000-2010	
			#	%		#	%
<b>MPA</b>	63,076	68,370	5,294	8.4%	71,964	3,594	5.3%
<b>City of Springfield</b>	45,006	48,621	3,615	8.0%	55,729	7,108	14.6%
<b>Urbanized Area*</b>	53,079	65,347	12,268	23.1%	68,908	3,561	5.4%
<b>Sangamon County</b>	72,146	78,722	6,576	9.1%	82,986	4,264	5.4%
<b>Illinois</b>	4,202,240	4,591,779	389,539	9.3%	4,836,972	245,193	5.3%

Source: U.S. Census Bureau, U.S. Census Bureau Census 2010 through ESRI

\* From 1990 to 2000 35.8 square miles were added to the Urbanized Area.

Although the population is growing, the number of persons per household has fluctuated with decreases experienced during the 1980s and 1990s but a slight increase in the 2000s. This trend was seen throughout Sangamon County and the state as well. Overall, households are smaller as population has increased. This indicates our residents are spreading out over a larger area presenting implications for the transportation system.

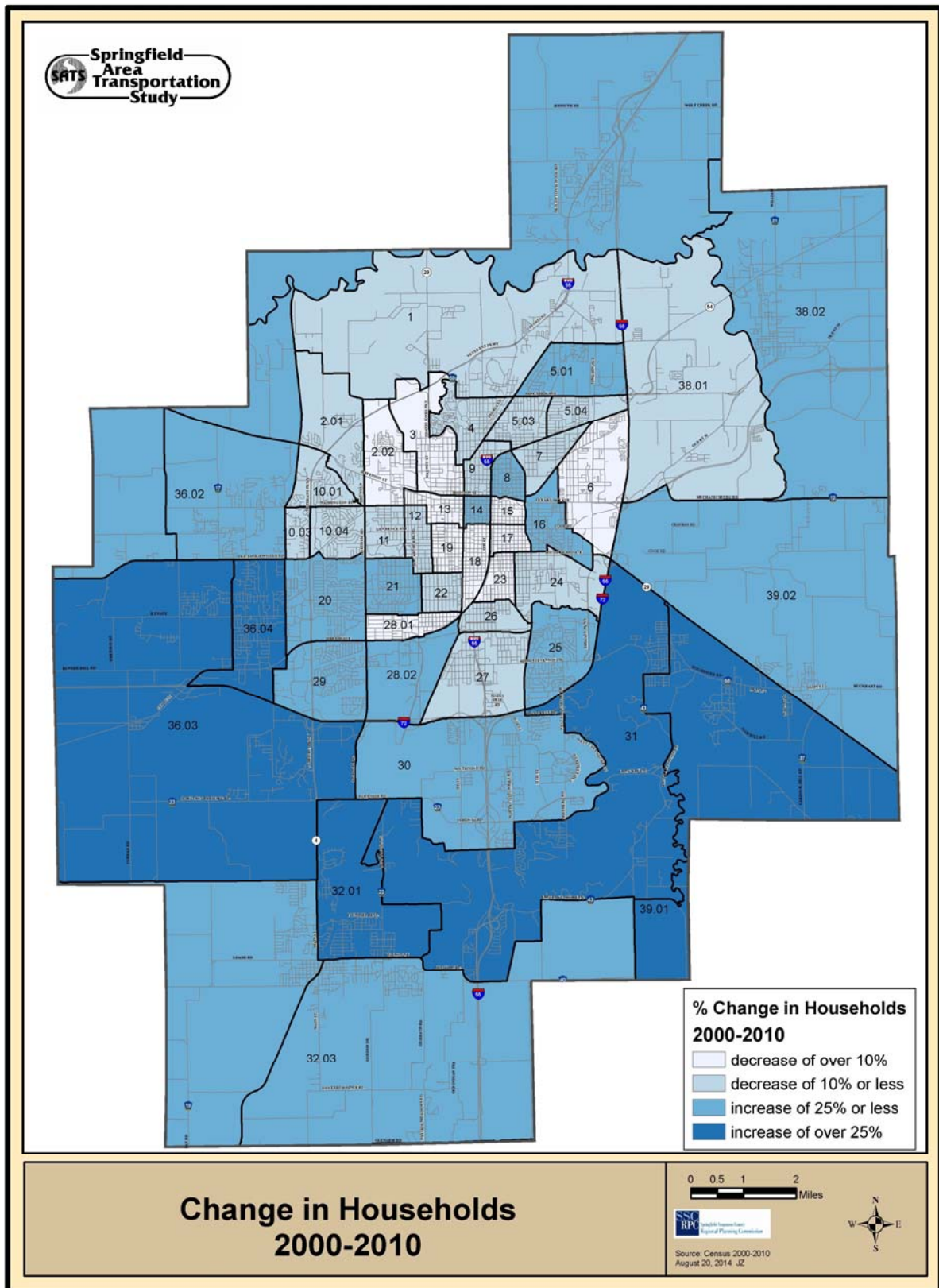
**Table 10**

PERSONS PER HOUSEHOLD				
	1980	1990	2000	2010
<b>MPA</b>	N/A	N/A	N/A	2.29
<b>City of Springfield</b>	2.38	2.29	2.24	2.23
<b>Urbanized Area</b>	2.41	2.31	2.30	2.34
<b>Sangamon County</b>	2.55	2.43	2.36	2.33
<b>Illinois</b>	2.76	2.65	2.63	2.59

Sources: U.S. Census Bureau

U.S. Census Bureau Census 2010 through ESRI

**Map 6**





Percentage change in households and population are presented below.

**Table 11**

<b>HOUSEHOLDS AND POPULATION CHANGE</b>		
	<b>2000-2010 Total Households Percent Change</b>	<b>2000-2010 Total Population Percent Change</b>
<b>MPA</b>	5.3%	4.5%
<b>City of Springfield</b>	14.6%	4.3%
<b>Urbanized Area</b>	5.4%	5.1%
<b>Sangamon County</b>	5.4%	4.5%
<b>Illinois</b>	5.3%	3.3%
<i>Source: U.S. Census Bureau 2010 through ESRI</i>		

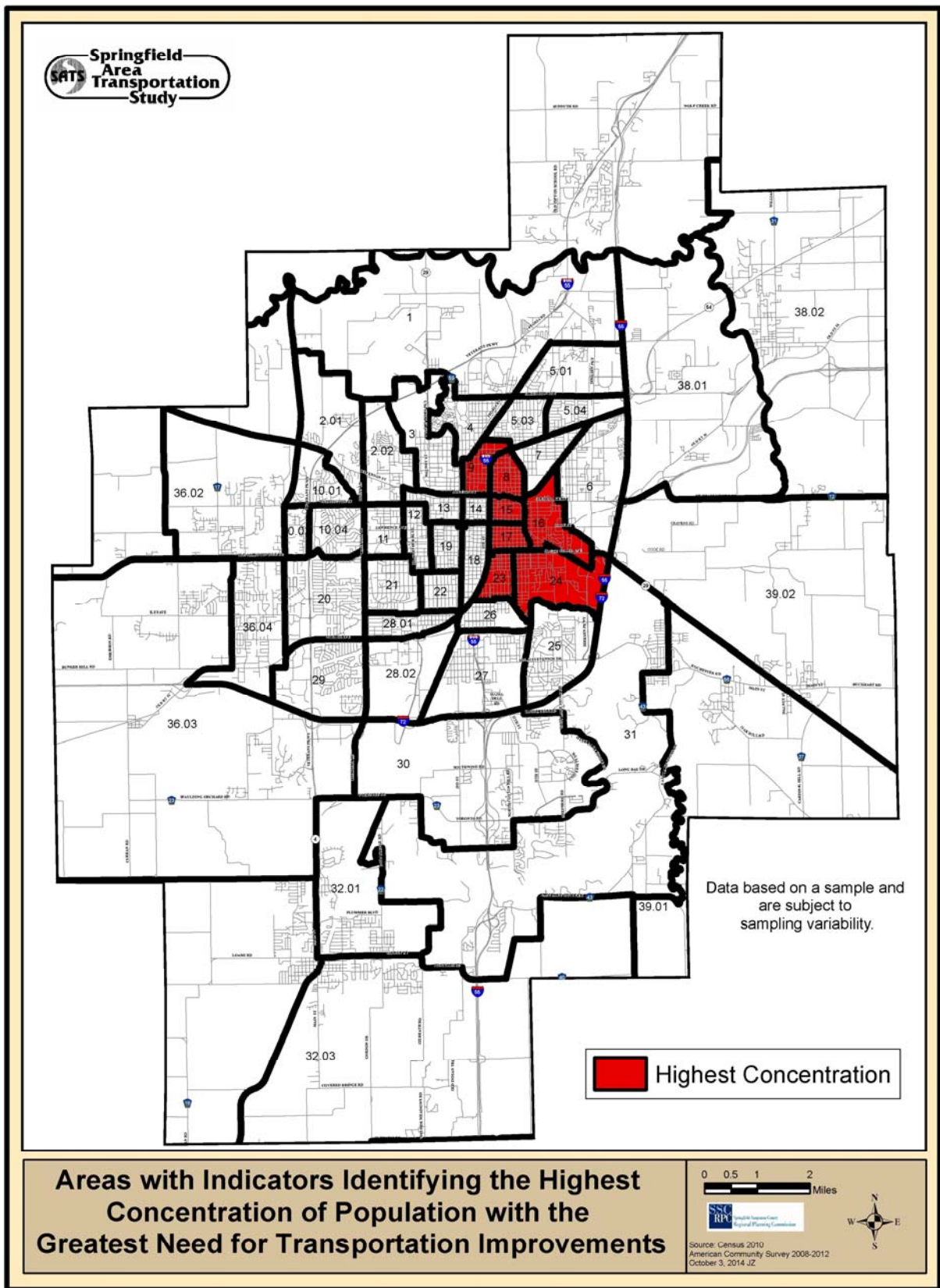
### **3.1.8 Our Most Transportation-Vulnerable Citizens**

As noted above, some of our citizens have special transportation needs or have not always been strongly represented as transportation planning decisions were made. In an attempt to identify target areas for gauging this Plan's attention to these members of our communities, the map on the following page highlights census tracts with a high percentage of at least three of the following populations:

- Households with No Vehicles
- Citizens Aged 65 and Over
- Citizens Under 18 Years of Age
- Citizens Living Below the Poverty Level
- Black or African-American Citizens



**Map 7**





### 3.1.9 Jobs

Employment data from the U.S. Census Bureau and the Greater Springfield Chamber of Commerce provides insight to “how we work and earn a living”. Job locations indicate destinations that attract people for work or for access to goods and services.

Employment figures for residents of the area are shown in the table below for civilians age 16 and older who are employed either full-time or part-time. As the population grew from 1980 to 2010, so did the number of residents with jobs. The number of employed residents increased by 14% in Springfield and by 15% in all of Sangamon County during this time. Over 83,000 residents of the MPA are employed.

**Table 12**

<b>EMPLOYED RESIDENTS (16 YEARS &amp; OVER)</b>					
<b>Area</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>	<b>% change 1980-2010</b>
<b>MPA</b>	N/A	N/A	N/A	83,351	N/A
<b>City of Springfield</b>	49,112	53,528	56,704	56,088	14%
<b>Sangamon County</b>	85,456	91,949	97,526	98,456	15%
<b>Illinois</b>	5,068,428	5,417,967	5,833,185	6,035,426	19%
<i>Source: U.S. Census Bureau U.S. Census Bureau 2008-2012 American Community Survey through ESRI</i>					

The nineteen largest employers in the County are shown in the table below and account for over 40,800 jobs.

**Table 13**

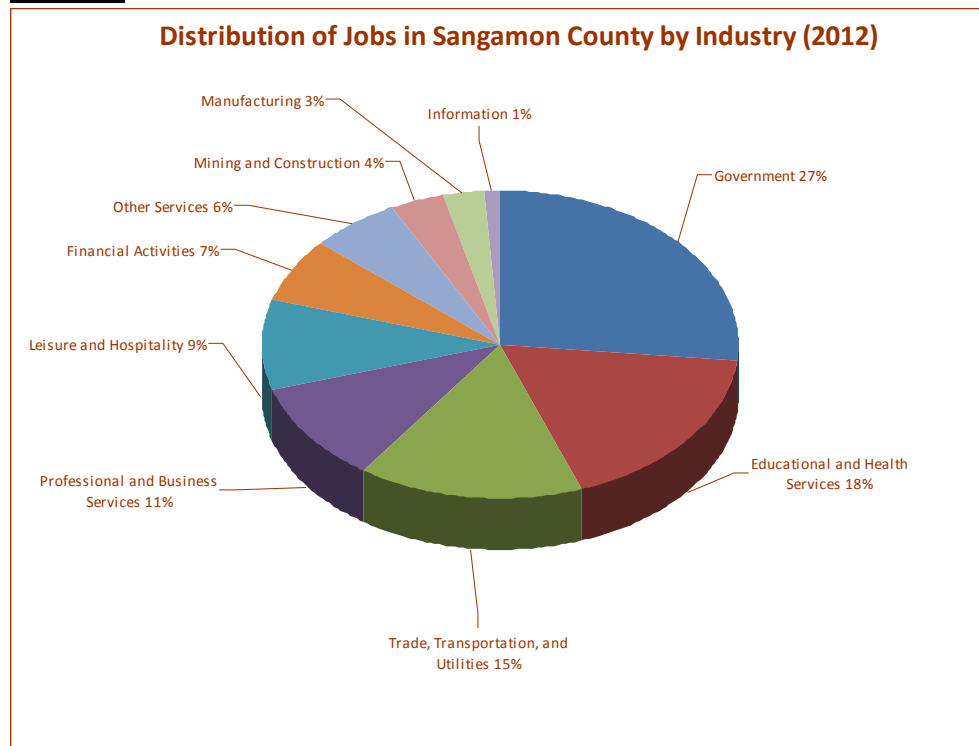
<b>19 LARGEST EMPLOYERS IN SANGAMON COUNTY (2012)</b>			
	<b>Employer</b>	<b># of Employees</b>	<b>Industry</b>
1	State of Illinois	17,500	Government
2	Memorial Health Systems	4,433	Healthcare
3	St. John’s Hospital	3,073	Healthcare
4	Springfield Public Schools	2,189	Education
5	Springfield Clinic	1,953	Healthcare
6	Southern Illinois University School of Medicine	1,485	Higher Education
7	City of Springfield	1,473	Government
8	University of Illinois-Springfield	1,435	Higher Education
9	Blue Cross/Blue Shield	1,256	Insurance
10	Horace Mann	1,050	Insurance
11	Wells Fargo Home Mortgage	940	Finance
12	Sangamon County	750	Government
13	Illinois Army National Guard	685	Defense
14	The Hope Institute for Children and Families	602	Health/Education /Housing

16	H.D. Smith	428	Health/Wholesale/ Logistics
17	Lincoln Land Community College	392	Higher Education
18	Levi, Ray & Shoup	340	Information/ Consulting
19	Express Employment Professionals	330	Employment Services

Source: The Greater Springfield Chamber of Commerce website

Government, health care, and education not only are our largest employers, but also account for 45% of all jobs as shown in the chart below.

**Figure 2**



Source: Greater Springfield Chamber of Commerce website

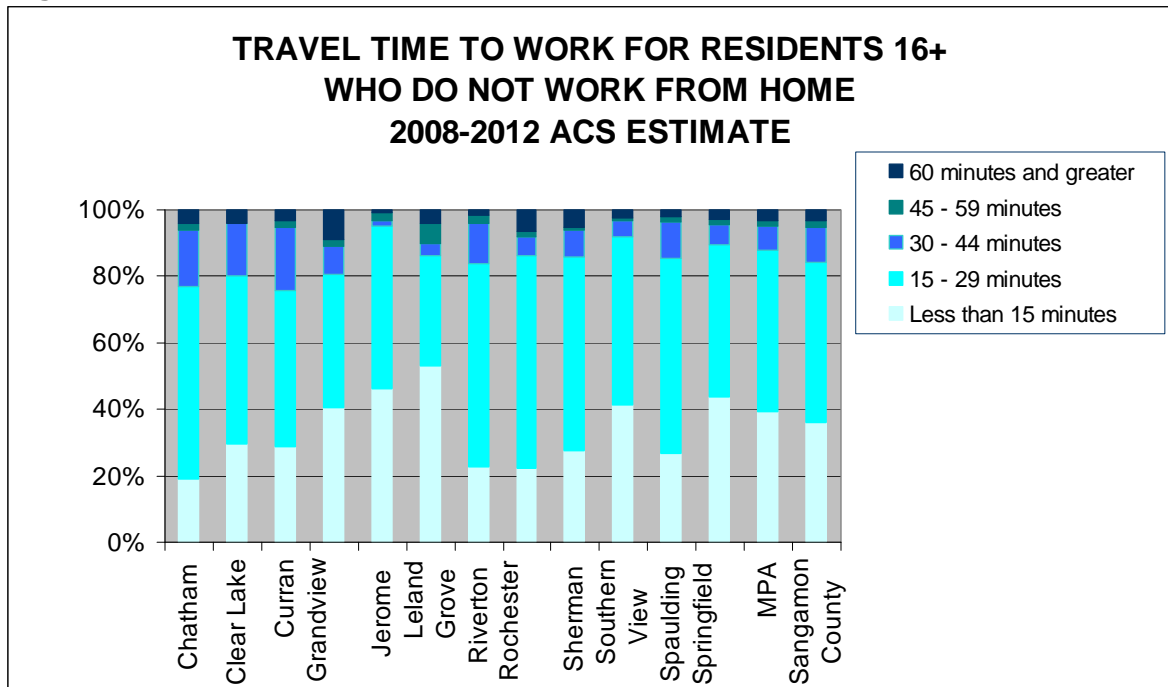
Commuting patterns are an important factor in transportation planning since the highest volume of traffic most often occurs during the time people are traveling to and from work. Because Springfield is a regional employment center, a regional provider of goods and services, and the center of state government, people travel from outside the MPA to access jobs and amenities in the area. More people travel into Sangamon County for their jobs than travel out of Sangamon County.

Figure 3 on the next page presents commute times for workers living in the MPA. Because most of the jobs in Sangamon County are located in the MPA the commute times are low. The vast majority of people travel less than 30 minutes to their jobs. 25,207 residents of the City of Springfield and 35,222 residents of all of Sangamon County live less than 15 minutes from their place of employment.

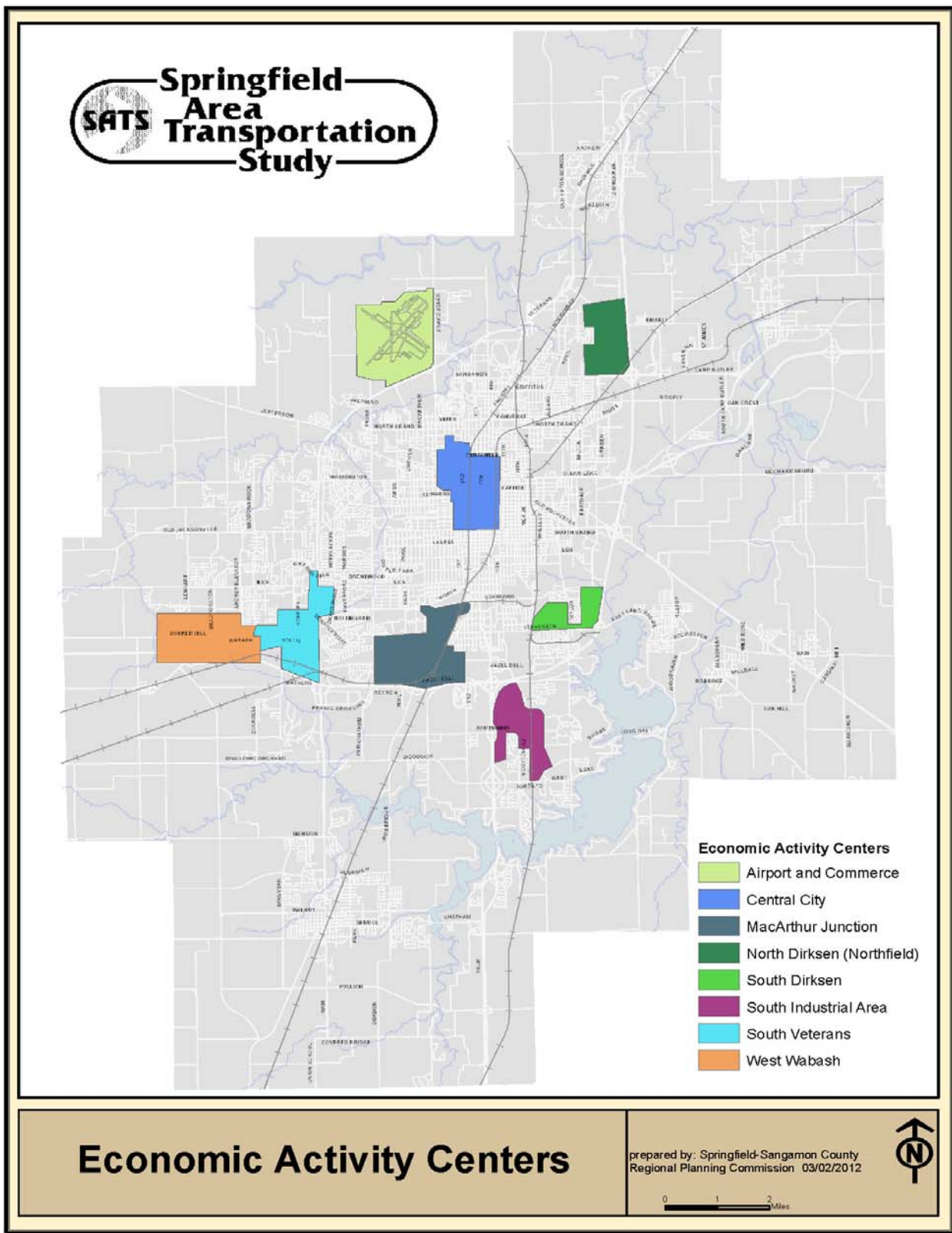


A core purpose of the transportation system is to get people to and from work. There is a strong connection between quality of life and a person's ability to get to a job. SATS has identified eight Economic Activity Centers in the MPA where jobs and commerce are concentrated. These are shown on the map on the next page and factor into transportation planning decisions.

**Figure 3**



**Map 8**





## 3.2 HOW WE TRAVEL

The US Census Bureau provides statistics on “how we travel” through the American Community Survey, an ongoing survey conducted on a limited basis each year by the U.S. Census Bureau with data gathered used to create estimates on various demographics.

One important indicator of how we travel is vehicle ownership. This information is provided with housing unit data by the U.S. Census Bureau. The table below shows vehicle availability for housing units within communities in the MPA (housing units in the unincorporated parts of the MPA are not included). Residents living in an estimated 5,012 housing units, 8% of total housing units, do not have access to a vehicle.

**Table 14**

<b>OCCUPIED HOUSING UNITS IN MPA COMMUNITIES*</b> <b>BY VEHICLES AVAILABLE</b>		
<b>No Vehicle Available</b>	5,012	8%
<b>1 Vehicle Available</b>	24,954	40%
<b>2 Vehicles Available</b>	23,211	37%
<b>3 or more Vehicles Available</b>	8,962	15%
<b>Total Occupied Housing Units</b>	62,139	100%
<i>Source: U.S. Census Bureau, 2008-2012 American Community Survey</i>		

\* Does not include unincorporated areas in the MPA.

Most of these residents live in Springfield (see following two tables) which has an average household size of 2.23. This indicates well over 11,000 people in the MPA do not have a vehicle available to them. These residents have no choice but to travel by bus, cab, bike, walking, or to rely on other people for their transportation.

Statistics regarding the number of vehicles available to people living in the various communities in the MPA are shown for homeowners and renters on the following pages. Renters are more likely to have no vehicle or fewer vehicles available, with 19% of renters not owning a vehicle.



**Table 15**

OWNER OCCUPIED HOUSING UNITS BY NUMBER OF VEHICLES AVAILABLE 2008 – 2012 ACS ESTIMATES									
Municipalities within MPA	Owner Occupied Housing Units	No Vehicle Available		1 Vehicle Available		2 Vehicles Available		3 or More Vehicles Available	
	#	#	%	#	%	#	%	#	%
Chatham	3,718	42	1%	806	22%	1,984	53%	886	24%
Clear Lake	84	1	1%	18	21%	51	61%	14	17%
Curran	66	3	5%	26	39%	25	38%	12	18%
Grandview	464	20	4%	165	36%	202	43%	77	17%
Jerome	639	25	4%	323	50%	209	33%	82	13%
Leland Grove	680	13	2%	167	25%	374	55%	126	18%
Riverton	969	14	1%	265	27%	549	57%	141	15%
Rochester	1,252	8	1%	269	21%	668	53%	307	25%
Sherman	1,279	0	--	204	16%	682	53%	393	31%
Southern View	573	12	2%	248	43%	242	42%	71	13%
Spaulding	275	3	1%	28	10%	176	64%	68	25%
Springfield	32,588	1,164	4%	11,411	35%	14,150	43%	5,863	18%
<b>TOTAL</b>	<b>42,587</b>	<b>1,305</b>	<b>3%</b>	<b>13,930</b>	<b>33%</b>	<b>19,312</b>	<b>45%</b>	<b>8,040</b>	<b>19%</b>

Source: U.S. Census Bureau, 2008-2012 American Community Survey

**Table 16**

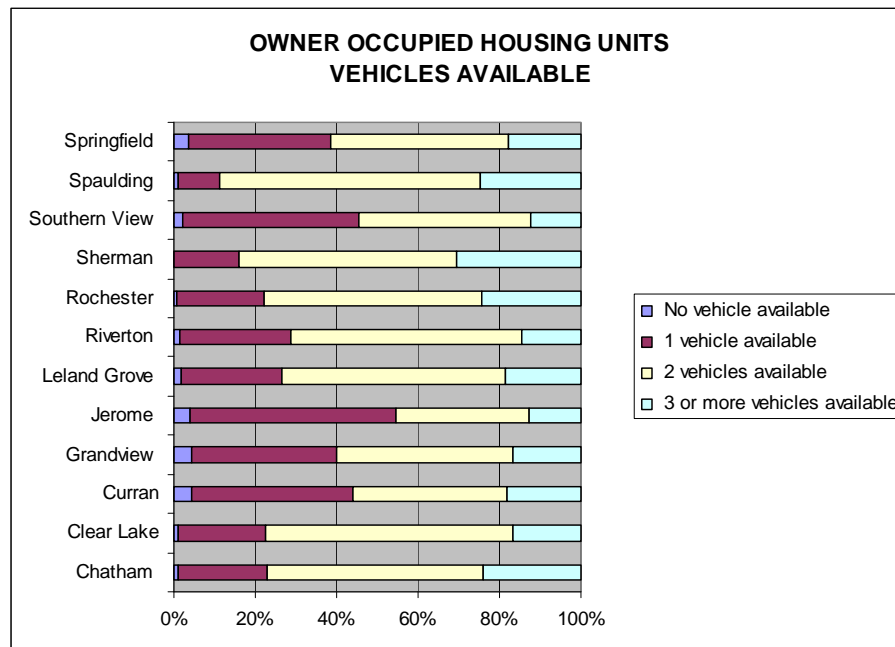
RENTER OCCUPIED HOUSING UNITS BY NUMBER OF VEHICLES AVAILABLE 2008 – 2012 ACS ESTIMATES									
Municipalities within MPA	Renter Occupied Housing Units	No Vehicle Available		1 Vehicle Available		2 Vehicles Available		3 or More Vehicles Available	
	#	#	%	#	%	#	%	#	%
Chatham	572	38	7%	312	54%	154	27%	68	12%
Clear Lake	18	2	12%	8	44%	8	44%	0	--
Curran	17	0	--	12	71%	5	29%	0	--
Grandview	176	47		72		52		5	
Jerome	157	15		81		52		9	
Leland Grove	73	0	--	55		14		4	
Riverton	441	0	--	305		136		0	--
Rochester	138	27		90		11		10	
Sherman	216	0	--	140		59		17	
Southern View	169	3		63		70		33	
Spaulding	21	0	--	13		8		0	--
Springfield	17,554	3,575	20%	9,873	56%	3,330	19%	776	5%
<b>TOTAL</b>	<b>19,552</b>	<b>3,707</b>	<b>19%</b>	<b>11,024</b>	<b>56%</b>	<b>3,899</b>	<b>20%</b>	<b>922</b>	<b>5%</b>

Source: U.S. Census Bureau, 2008-2012 American Community Survey

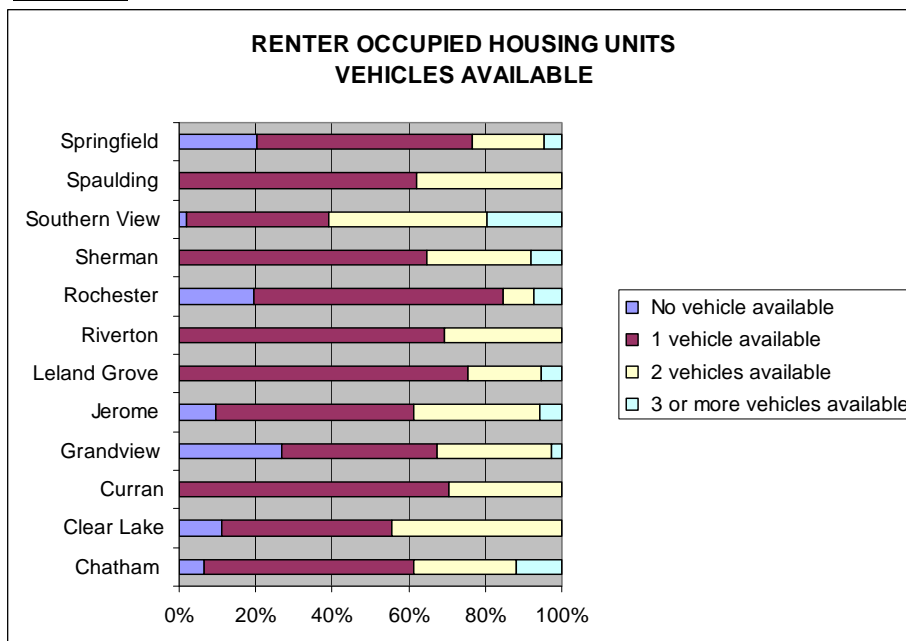




**Figure 4**



**Figure 5**



It is interesting to note the means of transportation our residents use to travel to work. As seen in Table 17 on the next page showing estimates from the American Community Survey, the number of people driving alone tops the chart at 57,795, over 81% of all workers. However, the people using other modes to commute are not insignificant. The 1,500 or so passengers commuting on public transit, 1,571 workers walking to their jobs, and 852 residents biking or using another means to get to work represent a number of jobs that any community would want to preserve and shows the importance of all modes in supporting economic opportunities for our residents.



**Table17**

<b>MEANS OF TRANSPORTATION TO WORK</b>							
<b>2008 – 2012 ACS ESTIMATE</b>							
<b>Municipalities within MPA</b>	<b>Number of Workers 16 Years and Older</b>	<b>Drove Alone</b>	<b>Carpooled</b>	<b>Public Transportation</b>	<b>Walked</b>	<b>Bicycle, Cab, Motorcycle, or Other</b>	<b>Worked At Home</b>
<b>Chatham</b>	6,209	5,181	715	2	0	14	297
<b>Clear Lake</b>	126	117	9	0	0	0	0
<b>Curran</b>	98	88	3	0	0	3	4
<b>Grandview</b>	698	548	61	34	18	21	16
<b>Jerome</b>	856	715	93	26	5	6	11
<b>Leland Grove</b>	897	691	106	31	0	27	42
<b>Riverton</b>	1,783	1,581	124	0	51	1	26
<b>Rochester</b>	1,910	1,656	99	0	23	20	112
<b>Sherman</b>	1,929	1,713	160	10	0	15	31
<b>Southern View</b>	850	725	75	3	16	6	25
<b>Spaulding</b>	459	404	50	0	3	0	2
<b>Springfield</b>	55,276	44,376	5,610	1,404	1,455	739	1,692
<b>TOTAL</b>	71,091	57,795	7,105	1,510	1,571	852	2,258
<b>% of Total</b>	100%	81%	10%	2%	2%	1%	3%
<i>Source: U.S. Census Bureau, 2008-2012 American Community Survey Estimate</i>							



The citizen survey conducted as one of the public engagement activities to advise creation of this Plan also indicated that 81% of workers primarily drove a personal vehicle and 2% primarily used SMTD buses.



## 4. EXISTING TRANSPORTATION NETWORKS

The transportation system in the Springfield Metropolitan Planning Area consists of several individual yet interconnected travel networks including roads, public transit, bicycle, pedestrian, rail, inter-city bus, and air. Some of these networks and interconnections are more developed than others but the first step in determining where improvements are needed is to evaluate existing conditions.





## 4.1 The Road Network

The road network is classified by function under definitions created by the Federal Highway Administration (FHWA) to establish expectations for roadway design and eligibility for federal transportation grants. “Our nation’s roadway system is a vast network that connects places and people within and across national borders. Planners and engineers have developed elements of this network with particular travel objectives in mind. These objectives range from serving long-distance passenger and freight needs to serving neighborhood travel from residential developments to nearby shopping centers. The functional classification of roadways defines the role each element of the roadway network plays in serving these travel needs.” (*Highway Functional Classification Concepts, Criteria and Procedures*; U.S. DOT FHWA; 2013)

(The functional classification as defined by FHWA may differ from functional classifications established by municipalities in comprehensive plans or land subdivision ordinances.)

The Springfield Metropolitan Planning Area is located at the heart of Central Illinois at the crossroads of two Interstates:

- I-55, which runs north-south from Chicago to New Orleans
- I-72, which runs east-west from Hannibal, MO to Champaign, IL where it connects to the larger cross-country Interstate network via I-74.

As shown in Table 18, there are 37 miles of Interstate in the Springfield Urbanized Area carrying a substantial amount of through traffic but also providing easy access for commuters, visitors, and freight haulers. This number grew when the former Central Illinois Expressway, built as an extension of I-72 west of I-55, was designated an Interstate and with the expansion of the Urbanized Area boundaries. Additional Interstate miles are not anticipated to be built in the area. While only 3% of road miles are on Interstates, nearly one-third of Daily Vehicle Miles Traveled (DVMT) - the number of miles traveled on each roadway based on traffic volume and road miles - are on Interstates. The DVMT continues to increase with a growth of 64% on Interstates over the past 10 years.

Principal arterials and minor arterials move traffic through the Urbanized Area using an interconnected network of major roads including state highways, county highways, multi-lane roads, and connectors. There are 234 miles in this tier of the road network, a number that has gradually increased as development has occurred and existing roads have been expanded or upgraded to handle the increased traffic. Some examples of arterial roads are:

- Veterans Parkway/Illinois 4
- Jefferson/Madison/Clear Lake Corridor
- Wabash Avenue
- 5<sup>th</sup> Street/6<sup>th</sup> Street
- Dirksen Parkway
- South Grand Avenue

Arterials comprise one-fifth of the road network while handling one-half of the DVMTs. DVMTs on arterials have remained fairly steady over the 10-year period.

Collectors are roadways that connect traffic from neighborhoods and commercial areas to arterials. Collectors run completely through areas between arterials to funnel local traffic to the higher capacity network. Some examples of collectors are:

- 4<sup>th</sup> Street in Southern View



- 15<sup>th</sup> Street in Springfield
- Iles Avenue in Jerome
- Laurel Street in Leland Grove and Springfield
- Lindbergh Boulevard and Westchester Boulevard in Springfield
- Plummer Boulevard in Chatham
- Oak Hill Road in Rochester

Collectors are 11 % of the road network and carry 6% of DVMT. DVMT for collectors has decreased by about one-third since 2003.

All remaining roads (not classified as Interstate, arterial, or collector) are considered local roads and account for the largest percentage of all roadways, 64%. Local roads provide access to adjacent properties in neighborhoods and commercial areas and carry no through traffic. As our communities develop the number of local roads increase. In the past 10 years an additional 200 miles of local roads have been built representing a 38% increase. DVMTs on local roads have decreased by 26%, however.

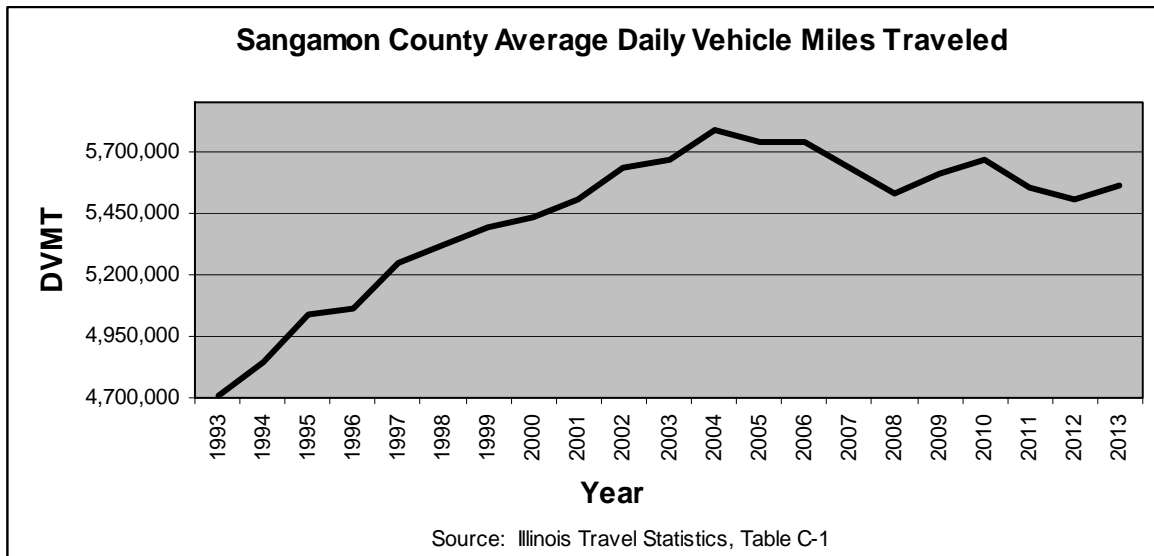
**Table 18**

<b>SPRINGFIELD URBANIZED AREA</b> <b>DVMT AND MILES OF ROADWAY BY FUNCTIONAL CLASSIFICATION</b> <b>2003 - 2013</b>							
<b>Roadway Classification</b>	<b>Statistic</b>	<b>2003</b>	<b>2008</b>	<b>2013</b>	<b># Change 2003-2013</b>	<b>% Change 2003-2013</b>	<b>2013 % of Total</b>
<b>Interstates</b>	DVMT	754,747	1,170,482	1,236,436	481,689	64%	31%
	Miles	20.94	36.91	36.91	16	76%	3%
	DVMT/Mile	36,043	31,712	33,499	-2,545	-7%	
<b>Principal Arterials</b>	DVMT	1,101,834	1,133,112	1,186,676	84,842	8%	29%
	Miles	67.74	72.03	78.19	10	15%	7%
	DVMT/Mile	16,266	15,731	15,177	-1,089	-7%	
<b>Minor Arterials</b>	DVMT	977,559	920,309	900,898	-76,661	-8%	22%
	Miles	134.12	148.04	156.00	22	16%	14%
	DVMT/Mile	7,289	6,217	5,775	-1,514	-21%	
<b>Collectors</b>	DVMT	352,310	295,286	234,720	-117,590	-33%	6%
	Miles	124.74	133.98	128.51	4	3%	11%
	DVMT/Mile	2,824	2,204	1,826	-998	-35%	
<b>Local Roads</b>	DVMT	377,972	477,978	478,052	100,080	26%	12%
	Miles	521.26	685.04	721.10	200	38%	64%
	DVMT/Mile	725	698	663	-62	-9%	
<b>TOTAL</b>	DVMT	3,564,422	3,997,167	4,036,782	472,360	13%	100%
	Miles	868.80	1,076.00	1,120.71	252	29%	100%
	DVMT/Mile	4,103	3,715	3,602	-501	-12%	
<i>Source: IDOT travelstats</i>							

Average Daily Vehicle Miles Traveled in Sangamon County over the past 20 years are shown in Figure 6. There was a steady increase in travel from 1993 to 2004 with a total increase of over 1 million DVMTs. Fluctuations have occurred since with a noticeable dip in 2008 paralleling a downturn in the economy indicating a strong link between employment and vehicle use.



**Figure 6**



Each roadway is under the jurisdiction of a local governmental body. Statistics related to roadway jurisdiction in all of Sangamon County are available from the Illinois Department of Transportation and are shown in Table 19 below for 1993 and 2013. The largest percentage of roads falls under township jurisdiction, although as property has been annexed to municipalities this number has decreased. A 6% drop in township maintained road miles occurred during this 20-year period. County road mileage has also decreased but on a much smaller scale and 10% of road miles are currently under County jurisdiction. As municipalities annex property they also annex roadways. This has resulted in a 51% increase in municipal road responsibility since 1993. Municipal roads currently comprise 36% of all road miles in Sangamon County and this number will continue to grow. Thirteen percent of road miles, including Interstates, are maintained by the Illinois Department of Transportation. Some of these miles are within communities. When deemed advantageous by both parties the State will transfer jurisdictional control to the municipality. This accounts for the 5.7% decrease in State roads since 2003.

**Table 19**

<b>MILES OF ROADWAY BY JURISDICTION IN SANGAMON COUNTY</b>					
<b>Jurisdiction</b>	<b>1993 Miles of Roadway</b>	<b>1993 % of Total</b>	<b>2013 Miles of Roadway</b>	<b>2013 % of Total</b>	<b>% Change 1993-2013</b>
<b>State</b>	342.78	15%	323.34	13%	-5.7%
<b>County</b>	258.02	11%	253.97	10%	-1.6%
<b>Township</b>	1,118.95	48%	1,048.37	41%	-6.3%
<b>Municipal</b>	596.85	26%	899.24	36%	50.7%
<b>Total</b>	2,316.60	100%	2,524.92	100%	9.0%

Source: IDOT travelstats



## 4.2 The Rail Network

### Passenger Service

Amtrak offers direct passenger train service for the Springfield area along the Chicago-St. Louis corridor. Five trains operate daily: the *Lincoln Service*, supported by the Illinois Department of Transportation, runs four round-trip trains between Chicago and St. Louis (301, 303, 305, & 307) and the *Texas Eagle* runs one round-trip train between Chicago and San Antonio, Texas (21). The train schedules, effective as of June 2014, are shown in the following table.

**Table 20**

AMTRAK SCHEDULES										
STATION	SOUTHBOUND TRAIN					NORTHBOUND TRAIN				
	301	303	21	305	307	300	302	22	304	306
Chicago	7:00	9:25	1:45	5:15	7:00	10:00	12:20	1:52	8:40	11:10
Summit	--	9:48	--	5:37	7:22	9:24	11:44	--	7:51	10:27
Joliet	7:57	10:15	2:40	6:05	7:50	8:59	11:19	12:56	7:26	10:02
Dwight	--	10:49	--	6:39	8:24	8:17	10:32	--	6:41	9:22
Pontiac	--	11:06	3:27	6:56	8:41	7:59	10:14	11:39	6:23	9:04
Normal	9:14	11:39	4:04	7:29	9:14	7:31	9:46	11:08	5:56	8:36
Lincoln	--	12:10	4:37	8:02	9:47	7:01	9:06	10:25	5:25	8:01
Springfield	10:15	12:50	5:14	8:39	10:24	6:33	8:38	9:55	4:57	7:33
Carlinville	--	1:28	5:49	9:19	11:04	5:51	7:56	9:15	4:15	6:46
Alton	11:22	1:59	6:22	9:50	11:35	5:21	7:26	8:43	3:46	6:16
St. Louis	12:20	3:00	7:21	10:45	12:30	4:35	6:40	7:55	3:00	5:30
Little Rock			3:10					11:39		
Dallas			11:30					3:20		
San Antonio			9:55					7:00		

AM

PM

Source: Amtrak, Effective June 2014

In addition to providing service along the Chicago to St. Louis corridor, Amtrak also provides a daily connecting bus from the Springfield Amtrak station to the Galesburg Amtrak station for passengers traveling to destinations west of Illinois on the *California Zephyr* and *Southwest Chief* long distance routes. These respective trains serve the following major cities:

California Zephyr: Omaha, Denver, Salt Lake City, Sacramento, terminates in Emeryville, CA, near Oakland and San Francisco

Southwest Chief: Kansas City, Albuquerque (with a non-Amtrak rail connection to Santa Fe), San Bernardino, terminates at Los Angeles Union Station







**Table 21**

AMTRAK BUS CONNECTOR TO GALESBURG TRAINS			
Bus Departs	Bus Arrives	Train	Train Departs
Springfield 11:15 A.M.	Galesburg 1:30 P.M.	California Zephyr	4:38 P.M.
		Southwest Chief	5:38 P.M.
Train	Train Arrives	Bus Departs	Bus Arrives
California Zephyr	11:31 A.M.	Galesburg	Springfield
Southwest Chief	12:08 P.M.	2:15 P.M.	4:35 P.M.

Maps of the Illinois passenger rail network and of the U.S. passenger rail network are shown on pages 44 and 45.

The table below shows the number of passengers boarding and de-boarding trains at the train station in Springfield. The number of passengers traveling on Amtrak through the Springfield station increased 133% between 2003 and 2013. The largest increase occurred in 2007 after the State of Illinois began subsidizing the *Lincoln Service* and two trains (four one-way trips) were added. According to “Amtrak Factsheets” ridership on the state-financed *Lincoln Service* trains more than doubled state-wide in 2007. Ridership continues to increase with 2011 the only year that there was a decrease in passengers traveling through the Springfield station. This may have been due to construction along the rail corridor that required passengers to take buses around these areas.

**Table 22**

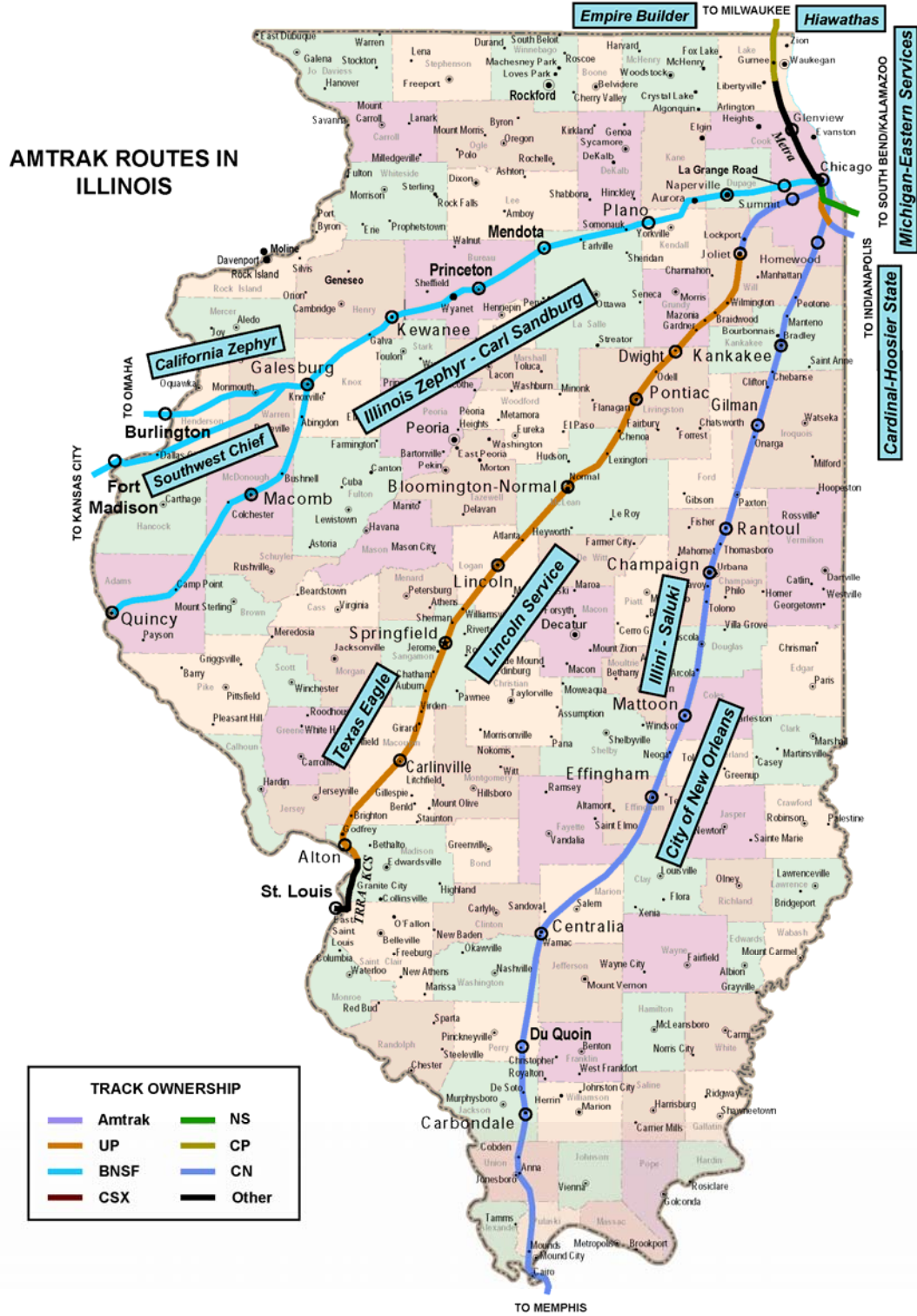
AMTRAK RIDERSHIP AT SPRINGFIELD STATION			
Fiscal Year	Boarding & Alighting	Change from Previous Year	
2003	86,733	5,329	6%
2004	98,623	11,890	14%
2005	110,182	11,559	12%
2006	110,276	94	-
2007	141,936	31,660	29%
2008	157,540	15,604	11%
2009	170,550	13,010	8%
2010	190,172	19,622	12%
2011	159,444	(30,728)	(16%)
2012	192,216	32,772	21%
2013	202,095	9,879	5%
Source: Amtrak Fiscal Year Factsheets			

“The brick Amtrak station in downtown Springfield was constructed for the Chicago and Alton Railway in 1895. It was served by successor companies, including the Gulf, Mobile and Ohio Railway and the Illinois Central Gulf Railroad, until Amtrak took over passenger service in 1971. In 2009, the city put forward a plan to improve the appearance of the station—the first major renovation in more than two decades. Most of the work took place in 2011 and included: tuck-pointing of the brick walls; roof replacement; installation of new exterior and interior lighting to improve safety; enhanced ADA access, including new doorways; repainting of the waiting room and refinishing of the wooden passenger benches; and restoration of the mural over the ticket office. Outside, landscaping and benches were installed along the platform and the parking lot was repaved. By restriping the lot, planners were able to create an additional 20 spots and improve the traffic flow.” (*Amtrak: [www.greatamericanstations.com](http://www.greatamericanstations.com)*) The station facility, parking, and rail line that Amtrak operates on are all owned by Union Pacific.

The Amtrak station is served by several SMTD bus routes and is just a few blocks from the SMTD transfer centers. Pedestrian access is available through a well-connected sidewalk system in the downtown area. Bicycle lanes were recently installed on 2<sup>nd</sup> Street, one block to the west. These lanes connect to the bicycle accommodations on Laurel Street, providing a safe, although limited biking connection to the train station. As the bicycle network expands access will improve.



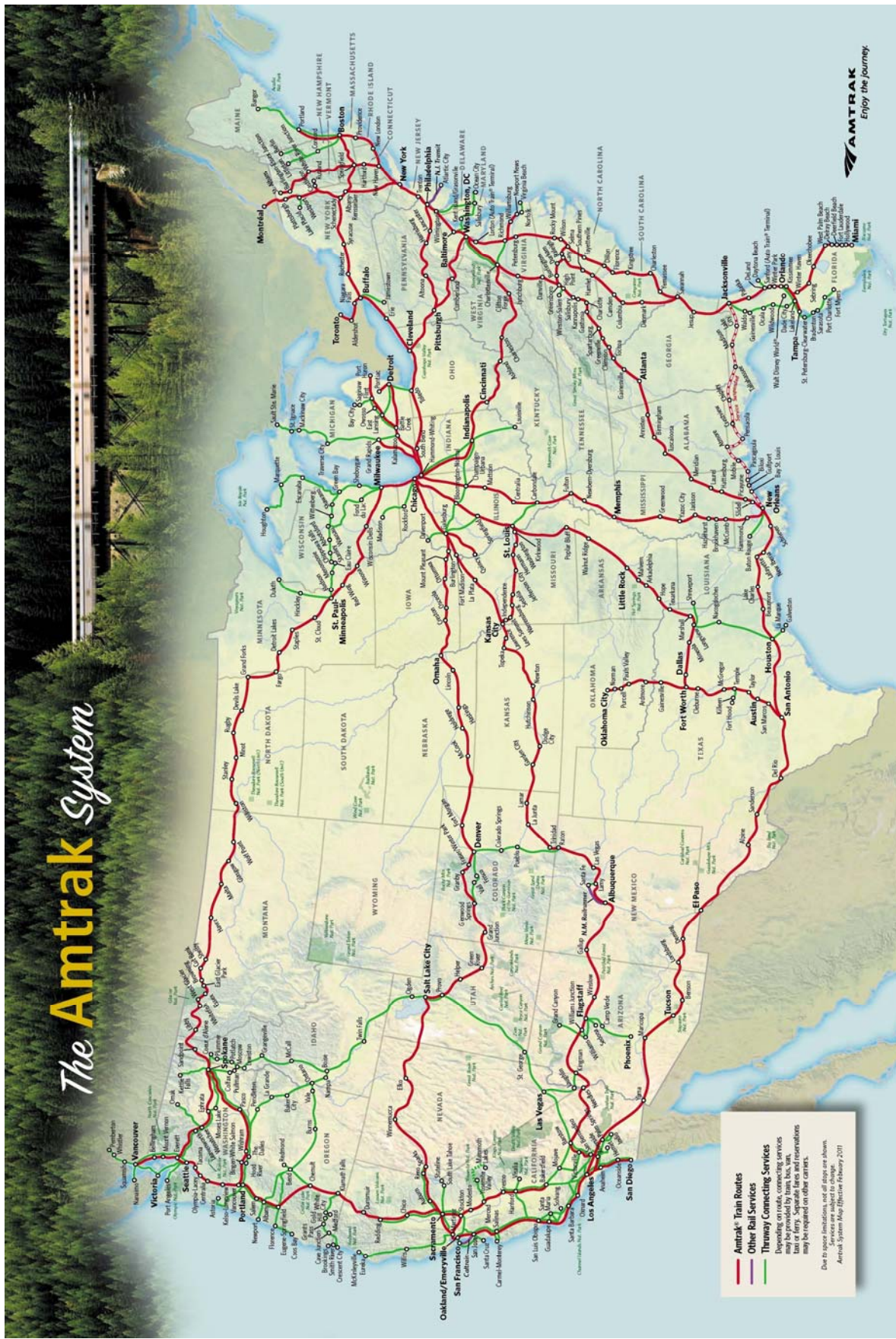
## Map 9



--Amtrak Government Affairs, summer 2011



Map 10





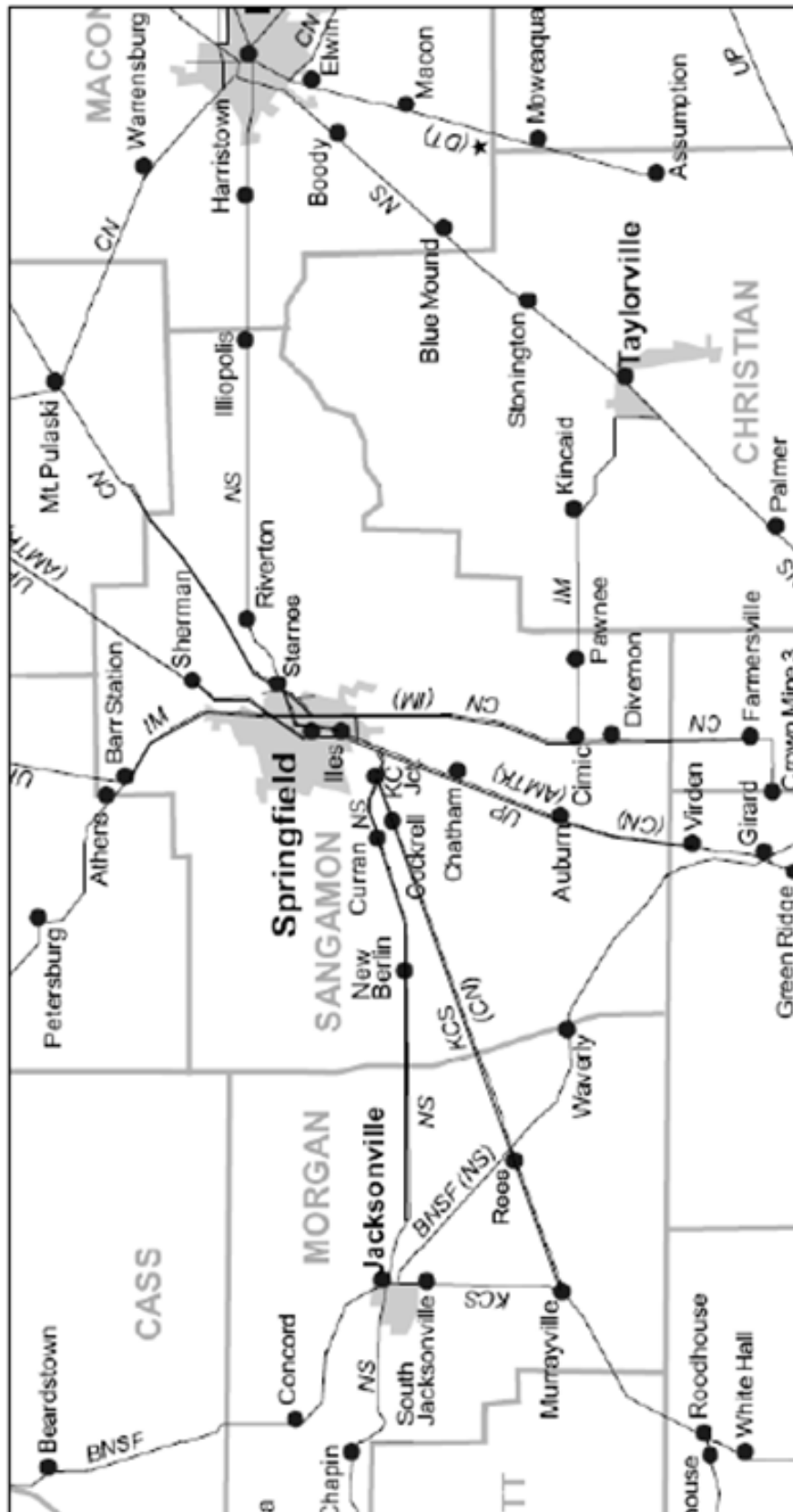
## **Freight Service**

Five rail freight companies maintain tracks in the MPA and through Sangamon County. The map on the following page shows the locations and regional connectivity of these lines:

- Canadian National Illinois Central (CN/IC) Rail Corridor – The Canadian National rail network extends from Chicago to the gulf ports of New Orleans, Louisiana and Mobile, Alabama. The railroad also stretches westward to Sioux City, Iowa and Omaha, Nebraska. The Canadian National maintains a rail yard in Springfield south of Moffat Avenue and west of the Adams Wildlife Sanctuary.
- Illinois Midland (IM) Rail Corridor – IM is a shortline railway serving Peoria, Springfield, and Taylorville. It operates freight services on 120 miles of track. Connections are made with UP, KCS, and NS. IM maintains a rail yard in Springfield south of North Grand Avenue between 15<sup>th</sup> Street and 19<sup>th</sup> Street.
- Kansas City Southern (KCS) Rail Corridor – KCS is the smallest of the Class I railroads serving the central and south central U.S. It provides service from Springfield to Kansas City and points south along the Gulf into Mexico.
- Norfolk Southern (NS) Rail Corridor – NS is a major Class I railroad with extensive intermodal connections throughout mostly the eastern United States. The railway links customers in the Springfield area to all major eastern container ports and West Coast rail partners providing access to markets around the world. NS maintains a rail yard east of 11<sup>th</sup> Street between Cook Street and South Grand Avenue.
- Union Pacific (UP) Rail Corridor (also carries Amtrak trains) – UP is the largest Class I railroad network in the United States. The rail's main line tracks cover most of the central and western U.S. and extend from Chicago to St. Louis through Illinois. UP maintains a rail yard north of Sangamon Avenue.

## Map 11

### MPA FREIGHT RAIL CORRIDORS AND REGIONAL CONNECTIVITY



Source: "Economic Corridor and Freight Study" (Hanson)





### 4.3 The Bicycle Network

In the 2035 Long Range Transportation Plan SATS called for development of a Bicycle and Pedestrian Plan to begin creation of networks for these two travel modes. Although several multi-use trails had been built and some bike lanes were included in a few road projects, a comprehensive, multi-jurisdictional approach had not been considered. A final Plan was adopted in August, 2012 and the bicycle network is beginning to develop. The current network is illustrated on the following page and includes:

- Multi-use Trails
- Bike Lanes
- Paths
- Combined Parking/Bike Lanes
- Shared Lane Markings (also called Sharrows)

Table 23 below shows progress made on creating a bicycle network since the 2035 Long Range Transportation Plan was prepared in 2010.

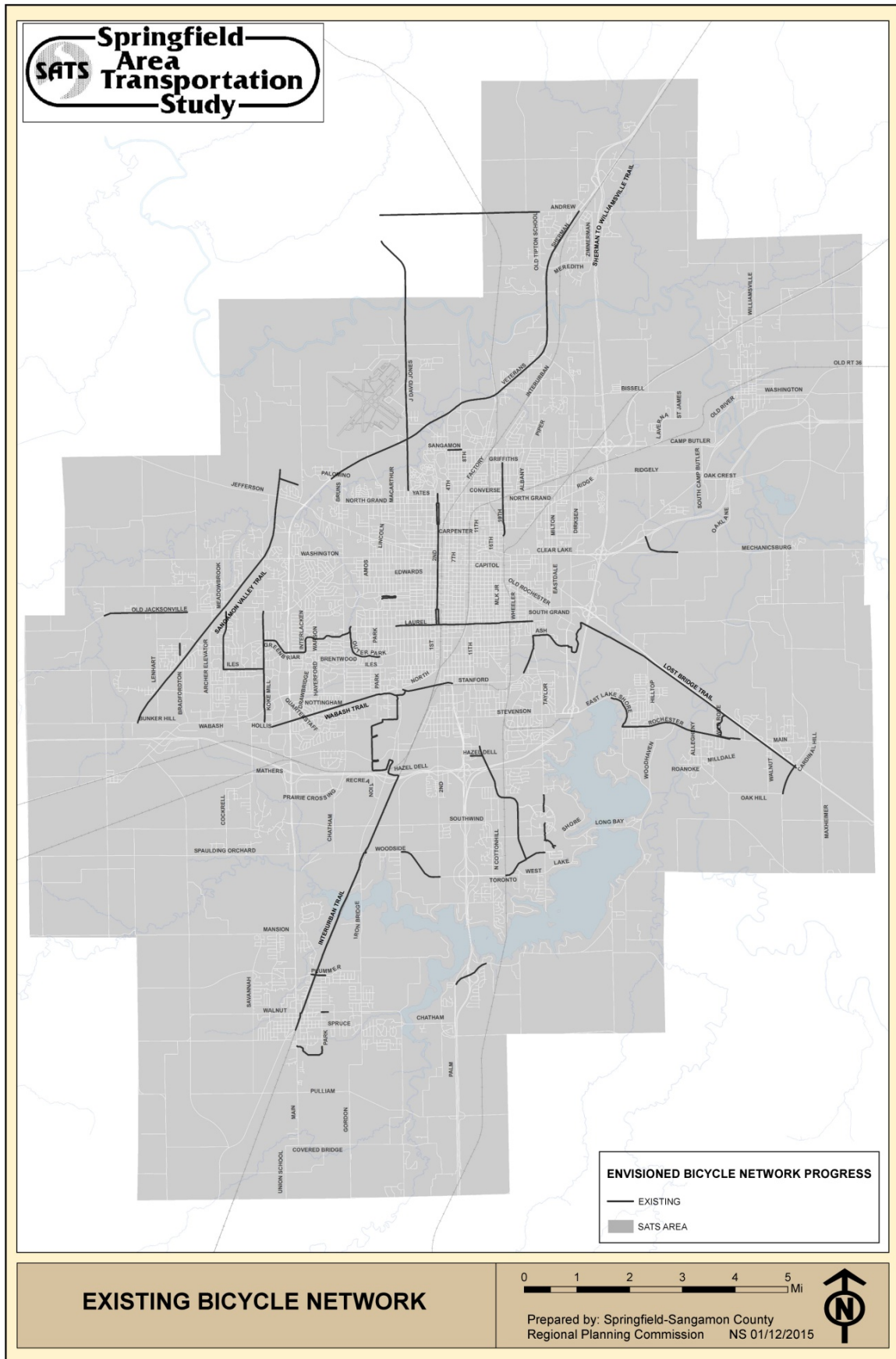
**Table 23**

BIKEWAY MILES IN THE MPA					
Year	Multi-use Trails	On-road Facilities	Sidepaths	Wide Shoulders	Total
2009	15.9 miles	7.6 miles *	5.3 miles	6.0 miles	34.8 miles
2014	23.9 miles	17.6 miles**	6.4 miles	22.2 miles	70.1 miles

\* Bike lanes only, no other facilities had been built

\*\* Bike lanes, shared lanes, parking/bike lanes

**Map 12**





#### 4.4 The Pedestrian Network

In the SATS Bicycle and Pedestrian Plan adopted in 2012 a Priority Pedestrian Network (PPN) was identified. That Plan notes: “Facilities for pedestrians are important and are needed everywhere. Designating specific routes for the PPN, however, is intended to establish a well-defined network with safety and comfort amenities (described in Appendix E *of that Plan*) and road crossing accommodations (described in Appendix F *of that Plan*) that support and encourage pedestrian travel while placing emphasis on interconnected corridors that enable pedestrians to navigate our communities, access bus stops, reach key destinations, and travel throughout the entire area. A PPN allows local jurisdictions to plan and prioritize projects that contribute to the interconnected, multi-jurisdictional walking system.”

The PPN consists mainly of sidewalks but also includes sidepaths and multi-use trails. In identifying corridors to include on this network particular attention was given to accessing schools, recreational areas, economic activity centers, bus stops, neighborhoods, and communities.

Putting emphasis on an interconnected system of travel for pedestrians is not meant to minimize the importance of sidewalks within and between residential and commercial developments. These are viewed the same as local roads – facilitating travel within areas and connecting travelers to the greater network stretching throughout the entire MPA.

Existing portions of the Priority Pedestrian Network are shown on the following page.



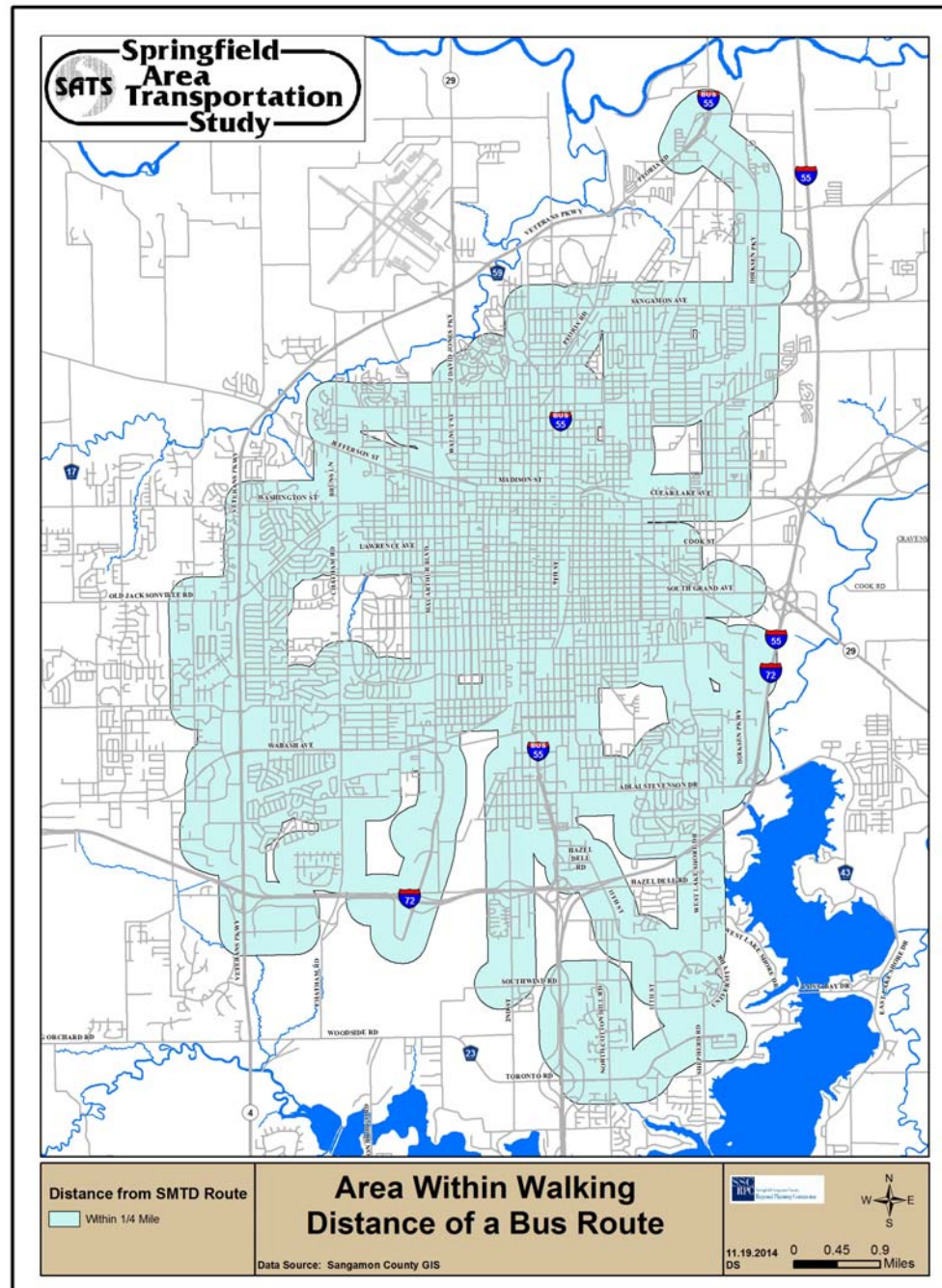




## 4.5 The Mass Transit Network

The Springfield Mass Transit District (SMTD) serves as the designated provider of public transportation for the urbanized area within the SATS MPA. The district boundaries as established in 1968 encompass an area of 79.48 square miles. The 2010 Census indicated that there were 120,125 people living within the SMTD boundary and an additional 41,860 people in the urbanized area outside of the District boundary, for a total of 161,985 in the SMTD service area. The District provides service to most major residential and employment areas within its boundaries. Route coverage reaches within a ¼ mile of 97,390 people as shown below.

**Map 14**





The District is served by 17 regular daytime service routes, a special Historic Sites Route and a Saturday only route to Southwind Park. All of these daytime routes currently originate and terminate at a downtown on-street transfer center located near the intersection of 5th Street and Capitol Avenue. An additional 16 supplementary service routes provide limited service Monday through Friday. Supplementary service routes assist on heavily traveled fixed route corridors during peak periods and provide transit to and from places that generate large numbers of passengers at specific times, but are not serviced by fixed routes. These supplementary service routes originate and terminate at various locations throughout the District and typically only consist of one or two departures per day. The District also operates 5 separate transit routes on weeknights. Nighttime routes originate and terminate at an on-street transfer center located on Washington Street between 5th Street and 6th Street to the north of the Old State Capitol. Day service operates Monday through Saturday from 6:00 AM to 6:00 PM and night service operates from 6:45 PM to 11:30 PM Monday through Friday. All SMTD buses are wheelchair accessible and include front mounted bicycle racks that can accommodate up to two bicycles at a time. Total ridership for FY-2014, exclusive of the supplementary service routes showed a total fixed line passenger count of 1,826,918. Maps which are inclusive of all the currently operated routes are included on pages 54 and 55.

The Springfield Mass Transit District also provides paratransit service through Access Springfield within the entire SMTD boundary and within  $\frac{3}{4}$  of a mile of any SMTD fixed route regardless of the SMTD boundary as required by law to comply with the Americans with Disabilities Act of 1990. Access Springfield provides origin-to-destination service. Drivers may assist riders when boarding and alighting from the vehicle and in securing wheelchairs. Drivers will also assist riders who do not travel with a personal aide with entry into inaccessible doors. Drivers may not enter residences or provide assistance beyond the door. A map of the SMTD Boundary and Access Springfield Boundary is on the map on page 56. Access Springfield operates from 6:00 AM to Midnight, Monday through Friday and 6:00 AM to 6:00 PM on Saturday. Access Springfield completed 69,137 passenger trips in FY-2014.

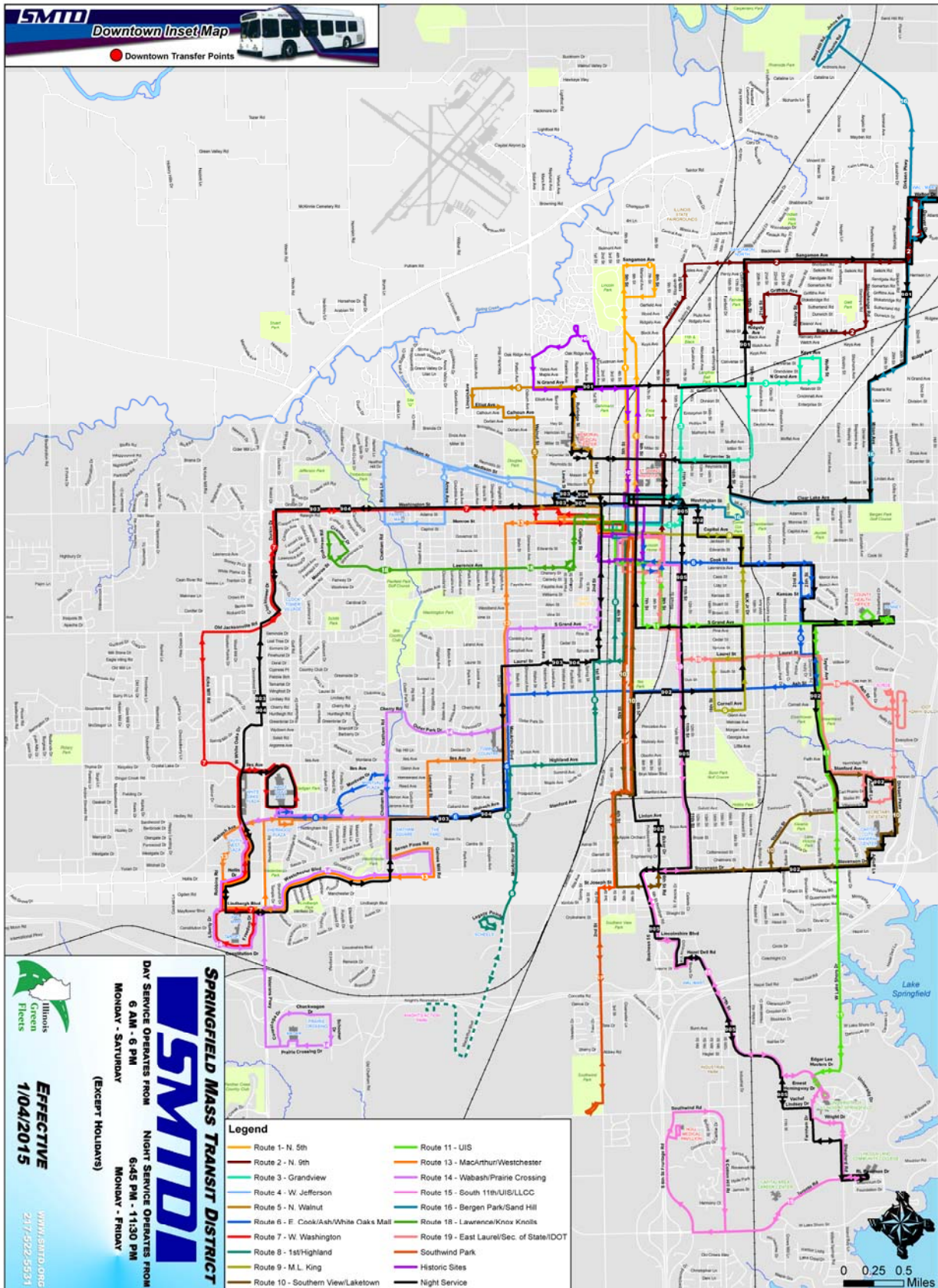
The table below shows SMTD and Access Springfield ridership over the last five years.

**Table 24**

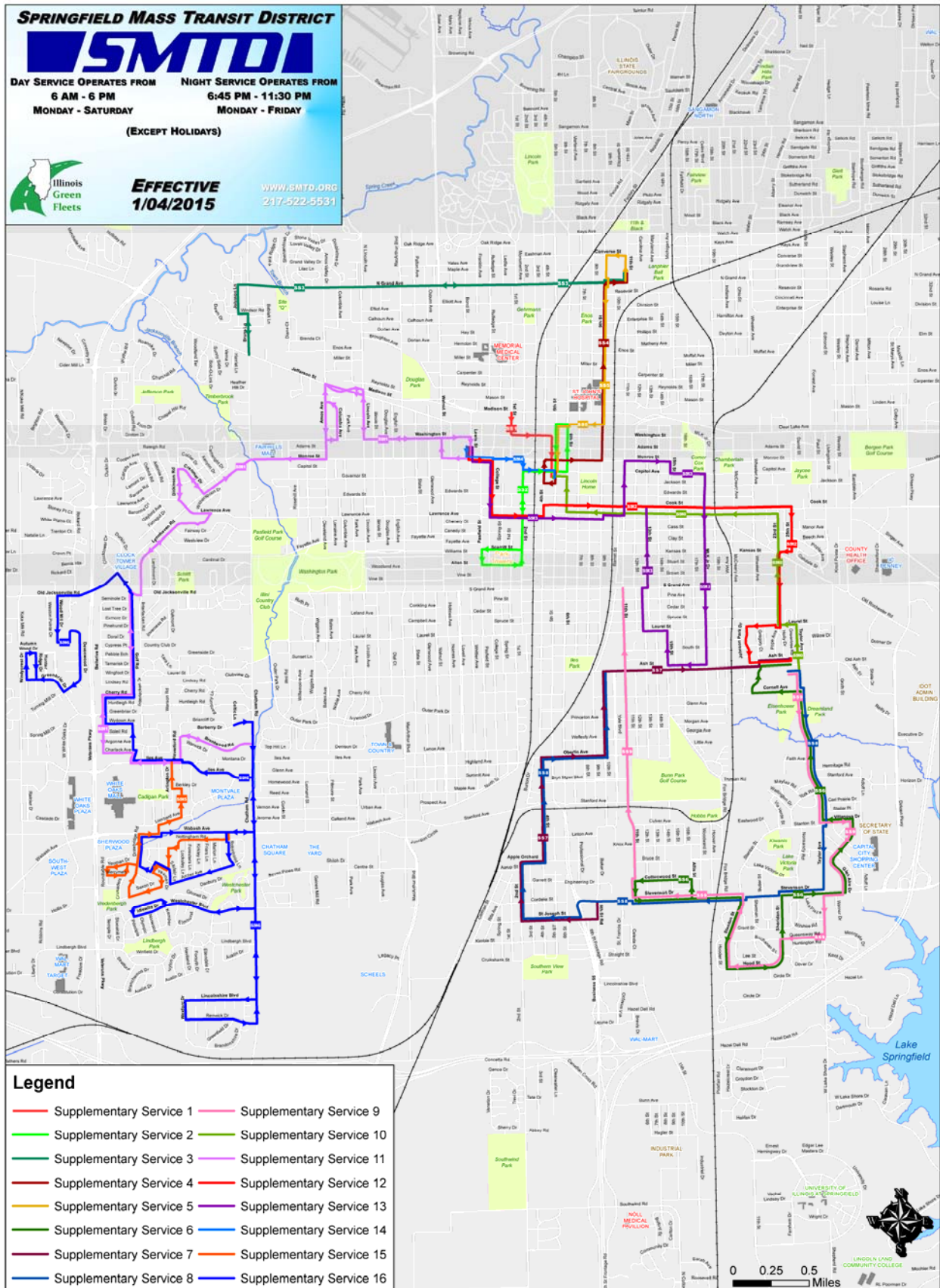
FIXED LINE AND ACCESS SPRINGFIELD RIDERSHIP						
Year	Fixed Line Passengers	Change from Previous Year		Access Springfield Passengers	Change from Previous Year	
		#	%		#	%
<b>FY-10</b>	1,620,364	--	--	57,833	--	--
<b>FY-11</b>	1,644,238	23,874	1.5	58,620	787	1.4
<b>FY-12</b>	1,870,034	225,796	13.7	60,118	1,498	2.6
<b>FY-13</b>	1,799,810	(70,224)	(3.8)	63,584	3,466	5.8
<b>FY-14</b>	1,826,918	27,108	1.5	69,137	5,553	8.7



**Map 15**

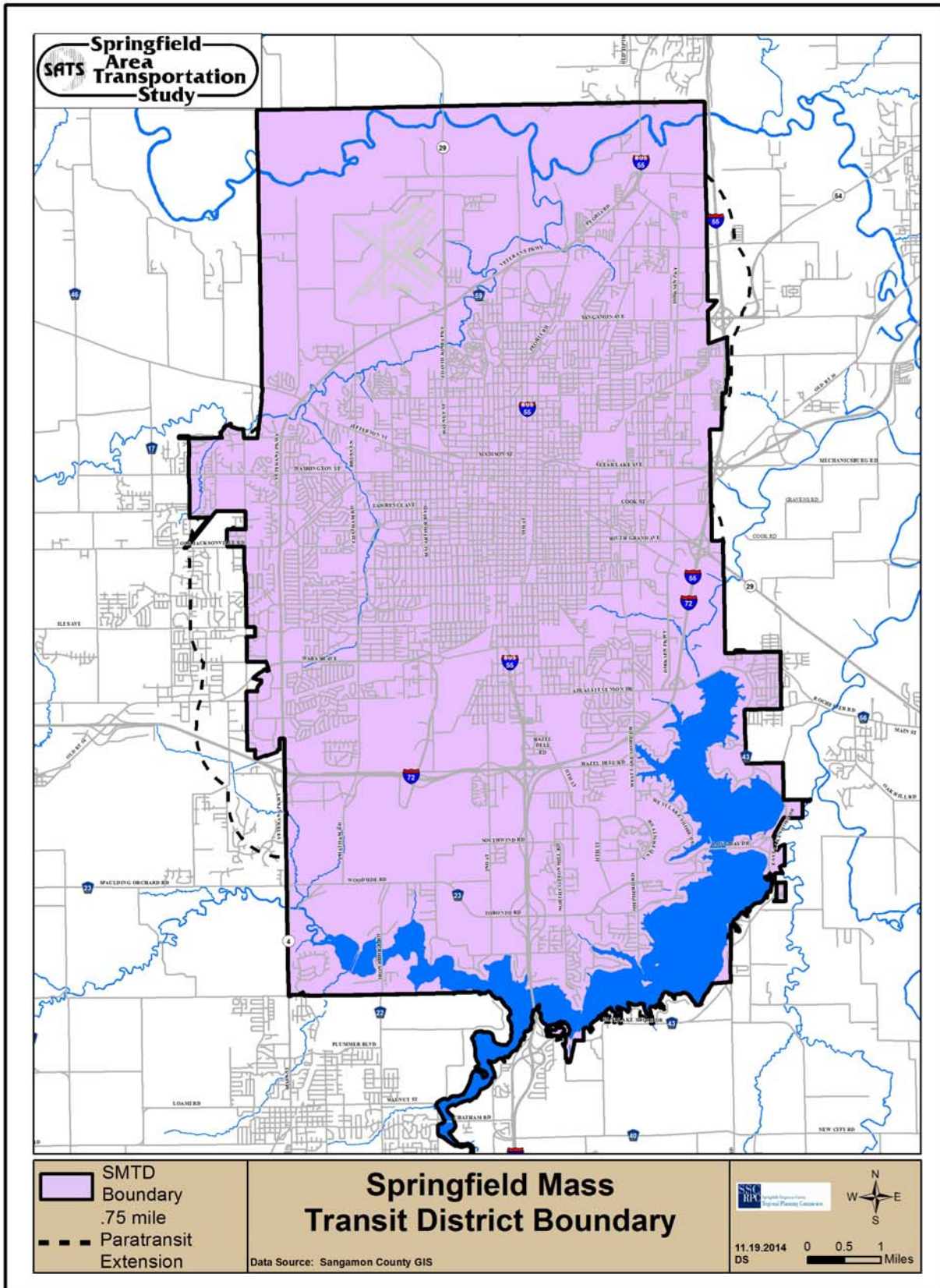


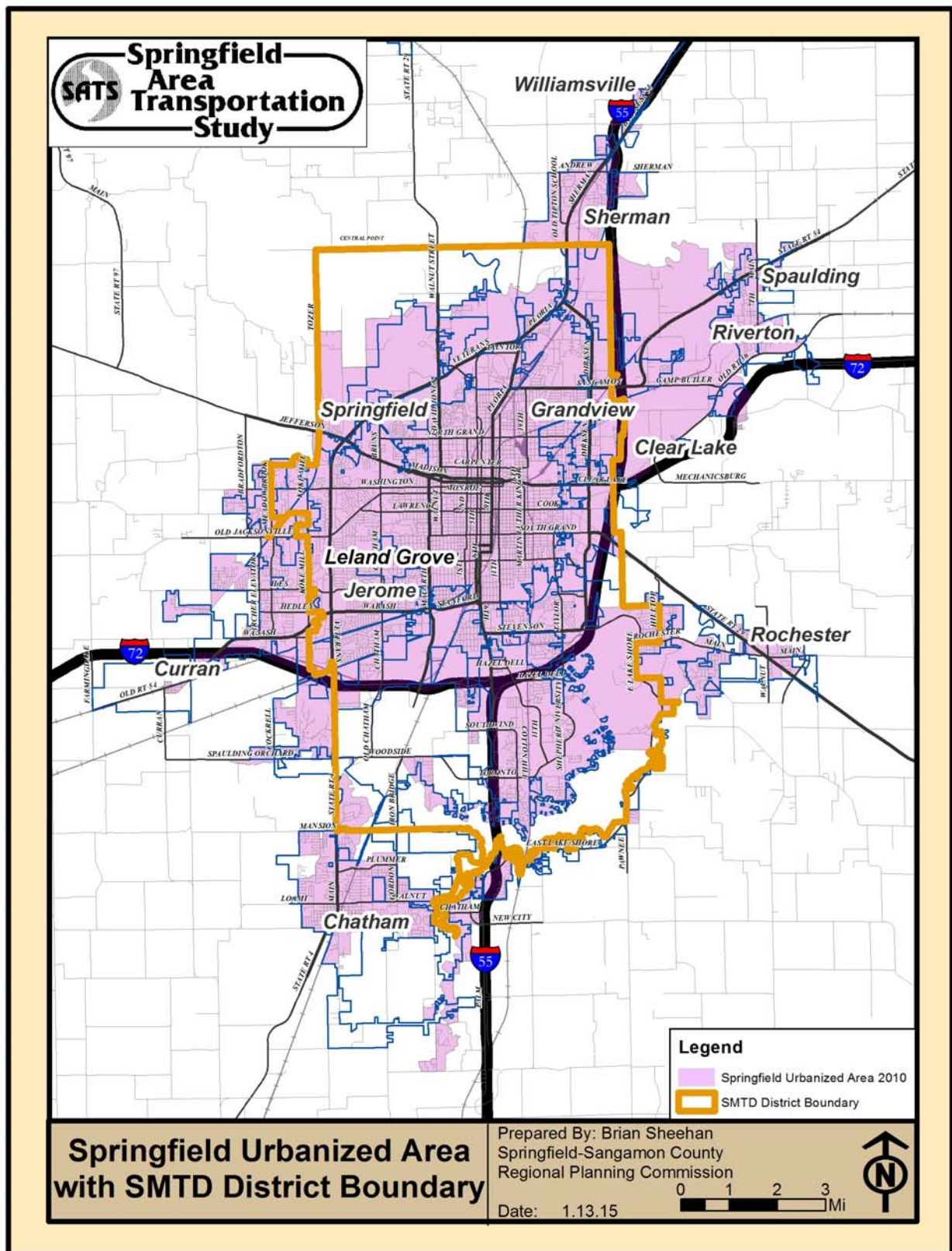
## Map 16





**Map 17**







The current fare structure for the fixed route and paratransit services are:

### **SMTD FARE STRUCTURE**

#### **CASH FARE**

Age 5 and Over .....	\$1.25
Age 4 and Under	
1 or 2 Children with Adult .....	FREE
More Than 2 Children.....	60¢
Age 65 and Over .....	60¢
Disabled* .....	60¢
Benefits Access ID** .....	FREE
Medicare Card Holders .....	60¢
Transfers .....	FREE

\* With Medicare card or SMTD ID.

\*\* Benefits Access ID can be obtained at the SMTD Office.

#### **PASSES**

Three types of bus passes are color-coded for easy identification.

DISCOUNT PASS (yellow) .....	20 rides/\$20.00
DISABLED PERSON (blue) .....	20 rides/\$12.00
SENIOR PASS (peach) .....	20 rides/\$12.00

### **ACCESS SPRINGFIELD FARE STRUCTURE**

#### **CASH FARE**

ADA Eligible Rider.....	\$2.50
Personal Assistant for ADA Eligible Rider.....	FREE
Companion of ADA Eligible Rider.....	FREE
NON-ADA Eligible Rider.....	\$5.00
Children 0-5 years old.....	FREE
Children 6-12 years old.....	\$1.25
Children 13 and older.....	\$2.50

#### **PASSES**

ACCESS SPRINGFIELD PASS .....	10 rides/\$25.00
-------------------------------	------------------



## Regional Maintenance Center

The SMTD, in conjunction with the Illinois Department of Transportation (IDOT), developed a regional maintenance demonstration program for paratransit vehicles operated by agencies within a 60-mile radius of Springfield. The need for such a program became apparent because of the lack of technically sophisticated maintenance services available to many of the small, rural paratransit operators of these vehicles. IDOT representatives believed that the expertise required for these vehicles was available at the urban transit properties, many of whom operate the same vehicles in their complementary ADA service. The availability of technical expertise, concentrated in one urban public transit service department, provides the opportunity for quality service at the lowest possible cost. IDOT chose the Springfield Mass Transit District to pilot the program. Response to the program has been overwhelming positive and the program has been replicated at other urban systems in the state. This service is available to any nonprofit grantee within a 60-mile radius of Springfield, Illinois. Agencies that receive Section 5310 paratransit vehicles or 5311 operating funds from IDOT's CVP program are given first priority in scheduling repairs. The intent of this project is to serve as a maintenance resource center for non-routine maintenance and repair. This program is not designed to compete with local private repair shops for routine service. The only instances a routine maintenance item would be contemplated would be: (1) if while in the completion of a major repair on a vehicle it would be determined, by both parties, that it would be advantageous in cost, time and/or safety to have the item repaired at that time; (2) if the vehicle owner determines that the needed maintenance could not be repaired satisfactorily by another source.







## 4.6 Air Transportation

### Passenger Service

The Springfield Airport Authority owns and operates the Abraham Lincoln Capital Airport (airport identifier SPI). The airport is situated on 2,408 acres of land three miles northwest of downtown Springfield. The main entrance is located off Illinois Route 29, a two-lane highway that widens to four lanes as it approaches the airport from the north and continues south into Springfield. Construction of the last segment of Illinois 4/Veterans Parkway improved access to the airport from the northeast and Interstate 55. There is no public transit service to the airport at this time. Taxicabs, hotel shuttles, and auto rentals are available. The airport's main entrance road was relocated to accommodate development on the adjacent military base. The road reconfiguration resulted in some modifications to the main parking lot, which included the construction of an overflow parking lot on the east part of the passenger terminal complex. All spaces are considered long-term/short-term parking and are free of charge. The airport's passenger terminal and commercial aircraft serving the facility are accessible to people with disabilities, and the airport continues to make improvements annually to the terminal building and associated facilities.

The main passenger terminal was refurbished in 2004 and received minor renovations in 2010 and 2013. The terminal building currently houses the Airport Authority offices, airline ticket counters and offices, a passenger services center and gift shop, Sky Club members-only lounges, car rental counters and offices, Transportation Security Administration offices, Federal Aviation Administration offices, Prairie Analytical, a Subway sandwich shop, a flight training school as well as other smaller tenants. Abraham Lincoln Capital Airport is also home to two full-service fixed based operators (FBOs) providing aircraft fueling, flight training aircraft maintenance, charter service, and other aviation related services; and one full-service maintenance, refurbishing, and overhaul (MRO) station that specializes in business aircraft engine repair, avionics, interior customization and external refinishing and painting. There are also an estimated 145 general aviation aircraft based on the field. The airport is home to the Illinois Air National Guard's 183rd Fighter Wing and the Illinois Department of Transportation's Division of Aeronautics' engineering offices and flight operations. The Airport Authority is in the early stages of various studies that are evaluating the feasibility of future development in the airport's commerce park located in the airport's south quadrant that is adjacent to Veterans Parkway.

Three airlines currently provide commercial air service to Springfield (SPI) that collectively offer approximately 38 weekly departing flights from Springfield. United Airlines provides daily service to Chicago O'Hare International Airport (ORD) on regional jet aircraft, American Airlines provides daily service to Dallas-Ft. Worth International Airport (DFW) on regional jet aircraft and Allegiant provides less-than-daily service to Punta Gorda/Ft Myers (PGD) and Sanford/Orlando (SFB) Florida on full size MD-80 or Airbus 320 aircraft.

In 2004, Abraham Lincoln Capital Airport served 222,900 total passengers and dipped to 113,199 total passengers in 2008. In 2014 the airport experienced growth as passenger totals reached 174,265, the second highest annual passenger count since 2004 and the highest annual traffic count in the last decade (2005-2014). The rising passenger counts can be attributed to the added less-than-daily flights to Florida on Allegiant in 2012 and the introduction of American Airlines' daily service to Dallas-Fort Worth in 2011.

The Airport Authority continues to actively pursue the potential to expand the service offerings with the incumbent carriers and seeks new commercial passenger service opportunities as they become available. As a result of numerous airline mergers during the past decade, there remain only four major airlines today in the United States, and only three of the four offer regional service to hub airports. Springfield is currently served by two of those airlines, United and American. There are few low cost carriers to court that currently have business models that would allow for service to Springfield. Springfield currently is served by one of those carriers, Allegiant.



**Table 25**

<b>ABRAHAM LINCOLN CAPITAL AIRPORT (SPI) ANNUAL PASSENGER TRAFFIC</b>	
<b>Year</b>	<b>Total Passengers</b>
<b>2004</b>	222,900
<b>2005</b>	163,960
<b>2006</b>	130,437
<b>2007</b>	123,261
<b>2008</b>	113,199
<b>2009</b>	119,509
<b>2010</b>	125,369
<b>2011</b>	148,077
<b>2012</b>	138,135
<b>2013</b>	144,953
<b>2014</b>	174,265

The Airport Authority annually prepares a Transportation Improvement Program (TIP), which is a five-year compilation of capital projects and equipment upgrades with estimated costs and funding sources. The U.S. Department of Transportation and the Federal Aviation Administration provides for the planning and programming of airport improvement projects in concert with the Airport Improvement Program (AIP). Funds to support these projects are primarily provided from the Aviation Trust Fund, which is a depository for federal aviation fuel tax receipts. Funding authorization and appropriations are established by Congress. The federal participation has recently been established at 90% and the state of Illinois generally provides a 50% match of the remaining 10% balance or 5% in conjunction with a 5% match from local airport sponsor. Matching funds ratios may vary depending on the classification of the project.

### **Air Freight**

Currently there are no daily freight carriers that operate scheduled flights from Abraham Lincoln Capital Airport. Minimal light freight transport does occur, which is shipped on commercial passenger carriers or with on-demand freight operators. The airport has available space for a start-up air freight transporter in the main terminal complex and can accommodate future freight/cargo warehousing and sorting facilities at the airport's commerce park in the south quadrant.



## 4.7 Inter-City Bus Transportation

### Passenger Service

Greyhound Bus Lines is the inter-city bus service provider for Springfield. For many years the Greyhound station was located on 9<sup>th</sup> Street in downtown Springfield but eventually it was moved to Reilly Drive off South Dirksen Parkway. When this building was closed requiring passengers to wait outside and eliminating ticket purchases at the station, a group of citizens undertook an effort to find a location that would provide a waiting room and ticket sales. Working with Greyhound, the City of Springfield, and a local business owner, this group facilitated the opening of a new bus station at Shaner's Tire, located at 2815 North Dirksen Parkway. A waiting room was created in Shaner's and the business' employees sell tickets to passengers during the hours shown below. These times don't always coincide with bus arrival times resulting in passengers still having to wait outside in the early morning, Saturday evenings, and on Sundays.

**Table 26**

<b>Greyhound Station Ticketing and Waiting Room Hours of Operation</b>	
<b>Monday – Friday</b>	9:00 am – 6:00 pm
	7:30 pm – 9:00 pm
<b>Saturday</b>	9:00 am – 2:00 pm
<b>Sunday</b>	Closed

Four Greyhound buses operate through Springfield daily between Chicago and St. Louis. Two buses travel north via Champaign and two travel south. In Champaign the bus connects with Burlington Trailways which offers service east to Indianapolis and west to Denver. The Greyhound bus schedule as of September 2014 is shown below.

**Table 27**

<b>GREYHOUND BUS SCHEDULE (SEPTEMBER 2014)</b>				
<b>Station</b>	<b>Southbound Schedule</b>		<b>Northbound Schedule</b>	
	<b>Arrival Time</b>	<b>Arrival Time</b>	<b>Arrival Time</b>	<b>Arrival Time</b>
<b>Chicago (Downtown)</b>	3:00 PM*	8:00 PM*	1:35 AM	3:25 PM
<b>Chicago (95<sup>th</sup>/Dan Ryan)</b>	3:25 PM	8:25 PM	1:15 AM	3:00 PM
<b>Markham, IL</b>	3:45 PM	8:45 PM		2:40 PM
<b>Kankakee, IL</b>	4:35 PM	9:35 PM		1:50 PM
<b>Champaign, IL</b>	5:55 PM	10:55 PM	10:55 PM	12:20 PM
<b>Decatur, IL</b>	6:50 PM		9:40 PM	11:00 AM
<b>Decatur Rest Stop (passenger break only)</b>	7:00 PM	12:15 PM	9:50 PM	11:10 AM
<b>Springfield, IL</b>	8:00 PM	1:00 AM	8:50 PM	10:10 AM
<b>St. Louis, MO</b>	9:40 PM	2:40 AM	7:10 PM*	8:30 AM*

\* Departure time

SMTD Bus Route 16 serves the Greyhound Station on Monday – Saturday during the day, which is convenient for people arriving from the south or traveling north on the 10:10 AM bus on those days. On weekday evenings SMTD Route 901 operates to the Wal-Mart a few blocks south of the Greyhound station for access to the 8:00 PM Greyhound bus heading south and the 8:50 PM Greyhound bus going north. However, there are no sidewalks on the west side of the road, making it difficult to walk from the SMTD bus stop located on the east side of the road or requiring people to cross Dirksen Parkway mid-block. The 1:00 AM bus is not served by public transit nor is the waiting room open at that time.

There are no bicycle facilities to the Greyhound station. The pedestrian network is incomplete and spotty along Dirksen Parkway.

### **Freight Service**

Greyhound Bus Lines also offers package delivery service to individuals and businesses every day of the year in the continental United States. Packages (up to 100 pounds) can be dropped off and picked up at the Greyhound station or package pick-up and delivery is offered by Greyhound.





## 5. GOALS, OBJECTIVES, AND STRATEGIES 2015 - 2040

The Long Range Transportation Plan presents a detailed vision of the desired transportation system for the Springfield Metropolitan Planning Area. To begin the process of creating this detailed vision, seven goals were established by SATS based on public input received, national goals, and the SATS vision statement. All goals have equal priority.

Objectives as a means to attain the goals were then developed. The objectives consider various angles to support the goals through a multi-modal, multi-pronged approach.

One or more strategies were then identified to meet each objective. The strategies are actions to be taken by the SATS jurisdictions, with support from the SATS staff, to meet the objectives. Biannual reports will keep SATS members, stakeholders, and citizens apprised of the progress being made to implement the strategies.





## GOAL 1

**To support economic opportunities for our residents and advance the overall economic vitality of the MPA by providing for the travel needs of workers to jobs, customers to goods and services, and visitors to tourist destinations, as well as the transport of freight within, through, and to destinations beyond the area.**

<b>OBJECTIVE 1</b>	<b>STRATEGY:</b>
Accommodate efficient freight truck movement through the MPA by providing travel information to truck drivers.	<ul style="list-style-type: none"> <li>Map existing truck routes on local roads in the MPA and submit to IDOT for inclusion on the state's truck route map for easy access by truck drivers.</li> </ul>
<b>OBJECTIVE 2</b>	<b>STRATEGY:</b>
Support growth of the Illinois Medical District at Springfield.	<ul style="list-style-type: none"> <li>Incorporate strategies and design standards from the Medical District Masterplan in transportation projects through that area.</li> </ul>
<b>OBJECTIVE 3</b>	<b>STRATEGIES:</b>
Support access to and through the identified Economic Activity Centers.	<ul style="list-style-type: none"> <li>Incorporate strategies and design standards in transportation projects to promote economic growth and sustainability along identified corridors.</li> <li>Identify and develop key bicycle corridors that will provide access to Economic Activity Centers for citizens in census tracts with high rates of households without vehicles.</li> </ul>
<b>OBJECTIVE 4</b>	<b>STRATEGIES:</b>
Support access of non-vehicular travel to goods and services.	<ul style="list-style-type: none"> <li>Develop a policy/program to provide directional signage to businesses on the multi-use trails.</li> <li>Include sidewalks within and to all commercial developments to facilitate pedestrian access.</li> </ul>
<b>OBJECTIVE 5</b>	<b>STRATEGIES:</b>
Support tourism.	<ul style="list-style-type: none"> <li>Continue expansion of the multi-use trail network.</li> <li>Build the on-road connectors identified in the Envisioned Multi-Use Trail Network.</li> <li>Work with convention and visitors agencies to promote bicycle tourism in the area related to multi-use trails and Lincoln sites.</li> <li>Promote bicycle networks on community website visitor pages.</li> </ul>

- Improve road and pedestrian signage to tourist destinations.
- Work with the Springfield Convention and Visitors Bureau and area hotels to establish “Mass Transit Trip Planners” for tourists (first as cards to be distributed and later as an application for mobile devices).
- Establish a reduced rate 15 minute circulator route for the downtown area between 11:00 AM and 2:00 PM.
- Expand service to Abraham Lincoln Capital Airport and coordinate routes with the arrival/departure schedules of the airport.
- Coordinate route schedules with the arrival/departure schedules of Amtrak.
- Work with the Springfield Convention and Visitors Bureau to establish special service for heavy tourism events i.e. Abraham Lincoln events, Route 66 events.

#### OBJECTIVE 6

Expand time, frequency, convenience, and service area of public transportation to support economic development, job access, educational opportunities, and intermodal connections.

#### STRATEGIES:

- Expand public transit service beyond the SMTD boundaries to serve all parts of the Metropolitan Planning Area to include outlying communities through innovative means, such as public/private partnerships or express bus routes.
- Integrate more technology into the mainline service to include electronic fare boxes, CAD/AVL, APC, AVA, communications.
- Develop and maintain a long-term service improvement plan that considers suggestions received through the 2040 LRTP public engagement activities.

#### OBJECTIVE 7

Modify SMTD fare structure to better meet the needs of the public.

#### STRATEGIES:

- Integrate technology and fare boxes
- Upgrade ticket distribution methods to include the integration of ticket kiosks.
- Institute time period bus passes

#### OBJECTIVE 8

Increase SMTD's public outreach and public participation.

#### STRATEGIES:

- Raise the level of public awareness regarding available public transit services through enhanced marketing efforts.
- Raise the level of mass transit/public engagement through outreach efforts based in community involvement.
- Establish channels of communication with community partners, such as the Springfield Park District, to fill gaps in travel opportunities.

## GOAL 2

**To provide a safe and secure transportation system for all travelers in the MPA.**

OBJECTIVE 1	STRATEGIES:
Reduce the number of crashes, particularly those resulting in fatalities and incapacitating injuries.	<ul style="list-style-type: none"><li>• Identify areas where traffic calming elements could reduce the number of crashes and install traffic calming elements.</li><li>• Work with law enforcement to reduce driving behaviors that lead to accidents; such as speeding, impaired driving, texting, phone use, red light running and inappropriate turns on red; and undertake public outreach and enhanced enforcement efforts.</li><li>• Investigate intersections and corridors perceived by citizens to be unsafe, assess the concerns, and communicate the findings.</li><li>• Improve wayfinding, particularly for visitors, by upgrading the visibility and placement of signage and install additional directional signage.</li></ul>
OBJECTIVE 2	STRATEGIES:
Improve safety and security at railroad crossings.	<ul style="list-style-type: none"><li>• Prioritize the Envisioned Rail Crossing Improvements projects to be completed in the next five years, in the next five to fifteen years, and in the future.</li><li>• Work with stakeholders to plan for safe and accessible treatments at pedestrian crossings along the 10<sup>th</sup> Street rail corridor and implement the identified treatments.</li><li>• Work with law enforcement to reduce accidents at rail crossings.</li></ul>
OBJECTIVE 3	STRATEGIES:
Improve safety at intersections.	<ul style="list-style-type: none"><li>• Provide appropriate crossing amenities along the Envisioned Bicycle Network at major intersections.</li><li>• Evaluate pedestrian crossing signal timing, need for countdown style pedestrian signals, and need for signals for people with visual impairments at signalized intersections.</li><li>• Evaluate the safety of pedestrians crossing commercial corridors in close proximity to residential areas and visitor accommodations.</li></ul>

<b>OBJECTIVE 4</b>	<b>STRATEGIES:</b>
Provide a safe and unobstructed pedestrian network.	<ul style="list-style-type: none"> <li>• Identify and address permanent obstructions in pedestrian accommodations.</li> <li>• Create a policy to avoid placing obstructions on sidewalks that reduce the passable width.</li> <li>• Create a strategy for snow removal on sidewalks, particularly near bus stops.</li> <li>• Identify and address areas where pedestrian lighting should be improved</li> </ul>
<b>OBJECTIVE 5</b>	<b>STRATEGIES:</b>
Provide safe and adequate pedestrian facilities at underpasses and overpasses throughout the SATS area.	<ul style="list-style-type: none"> <li>• Identify all existing underpasses and overpasses that do not have accessible accommodations for bicyclists (on Envisioned Bicycle Network corridors) and pedestrians (on Priority Pedestrian Network corridors) and create a plan to address these gaps in the transportation system.</li> <li>• Include accessible accommodations for bicyclists (on Envisioned Bicycle Network corridors) and pedestrians (on all corridors) in new underpasses and overpasses.</li> </ul>
<b>OBJECTIVE 6</b>	<b>STRATEGIES:</b>
Continue to maintain and upgrade SMTD bus stops.	<ul style="list-style-type: none"> <li>• Explore obtaining accessible non-revenue vehicles (i.e. Road Supervisor Vehicles) to assist in the transportation of passengers unable to access bus stops during weather events such as snowstorms.</li> <li>• Explore partnerships with citizens and businesses to assist with maintaining bus stop locations through an Adopt-A-Bus Stop program.</li> </ul>
<b>OBJECTIVE 7</b>	<b>STRATEGIES:</b>
Prepare for biohazard incidents, man-made threats, and critical situations at SMTD facilities and bus operations.	<ul style="list-style-type: none"> <li>• Create and maintain an internal emergency management plan that includes limited service contingencies, public notification, and driver reports.</li> <li>• Institute cycled training with staff.</li> </ul>
<b>OBJECTIVE 8</b>	<b>STRATEGY:</b>
Work with agencies to address the gap in	<ul style="list-style-type: none"> <li>• Facilitate discussion on this issue between representatives of the local medical community and current transportation</li> </ul>

services related to 24-hour accessible transportation to and from medical services.

providers through the Urbanized Area Human Services Transportation Planning Committee.

#### OBJECTIVE 9

Continue to maintain airport infrastructure to meet and/or exceed regulatory safety standards.

#### STRATEGY:

- Continue to support the Federal Aviation Administration's Airport Safety Program and implement associated airfield improvements.

-



### GOAL 3

**To offer efficient, effective, and accessible travel through intra-modal and inter-modal connectivity.**

<b>OBJECTIVE 1</b> Create an interconnected road network.	<b>STRATEGIES:</b> <ul style="list-style-type: none"><li>• Perform an Alternatives Analysis Study to identify a potential east/west corridor on Springfield's north side.</li><li>• Build identified Missing Links in the road network.</li><li>• Assure identified Agricultural Routes, Emergency Service Routes, Economic Corridors, and Truck Routes are maintained or expanded when undertaking transportation system development.</li></ul>
<b>OBJECTIVE 2</b> Create an interconnected bicycle network.	<b>STRATEGIES:</b> <ul style="list-style-type: none"><li>• Create a Master Bicycle Plan Map that is continually updated to show completed and committed bicycle facilities and that is used by the various jurisdictions to coordinate development of an interconnected bicycle network.</li><li>• Identify corridors on the Envisioned Bicycle Network that could create routes (similar to bus routes) that are named and numbered with signage as they are completed.</li></ul>
<b>OBJECTIVE 3</b> Create an interconnected pedestrian network.	<b>STRATEGIES:</b> <ul style="list-style-type: none"><li>• Create a Master Priority Pedestrian Plan Map that is continually updated to show completed and committed pedestrian facilities and that is used by the various jurisdictions to coordinate development of an interconnected pedestrian network.</li></ul>
<b>OBJECTIVE 4</b> Create an interconnected inter-modal transportation system.	<b>STRATEGIES:</b> <ul style="list-style-type: none"><li>• Improve access to transit service by identifying key pedestrian corridors of travel to bus stops, evaluating the condition of sidewalks along these corridors, and creating a plan to fill in gaps and provide pedestrian safety amenities along the corridors</li><li>• Create a multi-modal center that includes facilities for an SMTD bus transfer site, Amtrak passenger station, Greyhound bus station and pedestrian access, bicycle access and parking, taxi stands, and car parking.</li></ul>

- Study the feasibility of connecting the airport terminal complex with future multi-modal center and with the planned pedestrian and bicycle networks.

#### OBJECTIVE 5

Create a smooth transition between SMTD day fixed route service and night fixed route service.

#### STRATEGIES:

- Modify day service to end at transfer center.
- Explore starting night service earlier.
- Explore combining existing transfer centers for ease of transition between day and night services.

#### OBJECTIVE 6

Enhance bus/bike interconnections.

#### STRATEGIES:

- Install bike lockers and other conveniences at SMTD transfer center.
- Enhance transit connections to bike trails.

## GOAL 4

**To sustain the quality of life for all residents through preservation of the natural and cultural environments when developing and updating the transportation system.**

### OBJECTIVE 1

Coordinate with jurisdictions responsible for the natural and cultural environments in the MPA.

### STRATEGY:

- Establish a forum to communicate with these agencies in order to create comprehensive maps of natural and cultural sites and transportation-related strategies for enhancing and preserving them.

### OBJECTIVE 2

Use transportation corridors as cultural linkages to the area.

### STRATEGIES:

- Promote the historical and cultural significance of Route 66 through relevant corridor improvements and support of the Route 66 Bike Trail.
- Use the Character Areas for Transportation Corridors described in the Sangamon County Regional Strategic Plan as guidance for developing a sense of place along corridors in the MPA.

### OBJECTIVE 3

Protect our natural resources.

### STRATEGIES:

- Install truck idling stations at truck stops and rest stops.
- Employ planning tools, such as the Landuse Evolution and Impact Assessment Model (LEAM), to assess the ecological and economic impact of policy and investment management decisions in our communities.
- Promote active transportation through events such as Curb Your Car Week and the Earth Day Fair and through the SATS webpage.

### OBJECTIVE 4

Promote accessibility of SMTD buses.

### STRATEGIES:

- Create instructional Youtube© videos to educate riders on bike racks, wheelchair lifts, fare boxes, and other how-tos such as: where to catch a bus, signaling a bus stop, and reading schedules.
- Create trip planner cards for routes, bike path connections, and tourist attractions/hotels.

## GOAL 5

**To facilitate wise investment in the transportation system by integrating SATS planning activities with other planning efforts within the MPA.**

<b>OBJECTIVE 1</b>	<b>STRATEGIES:</b>
Assure the truck network is expanded as development occurs.	<ul style="list-style-type: none"> <li>• Identify truck routes on Arterial Roadway Network maps in subdivision ordinances.</li> <li>• Specify standards for truck routes in subdivision ordinances.</li> </ul>
<b>OBJECTIVE 2</b>	<b>STRATEGIES:</b>
Assure an adequate transportation system is available to support proposed developments.	<ul style="list-style-type: none"> <li>• Create an inventory of existing roads that can support development to be utilized in subdivision review processes.</li> <li>• Identify where development is likely to occur, assess the transportation needs in these areas, and develop strategies for providing transportation infrastructure.</li> <li>• Incorporate the Envisioned Bicycle Network and the Envisioned Priority Pedestrian Network into local subdivision and land development ordinances.</li> </ul>
<b>OBJECTIVE 3</b>	<b>STRATEGIES:</b>
Work with the various entities in the MPA to coordinate planning efforts.	<ul style="list-style-type: none"> <li>• Identify what planning is occurring in the MPA where transportation planning has a particular relevance.</li> <li>• Provide communities/stakeholders with best transportation-related practices for incorporation in other planning efforts.</li> <li>• Engage communities in the MPA that are not represented on SATS through the Regional Leadership Council to coordinate transportation planning activities.</li> </ul>
<b>OBJECTIVE 4</b>	<b>STRATEGY:</b>
Include mass transit in development planning processes.	<ul style="list-style-type: none"> <li>• Address mass transit in subdivision ordinances along with other transportation infrastructure.</li> </ul>

**OBJECTIVE 5**

Include mass transit in road design and maintenance planning.

**STRATEGIES:**

- Identify intersections along SMTD bus routes where turning radii are not sufficient and work with the local jurisdiction to make upgrades.
- Develop channels of communication between SMTD and communities for coordination in road projects along bus routes.

## GOAL 6

**To utilize the transportation system as a catalyst for improving neighborhoods and communities.**

<b>OBJECTIVE 1</b>	<b>STRATEGIES:</b>
Maintain the existing transportation infrastructure.	<ul style="list-style-type: none"> <li>• Create and implement pavement preservation plans.</li> <li>• Identify bridges in the planning area that may be in need of repair or improvement.</li> </ul>
<b>OBJECTIVE 2</b>	<b>STRATEGIES:</b>
Partner with neighborhoods and communities to facilitate improvements.	<ul style="list-style-type: none"> <li>• Enlist the help of neighborhood associations in outreach and awareness campaigns.</li> <li>• Partner with the Springfield Park District, schools, the medical community, and businesses to incentivize healthier lifestyles through travel by active transportation.</li> <li>• Work with school districts to identify where sidewalks are needed to allow students to walk or bike to school and to develop a plan for building these sidewalks.</li> <li>• Partner with neighborhood associations to keep sidewalks clear and to report maintenance issues.</li> </ul>
<b>OBJECTIVE 3</b>	<b>STRATEGIES:</b>
Plan projects to include broad consideration of the potential positive impact to the area.	<ul style="list-style-type: none"> <li>• Develop a multi-modal center plan that incorporates a greater vision for revitalizing the surrounding area through a process that includes Downtown and East Springfield stakeholders.</li> <li>• Employ the SATS Complete Streets Policy when building or updating roads and identify the Complete Streets elements included in projects when they are listed in the Transportation Improvement Program.</li> </ul>
<b>OBJECTIVE 4</b>	<b>STRATEGY:</b>
Plan for the reuse of abandoned rail corridors.	<ul style="list-style-type: none"> <li>• Engage citizens in planning for the re-use of abandoned rail corridors.</li> </ul>



#### OBJECTIVE 5

Encourage high-density, mixed use, multi-modal developments in the MPA.

#### STRATEGIES:

- Explore how transit facilities and services affect neighborhoods prior to transit changes.
- Build a fully developed multi-modal center along the 10th Street High Speed Rail Corridor that includes broad consideration of the potential positive impact to the area.
- Review comprehensive plans and zoning ordinances of communities in the MPA to identify regulations that discourage multi-modal travel
- Develop recommendations for changes that could be made to comprehensive plans and zoning ordinances that would support multi-modal travel.
- Present recommendations to community leaders.

## GOAL 7

**To create the transportation system envisioned by citizens and leaders in the MPA.**

<b>OBJECTIVE 1</b>	<b>STRATEGIES:</b>
Build the Envisioned Road Network.	<ul style="list-style-type: none"> <li>• Prioritize road projects to be completed in the next five years, in the next five to fifteen years, and in the future.</li> <li>• Incorporate intelligent technology into road network planning.</li> <li>• Create a plan to identify and prioritize improvements to roadways carrying more traffic than they were built for.</li> <li>• Implement measures to improve traffic flow through signalized intersections.</li> <li>• Upgrade turning radii at intersections along SMTD routes and truck routes where needed.</li> </ul>
<b>OBJECTIVE 2</b>	<b>STRATEGY:</b>
Consolidate the Union Pacific and Norfolk Southern rail lines on the 10th Street corridor.	<ul style="list-style-type: none"> <li>• Implement the Springfield Rail Improvement Project.</li> </ul>
<b>OBJECTIVE 3</b>	<b>STRATEGY:</b>
Measure the performance of the transportation system.	<ul style="list-style-type: none"> <li>• Establish performance targets and performance measures.</li> </ul>
<b>OBJECTIVE 4</b>	<b>STRATEGIES:</b>
Build the Envisioned Bicycle Network.	<ul style="list-style-type: none"> <li>• Prioritize bicycle route projects to be completed in the next five years, in the next five to fifteen years, and in the future.</li> <li>• Create a Multi-Use Trail Jurisdictions Group to coordinate messaging, rules, amenities, mileage marking, 9-1-1 addressing, access points, education, maintenance, and funding potential to create a consistent trail experience throughout the area.</li> </ul>
<b>OBJECTIVE 5</b>	<b>STRATEGY:</b>
Build the Envisioned Priority Pedestrian Network.	<ul style="list-style-type: none"> <li>• Prioritize priority pedestrian route projects to be completed in the next five years, in the next five to fifteen years, and in the future.</li> </ul>

<b>OBJECTIVE 6</b>	<b>STRATEGIES:</b>
Work to develop an SMTD bus riding culture in the MPA.	<ul style="list-style-type: none"> <li>• Explore an SMTD Community Advisory Committee.</li> <li>• Establish partnerships and connections through community outreach.</li> <li>• Coordinate with all communities in the urbanized area regarding public transportation needs through community engagement efforts.</li> </ul>
<b>OBJECTIVE 7</b>	<b>STRATEGIES:</b>
Preserve and further develop airport facilities and aviation services.	<ul style="list-style-type: none"> <li>• Continue to develop existing and seek new commercial air transportation services.</li> <li>• Expand and modernize existing commercial aviation passenger facilities to meet capacity demands.</li> <li>• Prioritize the development of a modern general aviation services complex.</li> <li>• Study the feasibility of an international arrivals facility for general aviation operations.</li> <li>• Support efforts to adopt sustainable practices for daily operations, future capital developments, and land use.</li> </ul>

## 6. THE ENVISIONED TRAVEL NETWORKS

The transportation system is vital to the quality of life in any community. There are many considerations to contemplate when developing and improving travel for residents and visitors. The goals, objectives, and strategies of this Plan take a comprehensive approach to moving people and goods throughout the MPA. The core of the system however is the infrastructure. Where the asphalt and concrete is laid and the buses and trains run determines where access is available to all travelers. Capital projects address the long-term vision for complete transportation networks and are listed according to the following timeframes.

**Committed Projects** are part of the current (FY 2015-2018) Transportation Improvement Program and have committed funding sources.

**Planned Illustrative Projects** are those with the next highest priority for implementation, with some preliminary work undertaken, and with jurisdictions actively seeking funding.

**Future Illustrative Projects** will complete the envisioned networks but are not expected to be undertaken before 2030.





## 6.1 The Road Network

The existing road network is very extensive but as the population grows and business expands attention to this travel network includes:

- Maintenance of roadways
- Expansion of heavily traveled corridors
- Upgrade from rural to urban design
- Construction of missing links

The following tables and maps show the planned road projects. Vital missing links have been identified and are also shown on a separate map.

**Table 28**

### COMMITTED ROAD & BRIDGE PROJECTS (2015-2019)

MAP #	PROJECT DESCRIPTION (listed alphabetically)	TYPE OF IMPROVEMENT	JURISDICTION	COST
1	11th Street Extension: East Knox to Lincolnshire Boulevard	Construction Engineering, Construction, Sidepath, Sidewalks	Springfield	7,500,000
2	Archer Elevator Rd: Wabash to Greenbriar	ROW Acquisition	Springfield	100,000
3	Archer Elevator Rd: YMCA driveway to Concordia Village driveway and Iles Avenue: Meadowbrook Road to Rotary Park entrance	Reconstruction to urban arterial design criteria including a center turn lane and a roundabout at the intersection, Bike Lanes, Sidewalks	Springfield	4,000,000
4	Ash Street	Underpass at 10th Street Rail Corridor	Springfield	*
5	Bradfordton Road: Washington Street to Old Jacksonville Road	ROW Acquisition, Utility Relocation (Road Widening)	County	350,000
6	Carpenter Street	Underpass at 10th Street Rail Corridor, Sidewalks	Springfield	*
7	Cockrell Lane: Spaulding Orchard to Ogden	ROW Acquisition (Reconstruction to 4 Lanes)	Springfield	500,000
8	Dirksen Parkway	Underpass Replacement at Union Pacific Rail Corridor	State	*
9	Dirksen Parkway: at Bissell Road, Sam's Place, & Northfield Drive	Traffic Signal Installation, Pedestrian Signals	IDOT - District 6	200,000
10	East Lake Shore Drive: Old Route 66 to Long Bay Drive	Reconstruction, Wide Shoulders	County	2,200,000
11	Fayette Avenue	Bridge Replacement	Springfield	1,602,500
12	Hedley Road Upgrade: Koke Mill to West White Oaks Drive	PE I, PE II (Widening, Intersection Reconstruction)	Springfield	200,000
13	I-55: N of Lake Springfield Bridge to 0.3 mi N of Southwind Rd	Resurfacing, Bridge Repair, Shoulder Repair	IDOT - District 6	4,600,000
14	I-55: Over I-55 Bus. and UP RR at Sherman Interchange	New Bridge Deck, Ramp Repairs	IDOT - District 6	4,200,000
15	I-55: Over South Grand Avenue (IL 29) in Springfield	Thin Concrete Overlay, Bridge Joint Repair	IDOT - District 6	1,500,000



16	I-72: 0.5 mi W of New Berlin Intchg to W of Chatham Rd	Resurfacing, Bridge Repair	IDOT - District 6	20,000,000
17	I-72: 0.5 mi E of Overpass Rd E of Riverton to 0.3 mi E of CH 16 E of Dawson	Resurfacing	IDOT - District 6	11,000,000
18	Iron Bridge Road S of Woodside Road	Overpass at Union Pacific Rail Corridor	County	*
19	Koke Mill Road: Hedley Road to Old Jacksonville Road	Flashing yellow left turn lanes, back plate and reflective tape	Springfield	125,000
20	Lincoln Avenue Bridge	Construction & Construction Engineering	Springfield, Springfield Township	4,035,000
21	MacArthur Boulevard: At Ash Street in Springfield	Land Acquisition, Utility Adjustment, Intersection Improvement	IDOT - District 6	750,000
22	Mechanicsburg Road: I-72 to Sangamon River	Land Acquisition (Widening)	County	500,000
23	Oak Crest Road	Bridge Replacement	Clear Lake Road District	2,544,000
24	Old Jacksonville Road: Existing Bradfordton Road to Proposed Bradfordton Road	Widening to 5 lanes, Reconstruction, Construction Engineering	County	3,500,000
25	Old Salem Lane	Bridge Replacement	Gardner Road District	610,000
26	Spaulding Orchard Road: Curran Road to IL-4	Resurfacing, Wide Shoulders, Construction Engineering	County	2,000,000
27	Stanford Avenue: 11th Street to Fox Bridge Road	Overlay and widening, Sidepath, Sidewalk	Springfield	3,900,000
28	Stanford Avenue Extension: Fox Bridge to Taylor	Construction, Sidepath, Sidewalk	Springfield	5,200,000
29	Tozer Road: Estill Drive to Hennepin Road	Reconfiguration	Springfield Airport Authority	**
30	Wesley Chapel Road	Bridge replacement south of Mansion Rd.	Curran Road District	750,000
31	Woodside Road (C.H. 23): Chatham Road to IL-4	Widening to 5 lanes, Construction Engineering, Construction, Wide Shoulders	County	5,580,000
32	Woodside Road	Underpass at Union Pacific Rail Corridor	County	*
			<b>TOTAL COST</b>	<b>\$87,446,500</b>

\* Cost included in Committed Rail Projects List.

\*\* Cost included in Committed Airport Projects List.

**Table 29**

**PLANNED ILLUSTRATIVE ROAD & BRIDGE PROJECTS  
(2020-2030)**

MAP #	PROJECT DESCRIPTION <i>(listed alphabetically)</i>	TYPE OF IMPROVEMENT	JURISDICTION	COST
1	4th Street: Linton Avenue to St. Joseph Street	Widen & Resurface	Southern View	870,000
2	5th Street	Underpass Replacement at the Norfolk Southern Rail Corridor	Springfield	*
3	6th Street	Underpass Replacement at the Norfolk Southern Rail Corridor	Springfield	*
4	Alpha Road: Curran Road to IL 4	Reconstruction, Grading, Paving, New Culvert, Drainage	IDOT - District 6	2,000,000
5	Archer Elevator Road: Old Jacksonville Road to Greenbriar Drive	Reconstruction, Add 2 Lanes, Bike Lanes, Sidewalks	Springfield, Curran Twp	2,485,000
6	Archer Elevator Road: Greenbriar Drive to Wabash Avenue (except section from YMCA driveway to Concordia Village driveway)	Reconstruction, Add 2 Lanes, Bike Lanes, Sidewalks	Springfield, Private Developer	5,300,000
7	Ash Street	Underpass at the 19th Street Rail Corridor	Springfield	*
8	Bradfordton Road: Jefferson Street to Washington Street	Widen (add 1 lane), Wide Shoulders	County	2,800,000
9	Bradfordton Road: Approximately 1 mile S of IL-97	Bridge Widening, Construction Engineering (Structure # 084-3419)	County	1,188,000
10	Bradfordton Road: from the S edge of Washington Street to the relocated intersection at Old Jacksonville Road	Widen to 4 Lanes with Center Turn Lane, Sidewalks, Storm Sewer	County	5,076,000
11	Bradfordton Road: Old Jacksonville Road to Johanne Court (except for 1600' already built in Deerfield Subdivision)	New Construction (4 Lanes), Sidepath, Sidewalks	Springfield, Private Developer	3,975,000
12	Bradfordton Road: Johanne Court to Wabash Avenue	New Construction (4 Lanes), Sidepath, Sidewalks	Springfield, Private Developer	7,290,000
13	Browning Road	Bridge Replacement at Spring Creek	County	1,101,600
14	Cantrall Creek Road: Menard County Line to IL 29	Widening, Reconstruction, Construction Engineering, Wide Shoulders	County	3,240,000
15	Capitol Avenue: 2nd Street to 5th Street	Reconstruction, Streetscape Upgrade	Springfield	5,200,000
16	Cardinal Hill Road: I-72 to Mechanicsburg Road	New Construction (2 Lanes), Wide Shoulders	County	6,500,000

17	Cardinal Hill Road: Sangamon River	Bridge Construction, Construction Engineering	County	6,480,000
18	Cardinal Hill Road: Mechanicsburg Road to Buckhart Road	New Construction (2 Lanes), Wide Shoulders	County	4,320,000
19	Cardinal Hill Road: at East Main Street	Traffic Signals and Highway Lighting	Rochester	400,000
20	Cockrell Lane: Ogden Drive to Spaulding Orchard Road	Reconstruction (4 lanes), Bike Lanes, Sidewalks	Springfield, Private Developer	10,150,000
21	Cockrell Lane	Underpass Replacement at the Kansas City Southern Rail Corridor	State	*
22	Cook Street	Underpass Replacement at the 10th Street Rail Corridor	State	*
23	Cook Street	Underpass Replacement at the 19th Street Rail Corridor	State	*
24	Dirksen Parkway: Peoria Road to Sangamon Avenue	Resurfacing	IDOT - District 6	1,500,000
25	East Raylots and Illinois Route 54	Safety Improvement	Spaulding	500,000
26	Gordon Drive: Walnut Street to Hurstbourne Lane	Add Bi-Directional Left Turn Lane, Bike Lanes, Sidewalks	Chatham, Private Developer	2,000,000
27	Greenbriar Drive: Lenhart Road to Bradfordton Road	New Construction, Sidewalks	Private Developer	1,566,000
28	Greenbriar Drive: West Road to Koke Mill Road	New Construction, Sidewalks	Private Developer	1,670,000
29	Harbauer/Oxford: Washington Street to Churchill Road	Reconstruction, New Construction, Sidewalks	Springfield	1,325,000
30	Hedley Road: Koke Mill Road to West White Oaks Drive	Widen & Resurface, Bike Lanes, Sidewalks, Intersection Reconstruction at West White Oaks Drive	Springfield	1,200,000
31	I-55 Bus. (6th Street): Stanford Avenue to I-55	Reconstruction; add 2 Lanes, Sidewalks (to Lincolnshire), Bike Lanes (to Hazel Dell)	IDOT - District 6	20,000,000
32	I-55: Southwind Drive to Sherman Interchange and I-72: Veterans Parkway (IL 4) to I-55	PE II Six Lane Study	IDOT - District 6	25,000,000
33	I-55/I-72: 0.3 mile N of Southwind Road to 0.6 mile N of I-72 East	Resurfacing	IDOT - District 6	20,000,000
34	I-72: Over Norfolk Southern RR 1.2 mi E of Wabash Interchange	New Bridge Deck, Slopewall Repair, Bridge Painting	IDOT - District 6	5,700,000
35	IL-29: At Main Street in Rochester	Right Turn Lane, Traffic Signal Modernization	IDOT - District 6	800,000
36	IL-29: N. of Fisher Road S of Cantrall to 0.2 mile N of Capital Airport Entrance	Resurfacing, Shoulder Reconstruction, Milled Rumble Strip, Intersection Improvement, Left Turn Lanes	IDOT - District 6	7,550,000

37	IL-54: at Bissell Road	Left Turn Lanes, Traffic Signal Installation, Railroad Interconnect, Land Acquisition, Utility Adjustment, Lighting	IDOT - District 6	2,075,000
38	IL 54: Logan County line to S. Main Street in Spaulding	Resurfacing	IDOT - District 6	2,700,000
39	IL-97: E of IL 125 to E of Koke Mill Rd in Springfield	Resurfacing, Shoulder Reconstruction, Milled Rumble Strip	IDOT - District 6	2,300,000
40	IL 97(Jefferson Street): W of Amos Avenue to W of 9th Street	Resurfacing, Parking Improvement, Sidewalks	IDOT - District 6	3,500,000
41	Iles Avenue: Lenhart Road to Rotary Park entrance	Reconstruction, Bike Lanes, Sidewalks	Springfield, Private Developer	3,860,000
42	Iles Avenue: West White Oaks Drive to Veterans Parkway	Widen (add 1 Lane), Sidewalks	Springfield	950,000
43	Iles Avenue: Chatham Road to MacArthur Boulevard	Improve to urban section, Sidewalks	Jerome	3,200,000
44	Iles Avenue: E of Chatham Road	Bridge Replacement, Sidewalks	Jerome	600,000
45	Iron Bridge Road: Proposed Iron Bridge Road to Plummer Boulevard	Construction, Construction Engineering, Wide Shoulders	County	6,177,600
46	Jefferson Street	Underpass at the 10th Street Rail Corridor	Springfield	*
47	Laurel Street	Underpass at the 10th Street Rail Corridor	Springfield	*
48	Lawrence Avenue and MacArthur Boulevard Intersection	Add Left Turn Lanes, Signal Modification, Sidewalks	Springfield	600,000
49	Lawrence Avenue and Walnut Street Intersection	Add Left Turn Lanes, Signal Modification, Sidewalks	Springfield	600,000
50	MacArthur Boulevard: Jefferson Street to South Grand Avenue	Add Bi-directional Lane	Springfield	3,470,000
51	MacArthur Boulevard: at Laurel Street	Land Acquisition, Utilities, Intersection Reconstruction	IDOT - District 6	1,200,000
52	MacArthur Boulevard: I-72 to Woodside Road at Iron Bridge Road	New 4-Lane Construction (no grade separations included)	County	5,100,000
53	Madison Street	Underpass at the 10th Street Rail Corridor	Springfield	*
54	Main Street and IL 54	Signals, Turn Lanes, Sidewalks	Spaulding	2,000,000
55	Mathers Road: Veterans Parkway to Mercantile Drive	New Construction	Private Developer	1,457,000
56	Maxheimer Road: Buckhart Road to IL-29	Upgrade to urban section, Sidewalks, Sidepath	Rochester	1,575,000
57	Mechanicsburg Road (C.H. 12): I-72 to Sangamon River	Construction, Construction Engineering, Wide Shoulders	County	6,048,000
58	Mill Street	Replace Bridge	Rochester	425,000
59	Monroe Street: Glenwood Avenue to Chatham Road	Add 2 Lanes, Sidewalks	Springfield	2,875,000

60	North Grand Avenue	Underpass at the Norfolk Southern Rail Corridor	Springfield	*
61	North Grand Avenue	Overpass at the Illinois & Midland Rail Corridor	Springfield	*
62	Oak Hill Road: West Main Street to Cardinal Hill Road	Upgrade to urban section, Sidewalks, Bike Lanes	Rochester	14,100,000
63	Old Jacksonville Road: W of Pine Creek Drive to Bradfordton Road	Reconstruct 2 Lanes; Add 2 Lanes, Sidewalks	County, Private Developer	4,000,000
64	Old Route 66: New City Road to East Lake Shore Drive	Widening & Reconstruction	County	400,000
65	Park Street: N of Cherry Road to Laurel Street	Curb & Gutter, New Surface, Sidewalks, ROW Acquisition	Leland Grove	500,000
66	Park Avenue: Iles Avenue to Wabash Avenue	Upgrade to urban section, Sidewalks	Jerome	1,500,000
67	Plummer Boulevard: Ravinia to Ptarmigan	Resurface Roadway, Sidewalks, Sidepath	Chatham, Private Developer	1,200,000
68	Pulliam Road Extension: IL-4 to Gordon Drive	New Construction, Separated Grade at RR Crossing, Sidepath, Sidewalk	Chatham, Private Developer	6,400,000
69	Savannah Road Extension: Garvey Lane to Plummer Boulevard	New Construction, Sidewalk	Chatham, Private Developer	1,100,000
70	South Grand Avenue: 9th Street to 11th Street	Bi-Directional Turn Lanes, Upgrade Signals	Springfield	300,000
71	South Grand Avenue	Underpass at the 10th Street Rail Corridor	State	*
72	South Grand Avenue	Underpass at the 19th Street Rail Corridor	Springfield	*
73	Stevenson Drive/East Lake Shore Drive: 6th Street to Spaulding Dam	Resurfacing	IDOT - District 6	2,400,000
74	Stanford Avenue: 6th Street to 11th Street	Overlay, Widening, Bike Lanes, Sidewalks	Springfield	2,600,000
75	Veterans Parkway (IL 4): at Lindbergh Boulevard	Left Turn Lanes, Sidewalks	IDOT - District 6	3,000,000
76	Walnut Street: East Street to E of Breckenridge Drive	Add Bi-Directional Left Turn Lane, Sidewalks	Chatham, Private Developer	1,200,000
77	Washington Street: Bradfordton Road to Old Covered Bridge Road	New Construction	Gardner Township	1,000,000
<b>TOTAL COST</b>				<b>247,599,200</b>

\* Cost included in Planned Illustrative Rail Projects List.

**Table 30**

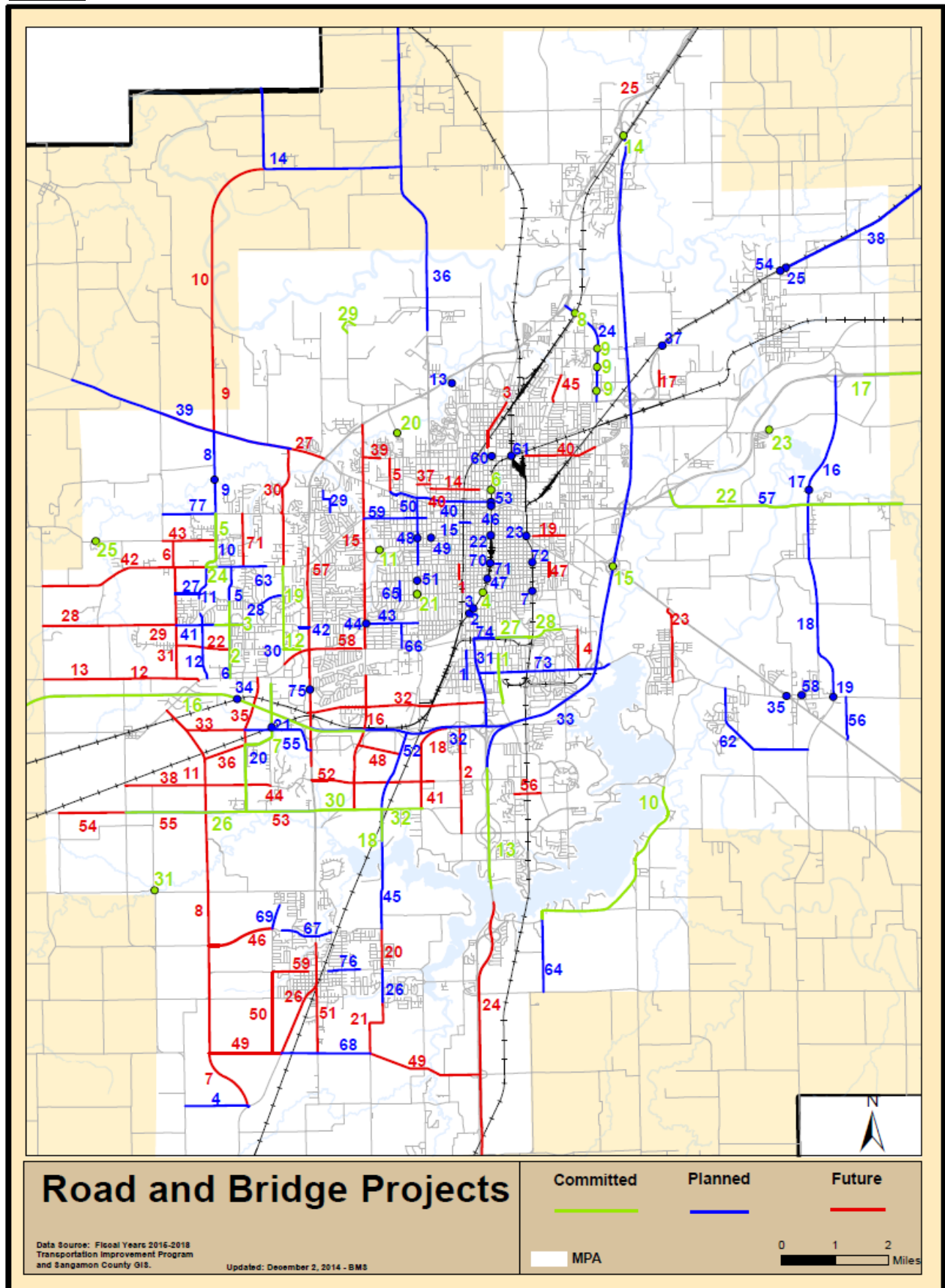
**FUTURE ILLUSTRATIVE ROAD & BRIDGE PROJECTS  
(BEYOND 2030)**

MAP #	PROJECT DESCRIPTION <i>(listed alphabetically)</i>	TYPE IMPROVEMENT	JURISDICTION	COST
1	2nd Street: South Grand Avenue to Laurel Street	Add 2 Lanes, Sidewalks	Springfield	800,000
2	2nd Street: Hazel Dell Road to Toronto Road	Add 2 Lanes, Sidewalks	Springfield, Private Developer	7,625,000
3	9th Street/Peoria Road (BL 55): Converse Avenue to Sangamon Avenue	Bridge Replacement, Additional Lanes, Land Acquisition, Utility Adjustment, P.E., Sidewalks	IDOT - District 6	20,000,000
4	Adloff Lane: Stanford Avenue to Stevenson Drive	Reconstruction, Sidewalks	Springfield, Private Developer	2,070,000
5	Amos Street: Jefferson Street to North Grand Avenue	Reconstruction, Add 2 Lanes, Sidewalks	Springfield	2,500,000
6	Bradford Lane: Old Jacksonville Road to Old Salem Lane	Reconstruction	Private Developer	875,000
7	Bradfordton Road: Polecat Creek Road to IL 4	New Construction (3 Lanes), Wide Shoulders	County	3,750,000
8	Bradfordton Road: Spaulding Orchard Road to Polecat Creek Road	New Construction (3 Lanes), Wide Shoulders	County	5,250,000
9	Bradfordton Road Extension: Jefferson Street N to Moore Road	New Construction (2 Lanes), Wide Shoulders	County	1,600,000
10	Bradfordton Road Extension: Moore Road to North Cantrall Creek Road	New Construction (2 Lanes), Wide Shoulders	County	10,250,000
11	Bradfordton Road: Wabash Avenue to Spaulding Orchard Road	New Construction (5 Lanes) including 2 Bridges, Sidewalks, Bike Lanes	Springfield, Private Developer	15,000,000
12	Bunker Hill Road: Wabash Avenue to Curran Road	Reconstruction, Sidewalks	Springfield, Private Developer	5,360,000
13	Bunker Hill Road: Curran Road to Farmingdale Road	Reconstruction, Sidewalks	Springfield	5,450,000
14	Carpenter Street: Walnut Street to 7th Street	Widen & Resurface, Sidewalks	Springfield	2,250,000
15	Chatham Road/Bruns Lane: Veterans Parkway to Wabash Avenue	Reconstruction, Sidewalks	Springfield	3,000,000
16	Chatham Road: Westchester Boulevard to Woodside Road	PE I, PE II, C & CE for Reconstruction and Addition of 2 Lanes, Wide Shoulders, Sidewalks	Springfield	8,000,000
17	Colt Road: Gatlin Drive N to city limits	Reconstruction, Sidewalks	Springfield	1,625,000
18	Concetta Road: extended W to North Lake Road	New Construction, Sidewalks	Springfield	1,500,000
19	Cook Street: McCreery Avenue to Livingston Street	Add Bi-Directional Turn Lane, Resurface, Sidewalks	Springfield	1,400,000
20	Gordon Drive: Plummer Boulevard to Walnut Street	Add 2 Lanes and Bi-Directional Left Turn Lane, Bike Lanes, Sidewalks	Chatham	2,200,000
21	Gordon Drive: Hurstbourne Lane to Pulliam Road extended	Add Bi-Directional Left Turn Lane, Sidepath	Chatham, Private Developer	4,000,000
22	Hedley Road: Lenhart Road to Archer Elevator Road	New Construction	Private Developer	1,272,000
23	Hilltop Road: IL-29 to Rochester Road	Reconstruction, Add 2 Lanes, Sidewalks	Springfield	5,220,000
24	I-55: N of Brush Creek to S of Lake Springfield Bridge	Resurfacing, Bridge Repair, Bridge Deck Repairs, Bridge Joint Repairs	IDOT - District 6	17,500,000
25	I-55: Southwind Drive to Sherman Interchange I-72: Veterans Parkway (IL 4) to I-55	Additional Lanes, Reconstruction, Interchange Reconstruction, Bridge Replacement	IDOT - District 6	500,000,000
26	IL-4: Teal Drive in Chatham to S of Chatham	Additional Lanes, Land Acquisition, Utility Adjustment, PE, Sidewalks	IDOT - District 6	27,000,000
27	IL 97: Old Covered Bridge Road to 0.1 mile W of Veterans Parkway	Reconstruction, Trail Bridge Replacement, Sidewalks (Winch Road to SVT)	IDOT - District 6	29,100,000

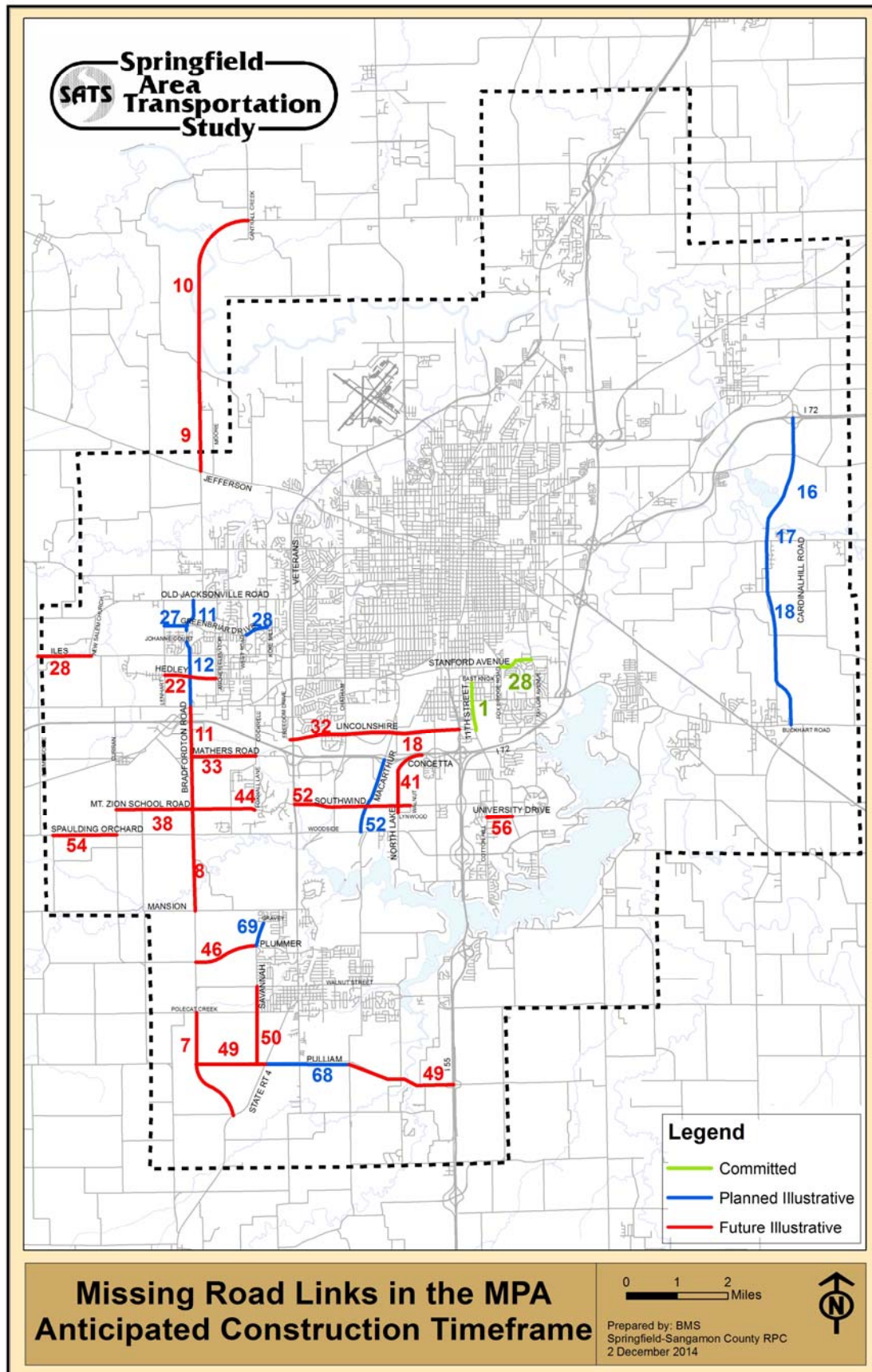


28	Iles Avenue: Emerson Road to Farmingdale Road	New Construction, Bike Lanes, Sidewalks	Springfield	4,500,000
29	Iles Avenue: Lenhart Road to Emerson Road	New Construction, Bike Lanes, Sidewalks	Springfield	4,300,000
30	Koke Mill Road: Jefferson Street to Old Jacksonville Road	Reconstruction, Add 2 Lanes, Bike Lanes, Sidewalks	Springfield, Private Developer	8,280,000
31	Lenhart Road: Old Jacksonville Road to Bunker Hill Road	Reconstruction, Add 2 Lanes, Bike Lanes, Sidewalks	Springfield, Private Developer	7,670,000
32	Lincolnshire Boulevard East/West extension: Freedom Drive to 6th Street	New Construction, Sidewalks, Bike Lanes	Springfield, Private Developer	12,100,000
33	Mathers Road: Mercantile Drive to Bradfordton Road extended	New Construction	Private Developer	843,000
34	Meadowbrook Road: Washington Street to Old Jacksonville Road	Reconstruction, Add 2 Lanes, Bike Lanes, Sidewalks	Springfield, Private Developer	3,810,000
35	Mercantile Drive/Cockrell Lane: Wabash Avenue to Spaulding Orchard Road	New Construction, Reconstruction (4 Lanes), Bridge over RR, Bridge over I-55, Bike Lanes, Sidewalks	Springfield, Private Developer, State	20,000,000
36	Mercantile Drive/Bradfordton Road connector S of Mathers	New Construction, Bike Lanes, Sidewalks	Springfield	1,800,000
37	Miller Street: Walnut Street to MacArthur Boulevard	Reconstruction, New Construction, Sidewalks	Springfield	775,000
38	Mt. Zion School Road/Workman Road Connector: Cockrell Lane to Curran Road	New Construction	Private Developer	2,830,000
39	North Grand Avenue: Bruns Lane to Lilac Lane	Add 2 Lanes, Sidewalks	Springfield	815,000
40	North Grand Avenue: 19th Street to Dirksen Parkway	Expand to 4 Lanes, Bike Lanes, Sidewalks	Grandview	5,000,000
41	North Lake Road: Woodside Road to Concetta Road extended	New Construction, Sidewalks	Springfield, Private Developer	3,500,000
42	Old Jacksonville Road (CH 8): Relocated Bradfordton Road (CH 17) to Farmingdale Road (CH 15)	Add 2 Lanes, Wide Shoulders	County	4,000,000
43	Old Salem Lane: Bradfordton Road to Old Covered Bridge Road	New Construction	Private Developer	2,500,000
44	Panther Creek Drive/Mt. Zion School Road connector: Foxhall Lane to Cockrell Lane	New Construction	Private Developer	530,000
45	Piper Road: Sangamon Avenue to Neil Street	Reconstruction, Sidewalks	Springfield	1,900,000
46	Plummer Boulevard Extension W to Bradfordton Road	New Construction, Sidepath, Sidewalks	Chatham, Private Developer	2,900,000
47	Pope Avenue: South Grand Avenue to Laurel Street	Reconstruction, Sidewalks	Springfield	635,000
48	Prairie Crossing Drive Extension: Chatham Road to MacArthur Boulevard extension	New Construction, Sidewalks	Private Developer	1,980,000
49	Pulliam Road Extension: Bradfordton Road extended to IL-4; and Gordon Drive to I-55	New Construction, Bridge over Sugar Creek, Interchange at I-55, Sidepath, Sidewalks	Chatham, Private Developer	16,500,000
50	Savannah Road Extension: Walnut Street to Pulliam Road	New Construction, Sidewalks	Chatham, Private Developer	2,100,000
51	South Main Street: IL-4 to Pulliam Road	Reconstruct 2 Lanes, ROW, add Turn Lanes at Intersections, Drainage, Sidewalks	Chatham	1,600,000
52	Southwind Road: Veterans Parkway to Walnut Street	New Construction	Private Developer	2,958,000
53	Spaulding Orchard Road: Veterans Parkway to Mercantile Drive/Cockrell Lane	Add 2 Lanes, Wide Shoulders	County	1,250,000
54	Spaulding Orchard Road: Curran Road to Farmingdale Road	New Construction (2 Lanes), Wide Shoulders	County, Private Developer	2,000,000
55	Spaulding Orchard Road: Mercantile Drive/Cockrell Lane to Curran Road	Add 2 Lanes, Wide Shoulders	County	2,250,000
56	University Drive: Cotton Hill Road to 11th Street	New Construction, Sidewalks	Springfield	1,375,000
57	Veterans Parkway (IL 4): 0.3 mile N of Monroe Street/Old Jacksonville Road to 0.3 mile S of Mathers Road	Add 2 Lanes (4 to 6)	IDOT - District 6	45,000,000
58	Wabash Avenue: Koke Mill Road to W of Chatham Road	Add 2 Lanes (4 to 6), Sidewalks	IDOT - District 6	25,000,000
59	Walnut Street: Church Street to Savannah Road	Rehabilitation, Sidepath, Sidewalk	Chatham	1,200,000
<b>TOTAL</b>				<b>\$876,498,000</b>

**Map 19**



Map 20





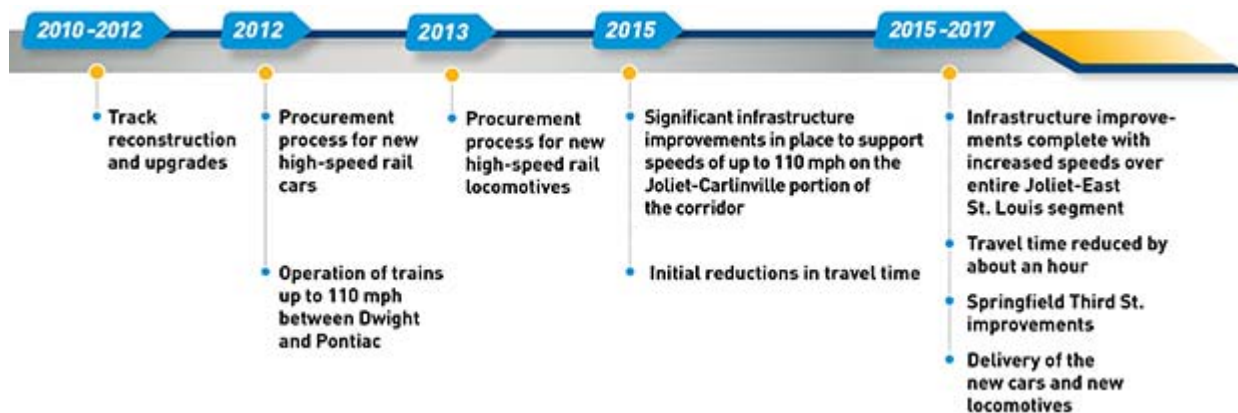
## 6.2 The Rail Network

The envisioned rail network significantly differs from the rail network currently in place. The rail projects included in the Committed and Planned Illustrative Project lists on pages 95 - 98 are largely a result of two major undertakings, the Illinois High-Speed Rail (HSR) Chicago to St. Louis project and the Springfield Rail Improvements project.

In regard to the Illinois HSR Chicago to St. Louis project, IDOT indicates that “The overall purpose of this project is to enhance the passenger transportation network within the Chicago to St. Louis corridor, resulting in a more balanced use of the modal components. The current Chicago to St. Louis corridor operates on only one set of track however, future visions for this corridor include the full build out of an additional second track. The full build out of an additional second track was determined in the Tier 1 Study by combining technical analysis and stakeholder input. The construction of this potential second track is not currently funded.” IDOT has provided the following timeline for the project:

**Figure 7**

### STATE-WIDE HIGH SPEED RAIL PROJECT TIMELINE



The IDOT HSR project includes numerous improvements to the existing 3<sup>rd</sup> Street corridor through Springfield in order to facilitate increased train speeds by 2017. Maximum passenger train speeds are expected to increase from 25mph to 40 mph once the improvements have been made. In general, the improvements along the 3<sup>rd</sup> Street corridor will include:

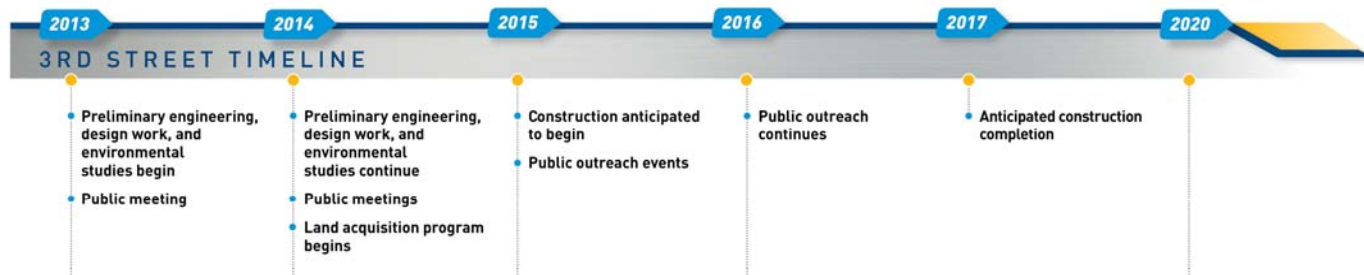
- New rail, ties, and ballast;
- Station enhancements;
- Bridge upgrades;
- Installation of crossing warning and safety features
- Four-quadrant gates;
- Fencing;
- New signal systems;
- Signage and pavement markings.

Figure 8 on the following page indicates the timeline for the projects specific to the 3<sup>rd</sup> Street corridor:



**Figure 8**

### 3<sup>RD</sup> STREET HIGH SPEED RAIL PROJECT TIMELINE



Ultimately, the Springfield Rail Improvements Project would consolidate rail traffic from the 3<sup>rd</sup> and 10<sup>th</sup> Street corridors onto multiple track lines within the 10<sup>th</sup> Street corridor. As outlined in the December 2012 Federal Railroad Administration’s Record of Decision for the Springfield Rail Improvements Project, the selected alternative will consist of “relocating the existing Union Pacific freight and passenger rail corridor to a new location parallel to the Norfolk Southern tracks on 10<sup>th</sup> Street.”

The consolidated 10<sup>th</sup> Street corridor will include two Union Pacific (UP) tracks at 20-foot centers in a 75-foot right-of-way. The Norfolk Southern (NS) right-of-way will be 65 feet wide with one main track and the provision for a future track at 15 feet from the main track.

New grade separations, crossing and street closures, in addition to safety improvements will be necessary to facilitate the project. Improvements will also be made to the remaining at-grade crossings to allow implementation of quiet zones on the Canadian National (CN), UP, and NS rail corridors in the area. Once complete, rail traffic will be eliminated from the existing UP 3<sup>rd</sup> Street corridor from Ridgely Avenue to Hazel Dell Road.

Additionally, a proposed new multi-modal center which accommodates rail passengers will be located adjacent to the 10th Street rail corridor at Adams Street.

Numerous rail crossing and improvement projects necessary to realize the goals of the Illinois HSR Chicago to St. Louis project and the Springfield Rail Improvements Project are included in the Committed and Planned Illustrative project lists found below. Additionally, maps which identify and locate these projects can be found further below in this document.

Map 21 shows the HSR project extent in the Springfield area and the affected corridors.

## Map 21

### HIGH SPEED RAIL PROJECT THROUGH SPRINGFIELD





**Table 31**

## COMMITTED RAIL CROSSING & IMPROVEMENT PROJECTS (2015-2019)

MAP #	PROJECT DESCRIPTION <i>(listed alphabetically)</i>	TYPE OF IMPROVEMENT	JURISDICTION	COST
<b>3rd Street/Current Union Pacific Corridor in Springfield</b>				
1	4th Street	Quad Gates & Pedestrian Gates	State	762,000
2	5th Street	Quad Gates & Pedestrian Gates	State	867,000
3	6th Street	Quad Gates & Pedestrian Gates	State	with North Grand
4	9th Street	Underpass replacement	State	5,200,000
5	Adams Street	Quad Gates & Pedestrian Gates	State	601,000
6	Allen Street	Crossing to be Closed	Springfield	-
7	Ash Street	Quad Gates & Pedestrian Gates	State	863,000
8	Capitol Avenue	Underpass rehabilitation	State	150,000
9	Canedy Street	Crossing to be Closed	Springfield	-
10	Carpenter Street	Quad Gates & Pedestrian Gates	State	712,500
11	Cedar Street	Crossing to be Closed	Springfield	-
12	Converse Avenue	Quad Gates & Pedestrian Gates	State	with 8th St.
13	Cook Street	Quad Gates & Pedestrian Gates	State	703,000
14	Dodge Street	Underpass rehabilitation	State	150,000
15	Eighth Street	Quad Gates & Pedestrian Gates	State	1,935,000
16	Jackson Street	Crossing to be Closed	Springfield	-
17	Jefferson Street	Quad Gates & Pedestrian Gates	State	730,000
18	Laurel Street	Quad Gates & Pedestrian Gates	State	774,000
19	Lawrence Avenue	Quad Gates & Pedestrian Gates	State	586,000
20	Madison Street	Quad Gates & Pedestrian Gates	State	737,000
21	Monroe Street	Quad Gates & Pedestrian Gates	State	908,000
22	North Grand Avenue	Quad Gates & Pedestrian Gates	State	1,938,000
23	Ridgely Avenue	Quad Gates & Pedestrian Gates	State	1,720,000
24	Sangamon Avenue	New Bridge Deck on Underpass	State	1,500,000
25	Scarritt Street	Crossing to be Closed	Springfield	-
26	South Grand Avenue	Quad Gates & Pedestrian Gates	State	1,258,000
27	Union Street	Crossing to be Closed	Springfield	-
28	Washington Street	Quad Gates & Pedestrian Gates	State	833,000
29	Sangamon Avenue to Stanford Avenue	Fencing along corridor	State	4,000,000
<b>10th Street Corridor/Planned Rail Consolidation in Springfield</b>				
30	Ash Street	Underpass	Springfield	20,000,000
31	Carpenter Street	Underpass	Springfield	19,639,000
<b>19th Street/Current Canadian Northern Corridor in Springfield</b>				
32	14th Street	Crossing to be Closed	Springfield	-
33	Stanford Avenue extended	Quad Gates	State	
34	Truman Road	Crossing to be Closed	Springfield	-
<b>High Speed Rail/Union Pacific Corridor Outside Springfield</b>				
35	Andrew Road (in Sherman)	Roadway approach improvements & signal circuitry work	State	1,000,000
36	Dirksen Parkway	New hand railings & ballast retainers on Underpass bridge	State	20,000
37	Goldenrod (in Chatham)	New at grade crossing	State	2,500,000
38	Hazel Dell Road	Quad Gates	State	566,000

39	Iron Bridge Road south of Woodside Road	Overpass	Sangamon County	10,918,955
40	Spruce Street (in Chatham)	Crossing to be Closed	State	-
41	Walnut Street (in Chatham)	Quad Gates	State	710,000
42	Woodside Road	Quad Gates & Pedestrian Gates	State	930,000
43	Woodside Road	Underpass	Sangamon County	20,340,710
			<b>TOTAL COST</b>	<b>103,552,165</b>

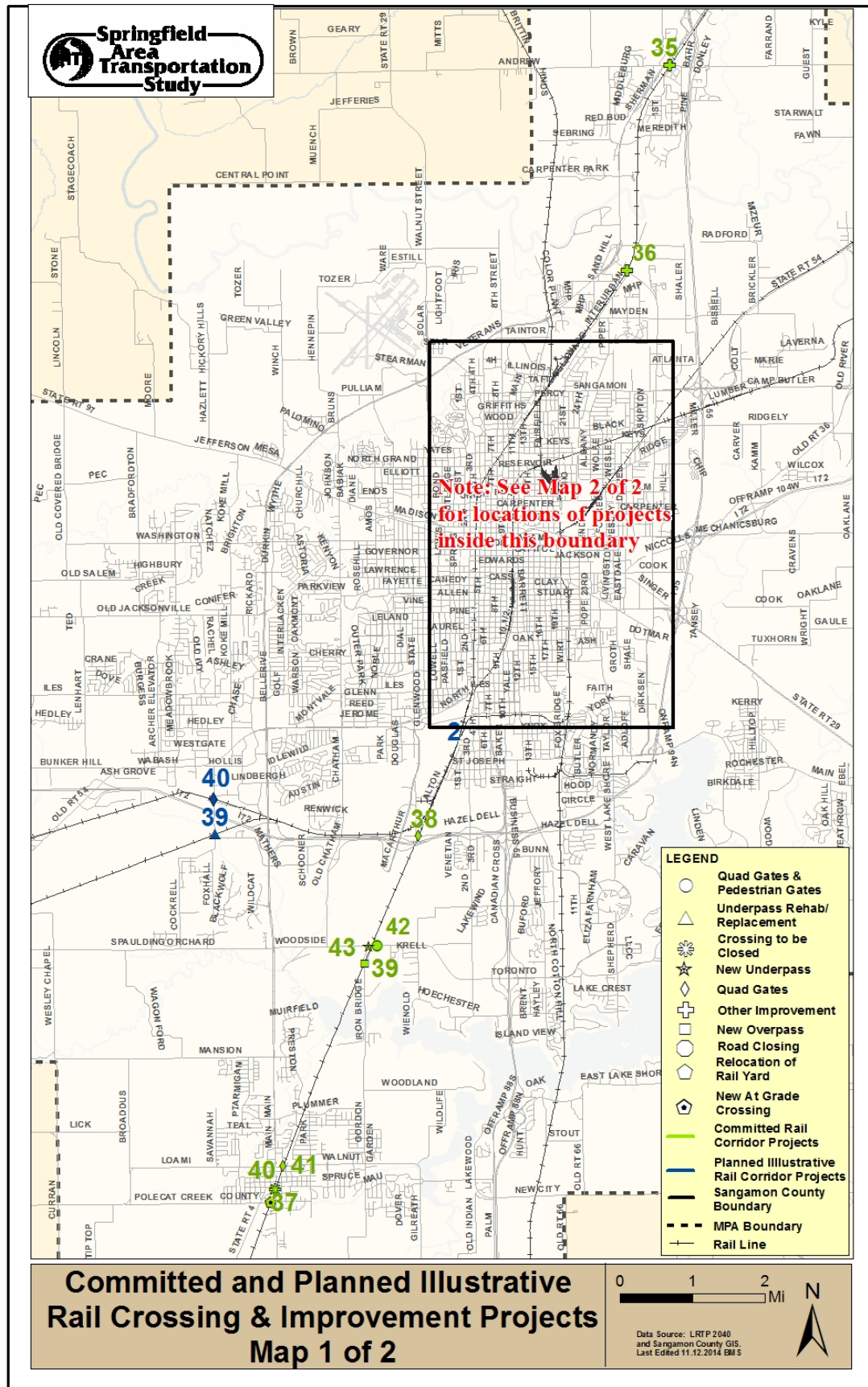
**Table 32**

## PLANNED ILLUSTRATIVE RAIL CROSSING & IMPROVEMENT PROJECTS (2020-2030)

MAP #	PROJECT DESCRIPTION <i>(listed alphabetically)</i>	TYPE OF OF IMPROVEMENT	JURISDICTION	COST
<b>3rd Street/Current Union Pacific Corridor in Springfield</b>				
1	Ridgely Avenue to Hazel Dell Road	Abandon rail corridor	State	N/A
2	Union Pacific corridor over Norfolk Southern corridor between Stanford Avenue and Hazel Dell Road	Flyover	State	60,000,000
<b>10th Street Corridor/Planned Rail Consolidation in Springfield</b>				
3	5th Street	Underpass replacement	Springfield	11,300,000
4	6th Street	Underpass replacement	Springfield	10,600,000
5	9th Street at Ash Street	Road to be closed	Springfield	-
6	10 1/2 Street at Ash Street	Road to be closed	Springfield	-
7	10 1/2 Street at Laurel Street	Road to be closed	Springfield	-
8	10th Street at North Grand Avenue	Road to be closed	Springfield	-
9	Adams Street	Crossing to be closed	Springfield	-
10	Capitol Avenue	Quad Gates	State	1,900,000
11	Converse Street	Quad Gates	State	2,100,000
12	Cook Street	Underpass replacement	State	7,000,000
13	Division Street at rail corridor	Road to be closed	Springfield	-
14	Enos Avenue	Quad Gates	State	1,800,000
15	Enterprise Street	Crossing to be closed	Springfield	-
16	Jackson Street	Crossing to be closed	Springfield	-
17	Jefferson Street	Underpass	Springfield	14,200,000
18	Laurel Street	Underpass	Springfield	13,200,000
19	Madison Street	Underpass	Springfield	14,500,000
20	Miller Street	Crossing to be closed	Springfield	-
21	Monroe Street	Quad Gates	State	1,900,000
22	North Grand Avenue	Underpass	Springfield	14,000,000
23	Princeton Avenue at 6th Street	Road to be closed	Springfield	-
24	Reservoir Street at rail corridor	Road to be closed	Springfield	-
25	Reynolds Street	Crossing to be closed	Springfield	-
26	Ridgely Avenue	Quad Gates	State	2,000,000
27	South Grand Avenue	Underpass replacement	State	9,500,000
28	Washington Street	Quad Gates	State	1,600,000
29	Norfolk Southern Rail Yard	Relocation	State	17,300,000
30	Sangamon Avenue to Stanford Avenue	Add and upgrade tracks	State	88,000,000

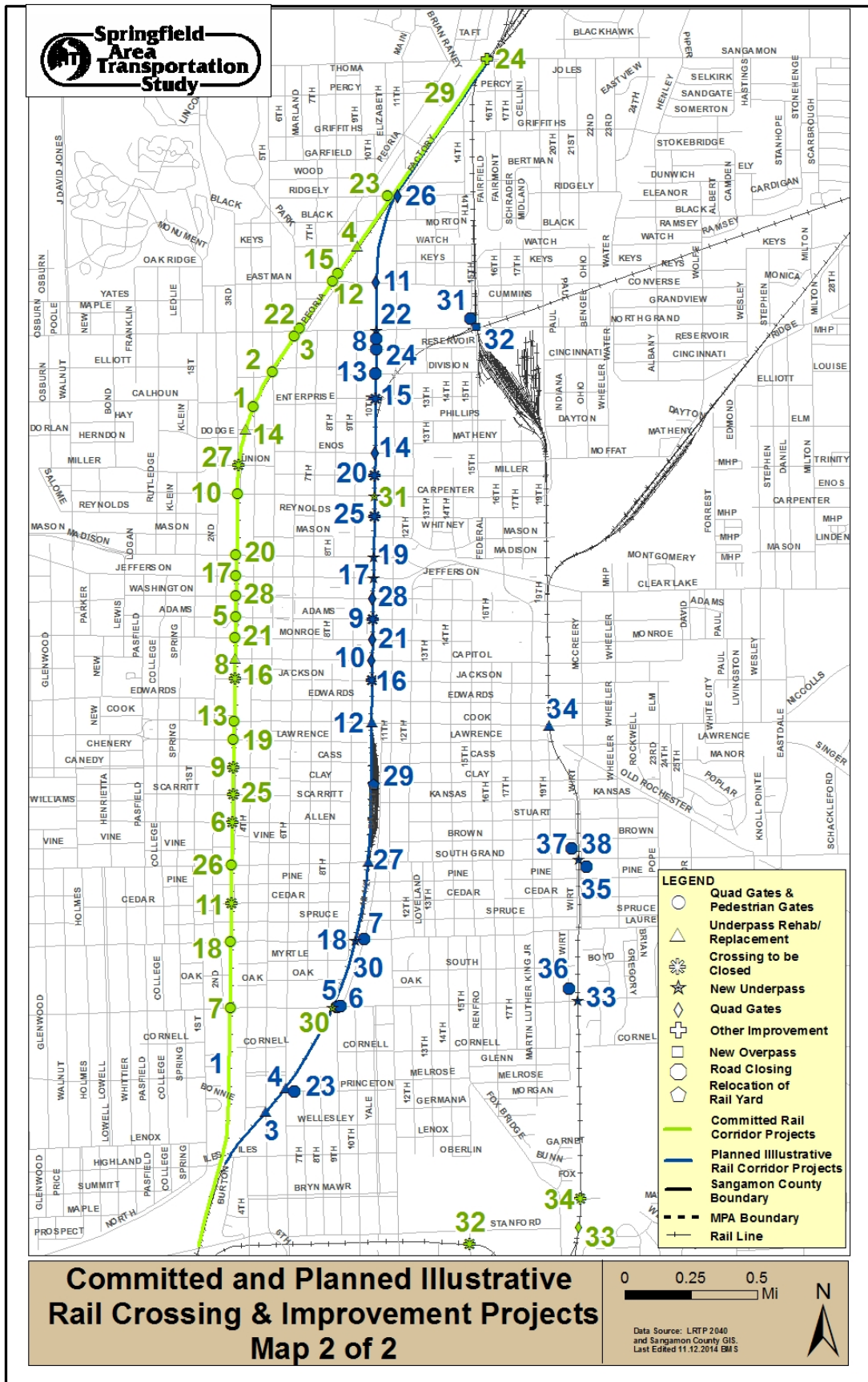
<b>15th Street/Current Illinois &amp; Midland Corridor in Springfield</b>				
31	Michigan Street at North Grand Avenue	Road to be closed	Springfield	-
32	North Grand Avenue	Overpass	Springfield	18,600,000
<b>19th Street/Current Canadian Northern Corridor</b>				
33	Ash Street	Underpass	Springfield	8,600,000
34	Cook Street	Underpass replacement	State	9,500,000
35	McCreery Avenue at South Grand Avenue	Road to be closed	Springfield	-
36	Wirt Avenue at Ash Street	Road to be closed	Springfield	-
37	Wirt Avenue at South Grand Avenue	Road to be closed	Springfield	-
38	South Grand Avenue	Underpass	Springfield	9,500,000
<b>Kansas City Southern Corridor in Springfield</b>				
39	Cockrell Lane	Underpass replacement	State	10,000,000
<b>Norfolk Southern Corridor in Southwest Springfield</b>				
40	Cockrell Lane	Quad Gates	State	2,000,000
			<b>TOTAL COST</b>	<b>329,100,000</b>

**Map 22**





Map 23







### **6.3 The Bicycle Network**

In August, 2012 the first bicycle plan for the MPA was adopted. The Plan laid out a recommended network of corridors, the Envisioned Bicycle Network, that would provide interconnected bicycle facilities throughout the entire area with inter-modal connections. The recommended facilities include bike lanes, wide shoulders, multi-use trails, paths, combined parking/bike lanes, shared lane markings, and way-finding signs. Definitions and examples of these facilities can be found in the SATS Bicycle and Pedestrian Plan.

On-road connection of the multi-use trails is also desired and is anticipated to be completed for the existing trails within the next five years.

Although several multi-use trails and a few bike lanes had previously been installed, development of a bicycle network is just in the beginning phases. The list of projects and maps that follow show the status of all projects on the Envisioned Bicycle Network and additional bicycle facilities planned by participating jurisdictions, as well as the status of the multi-use trail connections.

**Table 33**

**BICYCLE PROJECTS (ALL)**

Project	Terminus 1	Terminus 2	Recommendation	Jurisdiction	Cost	Status
1st St	Eastman Ave	Yates	Bike Route Wayfinding Signs	Springfield	\$ 1,000	Committed
1st St	Laurel	Ash St	Bike Route Wayfinding Signs	Springfield	\$ 3,000	Committed
1st St	Ash St	North St	Combined Bike/Parking Lanes	Springfield	\$ 17,000	Committed
2nd St	Eastman Ave	North Grand Ave	Bike Route Wayfinding Signs	Springfield	-	Built
2nd St (northbound)	North Grand Ave	Dodge	Bike Lanes	Springfield	-	Built
2nd St (southbound)	North Grand Ave	Dodge	Combined Bike/Parking Lanes	Springfield	-	Built
2nd St	Dodge	South Grand Ave	Bike Lanes	Springfield	-	Built
2nd St (northbound)	South Grand Ave	Laurel St	Combined Bike/Parking Lanes	Springfield	-	Built
2nd St (southbound)	South Grand Ave	Laurel St	Shared Lane Markings	Springfield	-	Built
2nd St	Apple Orchard Rd	1st St	Bike Route Wayfinding Signs	Southern View	-	Future
2nd St	1st St	Southwind	Paved Shoulders	Springfield	\$ 900,000	Future
3rd St Rail Corridor (abandoned)	Ridgely Ave	Hazel Dell Road	Multi-use Trail	Springfield	N/A	Planned
4th St	Black Ave	Eastman Ave	Bike Route Wayfinding Signs	Springfield	\$ 2,000	Committed
4th St	Stanford	Apple Orchard Rd	Shared Lane Markings	Southern View	N/A	Future
6th St	Stanford Ave	Hazel Dell Road	Bike Lanes	IDOT-Dist. 6	*	Planned
7th St	Carpenter	Madison	Combined Bike/Parking Lanes	Springfield	\$ 8,000	Future
7th St	Madison St	South Grand Ave	Bike Lanes	Springfield	\$ 35,000	Future
7th St	South Grand Ave	Laurel St	Combined Bike/Parking Lanes	Springfield	\$ 10,000	Future
7th St/Main St/Williamsville Rd	MPA boundary	Lincoln St	Paved Shoulders	Riverton, Sangamon County	*	Future
8th St	Veterans Pkwy	Sangamon Ave	Bike Route Wayfinding Signs	State	N/A	Future
8th St	Sangamon Ave	Black Ave	Bike Route Wayfinding Signs	Springfield	\$ 7,000	Planned
8th St	Black Ave	Converse Ave	Bike Lanes	Springfield	\$ 7,000	Planned
8th St	Converse Ave	Carpenter St	Shared Lane Markings	Springfield	\$ 27,000	Planned
11th St	Ridgely	Converse	Combined Bike/Parking Lanes	Springfield	\$ 11,000	Future
11th St	Converse Ave	North Grand Ave	Bike Lanes	Springfield	\$ 6,000	Future
11th St	North Grand Ave	Carpenter St	Combined Bike/Parking Lanes	Springfield	\$ 21,000	Future
11th St	Carpenter St	East Knox	Bike Lanes	Springfield	\$ 117,000	Future
11th St	East Knox	Lincolnshire	Sidepath	Springfield	*	Committed
16th St	Carpenter St	Clear Lake Ave	Bike Lanes	Springfield	\$ 9,000	Planned
19th St	Griffiths	Carpenter St	Combined Bike/Parking Lanes	Springfield	-	Built
Albany St	Griffiths	Keys	Bike Route Wayfinding Signs	Springfield	\$ 6,000	Committed
Albany St	Keys Ave	North Grand Ave	Bike Lanes	Grandview	*	Future
Amos Ave	Washington	Edwards St	Combined Bike/Parking Lanes	Springfield	\$ 14,000	Future
Andrew Rd	Old Tipton School Rd	Proposed trail	Sidepath	IDOT-Dist. 6	*	Future
Andrew Road	Proposed trail	Waldrop Park	Bike Lanes	IDOT-Dist. 6	*	Future
Apple Orchard Rd	2nd St	4th St	Shared Lane Markings	Southern View	N/A	Future
Archer Elevator Rd	Old Jacksonville Rd	Concordia Village	Bike Lanes	Springfield	*	Planned
Archer Elevator Rd	Concordia Village	YMCA driveway	Bike Lanes	Springfield	*	Committed
Archer Elevator Rd	YMCA driveway	Wabash Ave	Bike Lanes	Springfield	*	Planned
Bissell Rd	Dirksen Pkwy	IL-54	Paved Shoulders	Springfield	\$ 700,000	Future
Bissell Rd	IL-54	St James Rd	Bike Route Wayfinding Signs	Clear Lake Twsp	N/A	Future
Bradfordton Rd	Moore Rd	Jefferson St	Paved Shoulders	Sangamon County	*	Future
Bradfordton Rd	Jefferson St	Washington St	Paved Shoulders	Sangamon County	*	Planned
Bradfordton Rd	Washington St	Old Jacksonville Rd	Sidepath	Sangamon County	*	Future
Bradfordton Rd	Old Jacksonville Rd	S of Greenbriar Dr	Sidepath	Springfield	*	Planned
Bradfordton Rd	S of Johanne Ct	Wabash Ave	Sidepath	Springfield	*	Planned
Bradfordton Rd	Wabash Ave	Spaulding Orchard Rd	Bike Lanes	Springfield	*	Future
Bradfordton Rd	Spaulding Orchard Rd	Il 4	Paved Shoulders	Sangamon County	*	Future
Bruns Lane	Palomino Rd	North Grand Ave	Bike Route Wayfinding Signs	Springfield	\$ 3,000	Committed
Bunker Hill Rd	Sangamon Valley Trail	Wabash Ave	Paved Shoulders	Springfield	*	Future
Camp Butler Rd	Lavema	South Camp Butler Rd	Paved Shoulders	Clear Lake Twsp	N/A	Future
Camp Lincoln Rd	Veterans Pkwy	North Grand Ave	Bike Route Wayfinding Signs	Springfield	\$ 4,000	Future
Capitol Ave	2nd St	11th St	Bike Route Wayfinding Signs	Springfield	\$ 10,000	Planned
Capitol Ave	11th St	Wheeler	Combined Bike/Parking Lanes	Springfield	\$ 28,000	Planned
Cardinal Hill Rd	Route 29	Mechanicsburg Rd	Paved Shoulders	Sangamon County	*	Planned
Carpenter St	2nd St	9th St	Bike Lanes	Springfield	\$ 20,000	Future
Carpenter St	9th St	19th St	Combined Bike/Parking Lanes	Springfield	\$ 25,000	Future
Chatham Pathway	Interurban Trail	Route 4 (Main St)	Path	Chatham	N/A	Planned
Chatham Rd (Chatham)	Ivy Glen Dr	Palm Rd	Bike Lanes	Sangamon County	*	Future
Chatham Rd (Springfield)	Wabash Trail	Westchester Blvd	Paved Shoulders	Springfield	*	Future
Chatham Rd (Springfield)	Westchester Blvd	Woodside Rd	Paved Shoulders	Springfield	*	Future
Clear Lake Ave	Eastdale Ave	Dirksen Pkwy	Sidepath	IDOT-Dist. 6	N/A	Future
Cookrell Ln	Hollis Dr	Spaulding Orchard Rd	Bike Lanes	Springfield	*	Planned
Converse Ave	8th St	19th St	Combined Bike/Parking Lanes	Springfield	\$ 26,000	Committed
Covered Bridge Rd	Union School Rd	Gordon Dr	Bike Route Wayfinding Signs	Chatham	N/A	Future
Dirksen Pkwy	Peoria Rd	Bissell Rd	Paved Shoulders	IDOT-Dist. 6	*	Future
Dirksen Pkwy	Bissell Rd	Ridgely	Bike Lanes	IDOT-Dist. 6	*	Future
Dirksen Pkwy	Ridgely	Clear Lake Ave	Bike Lanes	IDOT-Dist. 6	*	Committed
Dirksen Pkwy	Clear Lake Ave	Stevenson Dr	Bike Lanes	IDOT-Dist. 6	*	Future
East Lake Shore Dr	I-55 exit ramp	Brittany	Sidepath	Springfield	\$ 600,000	Future
East Lake Shore Dr	Rochester Rd	Long Bay Dr	Paved Shoulders	Sangamon County	*	Future
East Lake Shore Dr	Long Bay Dr	Old Route 66	Paved Shoulders	Sangamon County	*	Committed
East Lake Shore Dr	Old Route 66	Hunt Rd	Paved Shoulders	Sangamon County	*	Future
Eastdale Ave	Clear Lake Ave	Cook St	Paved Shoulders	Springfield	\$ 600,000	Future
Eastdale Ave	Cook St	South Grand Ave	Bike Lanes	Springfield	\$ 15,000	Future
Eastman Ave	1st St	5th St	Bike Route Wayfinding Signs	Springfield	\$ 4,000	Committed
Eastman Ave	5th St	8th St	Combined Bike/Parking Lanes	Springfield	\$ 8,000	Committed
Edwards St	Amos	College	Combined Bike/Parking Lanes	Springfield	\$ 45,000	Committed
Edwards St	College	2nd St	Shared Lane Markings	Springfield	\$ 4,000	Committed
Factory	Griffiths	Ridgely	Shared Lane Markings	Springfield	\$ 3,000	Future
Franklin School Path	Outer Park	Iles	Path	School Dist 186	\$ 12,000	Planned
Gordon Dr	Plummer	Walnut	Bike Lanes	Chatham	\$ 400,000	Future
Gordon Dr	Walnut	Hurstbourne	Bike Lanes	Chatham	*	Planned
Gordon Dr	Hurstbourne	Pulliam Rd	Sidepath	Chatham	*	Future
Gordon Dr	Pulliam Rd	MPA boundary	Bike Route Wayfinding Signs	Chatham	N/A	Future
Greenbriar Dr	Sangamon Valley Trail	Meadowbrook Rd	Combined Bike/Parking Lanes	Springfield	\$ 47,000	Committed
Greenbriar Dr	Meadowbrook Rd	Koke Mill Rd	Combined Bike/Parking Lanes	Springfield	-	Future
Greenbriar Dr	Koke Mill Rd	Interlaken Dr	Combined Bike/Parking Lanes	Springfield	-	Built

Project	Terminus 1	Terminus 2	Recommendation	Jurisdiction	Cost	Status
Greenbriar Dr/Warson Rd/Brentwood Dr	Interlaken Rd	Haverford Rd	Bike Route Wayfinding Signs	Springfield	\$ 8,000	Committed
Griffiths Rd	Factory Rd	19th St	Bike Lanes	Springfield	\$ 13,000	Planned
Griffiths Ave	19th St	23rd St	Combined Bike/Parking Lanes	Springfield	\$ 10,000	Planned
Griffiths Ave	23rd St	Henley Rd	Bike Route Wayfinding Signs	Springfield	\$ 2,000	Planned
Haverford Rd/Lombard Ave/Montvale Dr/ Nottingham Rd/ Drawbridge Rd/Quarterstaff Rd	Brentwood Dr	Wabash Trail	Bike Route Wayfinding Signs	Springfield	\$ 17,000	Committed
Hazel Dell Rd	Interurban Trail	2nd St	Bike Route Wayfinding Signs	Springfield	\$ 4,000	Future
Hedley Rd	Koke Mill Rd	West White Oaks Dr	Bike Lanes	Springfield	*	Planned
Henley	Sangamon Ave	Griffiths	Bike Route Wayfinding Signs	Springfield	\$ 5,000	Future
Hilltop Rd	Lost Bridge Trail	Rochester Rd	Sidepath	Springfield	\$ 1,100,000	Future
Hollis Dr	Wabash Ave	Robbins	Bike Lanes	Springfield	*	Committed
Iles Ave	Farmingdale Rd	Lenhart Rd	Bike Lanes	Springfield	*	Future
Iles Ave	Lenhart Rd	Rotary Park entrance	Bike Lanes	Springfield	*	Planned
Iles Ave	Rotary Park entrance	Meadowbrook Rd	Bike Lanes	Springfield	*	Committed
Iles Ave	Chatham Rd	MacArthur Blvd	Paved Shoulders	Jerome	*	Planned
Illinois Route 66	Sherman, Springfield	various locations	Illinois Route 66 Bicycle Racks	Illinois Route 66 Scenic Byway	\$ 6,552	Committed
Interlaken Dr	Old Jacksonville Rd	Pebble Beach Dr	Bike Route Wayfinding Signs	Springfield	\$ 5,000	Committed
Interlaken Dr	Laurel St	Greenbriar Dr	Combined Bike/Parking Lanes	Springfield	-	Built
Interurban	Dirksen Pkwy	Mayden	Bike Route Wayfinding Signs	Springfield	\$ 5,000	Future
Interurban Trail extension (Chatham)	Spruce	MPA boundary	Multi-use Trail	Chatham	N/A	Future
Iron Bridge Rd	Woodside	Walnut	Paved Shoulders	Sangamon County	*	Planned
J. David Jones Parkway	Cemetery Entrance	Yates	Paved Shoulders	IDOT-Dist. 6	*	Future
Junction Circle	Stanford Ave	Interurban Trail	Sidepath	Springfield	\$ 7,000	Future
Karen Rose Dr	Cardinal Hill Rd	west of Parkview Dr	Bike Route Wayfinding Signs	Rochester	N/A	Planned
Koke Mill Rd	Jefferson St	Old Jacksonville Rd	Bike Lanes	Springfield	*	Future
Laurel St	Interlaken Rd	Chatham Rd	Combined Bike/Parking Lanes	Springfield	-	Built
Laurel St	Chatham Rd	Illini	Bike Lanes	Leland Grove	*	Planned
Laurel St	Illini	MacArthur Blvd	Shared Lane Markings	Leland Grove	N/A	Planned
Laurel St	MacArthur Blvd	Taylor Ave	Combined Bike/Parking Lanes	Springfield	-	Built
Lavema Rd	St James Rd	Camp Butler Rd	Paved Shoulders	Springfield, Clear Lake Twsp	N/A	Future
Lenhart Rd	Old Jacksonville Rd	Bunker Hill Rd	Bike Lanes	Springfield	*	Future
Lincoln	North Grand Ave	Edwards St	Combined Bike/Parking Lanes	Springfield	\$ 50,000	Future
Lincoln	Edwards	Washington Park	Bike Route Wayfinding Signs	Springfield	\$ 4,000	Future
Lincoln St	Sangamon River	7th Street	Bike Route Wayfinding Signs	Riverton	N/A	Future
Lincolnshire Blvd	Freedom Dr	11th St	Bike Lanes	Springfield	*	Future
Long Bay Dr	WestLake Shore Dr	East Lake Shore Dr	Bike Route Wayfinding Signs	Springfield	\$ 6,000	Committed
Lost Bridge Trail extension	Cardinal Hill Rd	MPA boundary	Multi-use Trail	Rochester	\$ 400,000	Planned
MacArthur Blvd	North Grand Ave	Yates	Bike Route Wayfinding Signs	Springfield	\$ 2,000	Committed
Main St (Chatham)	Interurban Trail	Wintergreen Dr	Shared Lane Markings	Chatham	*	Future
Main St (Chatham)	Wintergreen Dr	Covered Bridge Rd	Bike Lanes	Chatham	*	Future
Main St connector (Chatham)	Interurban Trail	Main St	path	Chatham	*	Future
Main St (Rochester)	Education	Lost Bridge Trail	Combined Bike/Parking Lanes	Rochester	N/A	Planned
Main St (Rochester)	Route 29	Cardinal Hill Rd	Shared Lane Markings	Rochester	N/A	Planned
Main St (Rochester)	Cardinal Hill Rd	Maxheimer Rd	Sidepath	Rochester	N/A	Planned
Mansion Rd	Buoy Ct	IL-4	Bike Lanes	Chatham	*	Future
Mathers Rd	Cockrell Ln	Veterans Pkwy	Bike Lanes	Springfield	*	Planned
Maxheimer Rd	Main St	Route 29	Sidepath	Rochester	N/A	Planned
Maxheimer Rd	Route 29	MPA boundary	Bike Route Wayfinding Signs	Rochester Twsp	N/A	Planned
Mayden St	Interurban Ave	Piper Rd	Bike Route Wayfinding Signs	Springfield	\$ 3,000	Future
Mayden St	Piper Rd	Terminal Ave	Shared Lane Markings	Springfield	\$ 6,000	Future
Mayden St	Terminal Ave	Dirksen Pkwy	Paved Shoulders	Springfield	\$ 400,000	Future
Meadowbrook Rd	Washington	Highbury Dr	Bike Lanes	Springfield	*	Future
Meadowbrook Rd	Hazelbrook Dr	Old Jacksonville Rd	Bike Lanes	Springfield	*	Future
Meadowbrook Rd	Old Jacksonville Rd	Iles Ave	Bike Lanes	Springfield	-	Built
Mechanicsburg Rd	Cravens Ln	Pakey Rd	Paved Shoulders	Sangamon County	*	Planned
Mercantile Dr	Wabash Ave	Cockrell Ln	Bike Lanes	Springfield	*	Future
Meredith Dr	Old Tipton School Rd	1st St	Sidepath	Sherman	N/A	Future
Meredith Dr	1st St	Zimmerman Dr	Bike Lanes	Sherman	N/A	Future
Milldale Dr	Oak Hill Rd	Walnut St	Bike Lanes	Rochester	*	Planned
Milton Ave	North Grand Ave	Clear Lake Ave	Bike Lanes	Springfield	\$ 30,000	Future
Martin Luther King Jr. Dr.	Clear Lake Ave	South Grand Ave	Bike Lanes	Springfield	\$ 35,000	Future
Martin Luther King Jr. Dr.	South Grand Ave	Laurel St	Combined Bike/Parking Lanes	Springfield	\$ 11,000	Future
New road south of Mathers Road	Bradfordton Road	Mercantile Road	Bike Lanes	Springfield	*	Future
North St	Stanford Ave	1st St	Paved Shoulders	Woodside Twsp	*	Future
North Cotton Hill Road	Southwind	Toronto Rd	Paved Shoulders	Springfield	\$ 600,000	Future
North Grand	Bruns Lane	MacArthur Blvd	Bike Route Wayfinding Signs	Springfield	\$ 10,000	Committed
North Grand	19th St	Stephens	Bike Lanes	Grandview	*	Future
North Grand/Ridge	Stephens	Dirksen Pkwy	Paved Shoulders	State	*	Future
Oak Crest Rd	South Camp Butler Rd	Oaklane Rd	Paved Shoulders	Clear Lake Twsp	*	Future
Oak Hill Rd	Rochester Rd	Woodland Trail	Bike Lanes	Rochester	N/A	Planned
Oak Hill Rd	Woodland Trail	Cardinal Hill Rd	Shared Lane Markings	Rochester	N/A	Planned
Oak Rd	Main St	north of Karen Rose	Bike Route Wayfinding Signs	Rochester	N/A	Planned
Oaklane Rd	Oak Crest Rd	Mechanicsburg Rd	Paved Shoulders	Clear Lake Twsp	*	Future
Old Jacksonville Rd	Farmingdale Rd	Bradfordton Rd	Paved Shoulders	Sangamon County	*	Future
Old Jacksonville Rd	Interlaken	Chatham Rd	Sidepath	Springfield	\$ 700,000	Future
Old River Road	Sangamon River	Camp Butler Rd	Bike Route Wayfinding Signs	Clear Lake Twsp	N/A	Future
Old Rochester Rd	Wheeler	South Grand Ave	Shared Lane Markings	Springfield	\$ 5,000	Committed
Old Route 36	Washington St	MPA boundary	Multi-use Trail	Riverton	N/A	Planned
Old Tipton School Rd	Andrew Rd	Carpenter Park	Sidepath	Sherman	N/A	Future
Outer Park Dr	Lincoln	1st St	Bike Route Wayfinding Signs	Springfield	\$ 15,000	Committed
Palm Rd	S of Lakewood	Pulliam Rd	Paved Shoulders	IDOT-Dist. 6	*	Future
Palomino Rd	Veterans Pkwy	Bruns Ln	Bike Route Wayfinding Signs	Springfield Twsp	N/A	Planned
Park St	Washington Park	Outer Park Dr	Bike Route Wayfinding Signs	Springfield, Leland Grove	\$ 7,000	Planned
Park St	Iles Ave	Wabash Trail	Shared Lane Markings	Jerome	N/A	Planned
Park St (Chatham)	Plummer	existing sidepath	Bike Route Wayfinding Signs	Chatham	N/A	Planned
Path from Parkway Point to Interurban Trail	Freedom Dr	Interurban Trail	Path	Springfield	\$ 1,400,000	Future



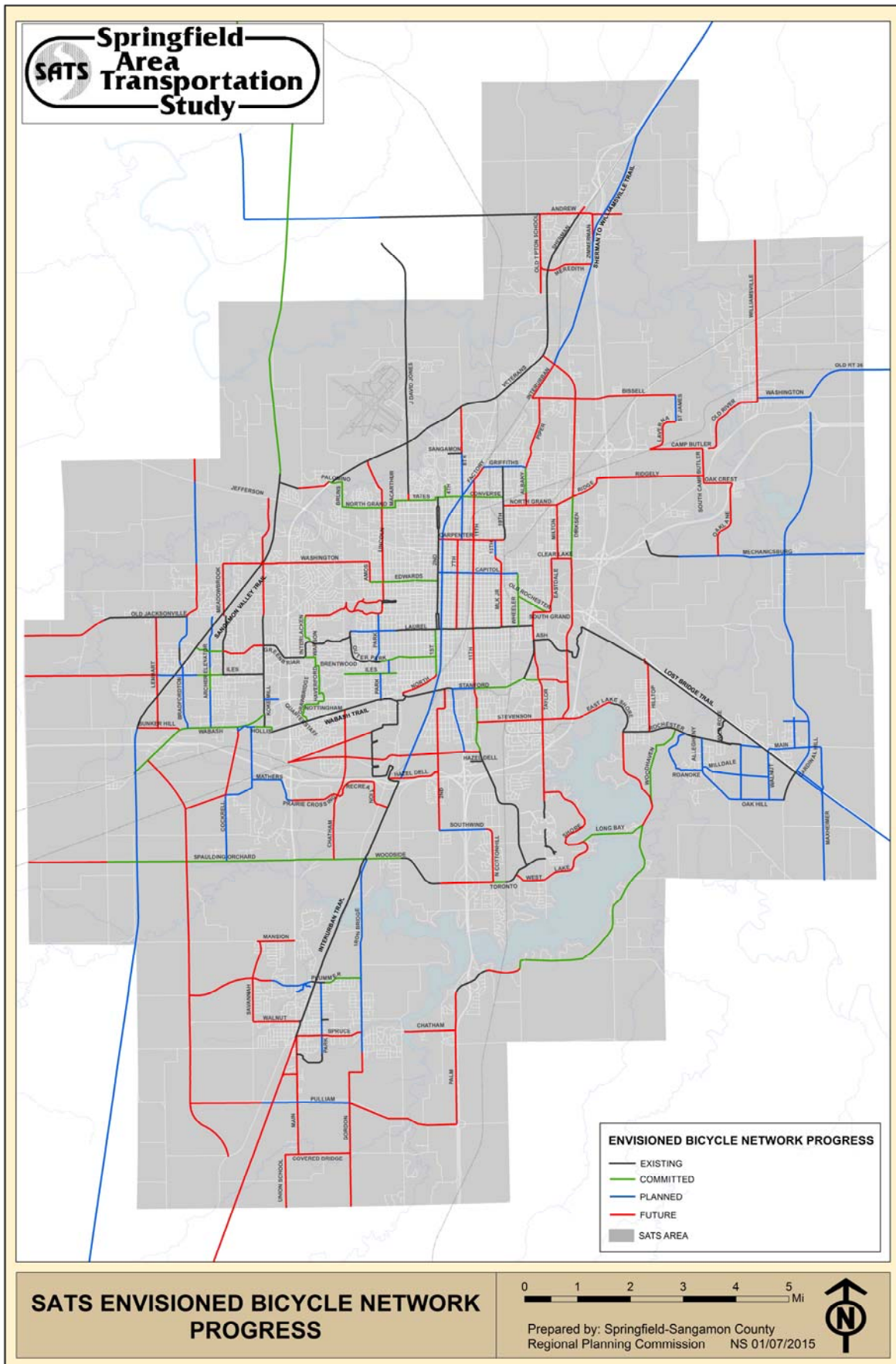
Project	Terminus 1	Terminus 2	Recommendation	Jurisdiction	Cost	Status
Pebble Beach Dr	Interlaken Rd	Laurel St	Bike Route Wayfinding Signs	Springfield	\$ 3,000	Committed
Piper Rd	Mayden	Neil	Bike Route Wayfinding Signs	Springfield	\$ 5,000	Future
Piper Rd	Neil	Sangamon Ave	Paved Shoulders	Springfield	\$ 600,000	Future
Plummer Blvd extension	Bradfordton Road	Savannah	Sidepath	Chatham	*	Future
Plummer Blvd	Savannah	Ptarmigan Dr	Sidepath	Chatham	*	Future
Plummer Blvd	Ptarmigan Dr	Ravinia	Sidepath	Chatham	*	Planned
Plummer Blvd	west of Interurban Tr	Gordon Dr	Sidepath	Chatham	\$ 391,570	Committed
Prairie Crossing Dr	Veterans Pkwy	Chatham Rd	Shared Lane Markings	Springfield	\$ 10,000	Future
Proposed Road (Rochester)	Main St	Oak Hill Rd	Bike Lanes	Rochester	*	Planned
Pulliam Rd	Bradfordton Road	IL 4	Sidepath	Chatham	*	Future
Pulliam Rd	IL 4	Gordon Dr	Sidepath	Chatham	*	Planned
Pulliam Rd	Gordon Dr	Palm Rd	Sidepath	Chatham	*	Future
Recreation Dr	Chatham Rd	MacArthur Blvd	Sidepath	Springfield	\$ 1,100,000	Future
Recreation Dr	MacArthur Blvd	Interurban Trail	Path	Springfield	\$ 150,000	Future
Ridge Ave	Dirksen Pkwy	Ridgely	Paved Shoulders	Springfield	*	Future
Ridgely	Ridge	South Camp Butler Rd	Paved Shoulders	Springfield, Clear Lake Twsp	\$ 1,000,000	Future
Roanoke	Rochester River Path	Oak Hill Rd	Bike Route Wayfinding Signs	Rochester	N/A	Planned
Robbins Rd	Hollis Dr	Wabash Trail	Bike Lanes	Springfield	\$ 5,000	Committed
Rochester River Path	Rochester Rd	Roanoke Dr	Path	Rochester	N/A	Planned
Route 29 (Rochester)	Cardinal Hill Rd	Maxheimer Rd	Sidepath (on north side)	Rochester	N/A	Planned
Sangamon Valley Trail (extension)	Stuart Park	Cantrall Creek Road	Multi-use Trail	Sangamon County	\$ 5,491,370	Committed
Sangamon Valley Trail (extension)	Cantrall Creek Road	Menard County Line	Multi-use Trail	Sangamon County	N/A	Future
Sangamon Valley Trail (extension)	Centennial Park	Macoupin County Line	Multi-use Trail	Sangamon County	\$ 10,000,000	Planned
Savannah Rd	Mansion Rd	Plummer	Bike Lanes	Chatham	N/A	Future
Savannah Rd	Plummer	Walnut	Shared Lane Markings	Chatham	N/A	Future
Sherman to Williamsville Trail	Conrey St	Andrew Rd	Multi-use Trail	Sherman	\$ 2,500,000	Planned
Sherman to Springfield Trail	Andrew Rd	Dirksen Pkwy	Multi-use Trail	Sherman	\$ 3,000,000	Planned
Sherman Blvd	Andrew Rd	Village Center Dr	Paved Shoulders	IDOT-Dist. 6	*	Future
South Camp Butler Rd	Camp Butler Rd	Oak Crest Rd	Paved Shoulders	Clear Lake Twsp	N/A	Future
South Grand Avenue	Taylor	Eastdale	Sidepath	Springfield	\$ 300,000	Future
Southwind	2nd St	North Cottonhill Rd	Bike Route Wayfinding Signs	Springfield	\$ 6,000	Planned
Spaulding Orchard Rd	Farmingdale Rd	Curran Rd	Paved Shoulders	Sangamon County	*	Future
Spaulding Orchard Rd	Curran Rd	IL 4	Paved Shoulders	Sangamon County	*	Committed
Spruce St	Main St	Gordon Dr	Bike Lanes	Chatham	N/A	Future
St. James Ct	Bissell Rd	Lavema	Bike Route Wayfinding Signs	Springfield, Clear Lake Twsp	\$ 3,000	Planned
Stanford Ave	6th St	11th St	Combined Bike/Parking Lanes	Springfield	*	Planned
Stanford Ave	11th St	Fox Bridge Rd	Sidepath	Springfield	*	Committed
Stanford Ave	Fox Bridge Rd	Taylor Ave	Sidepath	Springfield	*	Committed
Stanford Ave	Taylor Ave	Dirksen Pkwy	Bike Lanes	Springfield	\$ 15,000	Future
Stevenson Dr	I-55 exit ramp	11th St	Sidepath	IDOT-Dist. 6	*	Future
Stuart Park connector	Palomino Rd	Stuart Park	Path	Springfield	\$ 700,000	Future
Taylor Ave	South Grand Ave	Stevenson Dr	Bike Lanes	Springfield	\$ 55,000	Future
Toronto Rd	2nd St	Canadian Cross	Paved Shoulders	Sangamon County	N/A	Future
Toronto Rd	Canadian Cross	North Cottonhill Rd	Bike Lanes	IDOT-Dist. 6	N/A	Future
Toronto Rd	North Cottonhill Rd	RR E of N Cottonhill	Widen Paved Shoulders	Springfield	\$ 300,000	Committed
Union School Rd	Covered Bridge Rd	MPA boundary	Bike Route Wayfinding Signs	Chatham Twsp	N/A	Future
Wabash Ave	Moffet (Curran)	I-72	Paved Shoulders	IDOT-Dist. 6	*	Committed
Wabash Ave	I-72	Koke Mill Rd	Bike Lanes	IDOT-Dist. 6	*	Committed
Walnut Rd (Rochester)	IL-29	Oak Hill Rd	Bike Lanes	Rochester	N/A	
Walnut St (Chatham)	Savannah	Pheasant Run	Shared Lane Markings	Chatham	*	Future
Walnut St (Chatham)	Pheasant Run	east of creek	Sidepath	Chatham	*	Future
Walnut St (Chatham)	east of creek	Interurban Trail	Shared Lane Markings	Chatham	N/A	Future
Walnut St (Chatham)	Park St	park	Sidepath	Chatham	N/A	Future
Washington Park			Bike Route Wayfinding Signs	Spfld Park District	N/A	Future
Washington St	Meadowbrook Rd	Amos	Sidepath	Springfield	\$ 2,500,000	Future
Washington St	7th St	Old Route 36	Bike Route Wayfinding Signs	Riverton	N/A	Planned
West Lake Shore Dr	Stevenson Dr	Varsity Ct	Sidepath	Springfield	\$ 1,300,000	Future
West Lake Shore Dr	West Lake Shore Dr	Toronto Rd	Paved Shoulders	Springfield	\$ 1,700,000	Future
Wheeler Ave	Capitol Ave	Cook St	Shared Lane Markings	Springfield	\$ 4,000	Committed
Wheeler Ave	Cook St	South Grand Ave	Combined Bike/Parking Lanes	Springfield	\$ 18,000	Committed
Wheeler Ave	South Grand Ave	Laurel St	Shared Lane Markings	Springfield	\$ 6,000	Committed
Woodhaven Rd	Rochester Rd	East Lake Shore Dr	Bike Route Wayfinding Signs	Springfield	\$ 60,000	Committed
Woodside Rd	Veterans Pkwy	North Lake Road	Paved Shoulders	Sangamon County	*	Committed
Yates	J David Jones Pkwy	1st St	Bike Route Wayfinding Signs	Springfield	\$ 8,000	Committed
Zimmerman Dr	Andrew Rd	South St	Bike Lanes	Sherman	N/A	Future
Zimmerman Dr	South St	proposed trail	Sidepath	Sherman	N/A	Future

**TOTAL COST OF STAND-ALONE PROJECTS \$39,852,492**

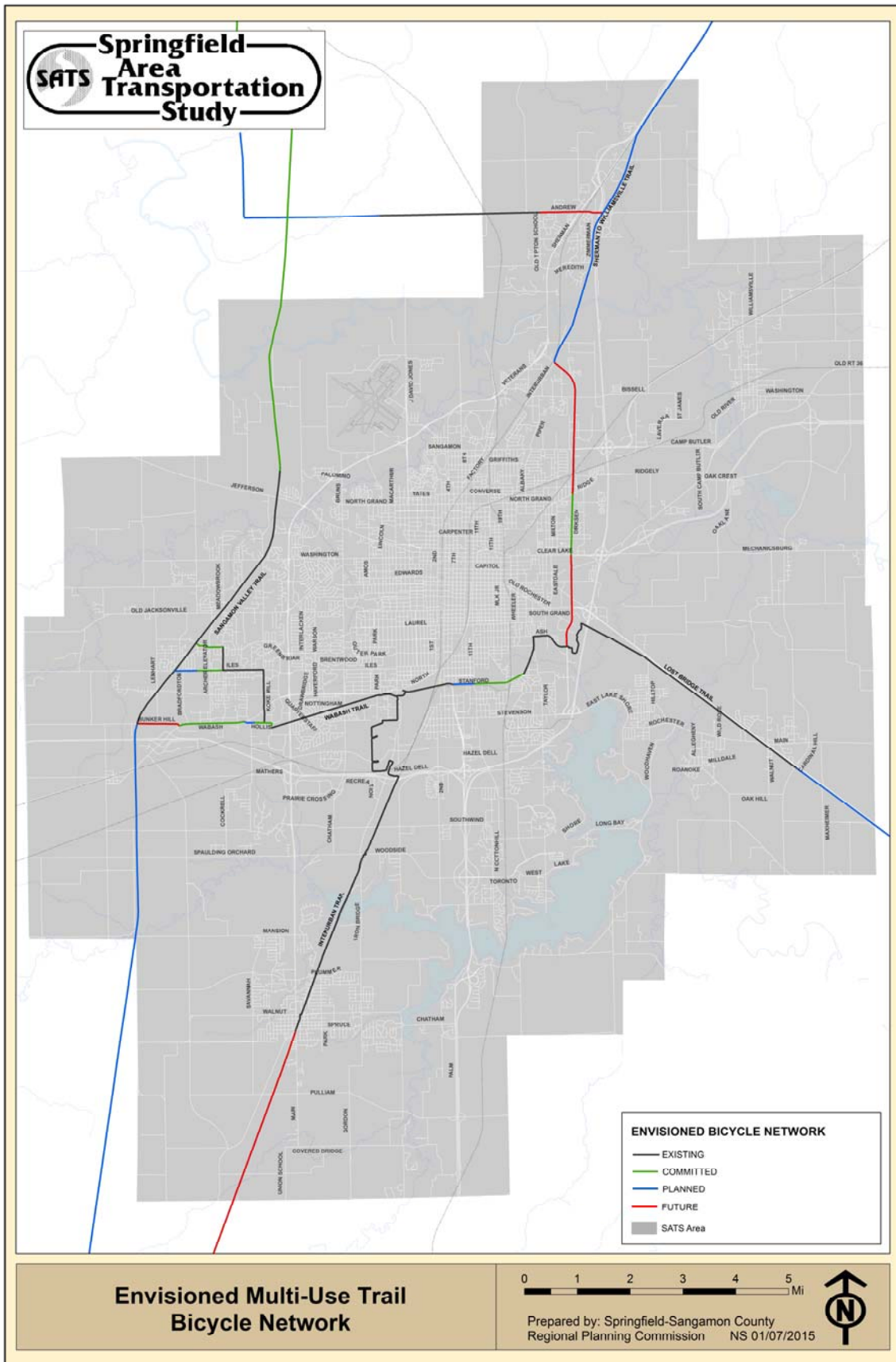
\* Cost of project included in associated road project

\*\* Cost of project included in overall capital improvement program

**Map 24**



Map 25







## 6.4 The Pedestrian Network

Also in August of 2012 a pedestrian plan was adopted that identified a Priority Pedestrian Network (PPN) that would create an interconnected walkway throughout the MPA and is a priority for construction and maintenance. The PPN consists mostly of sidewalks but will also share the multi-use trails and paths included in the bicycle network. Unlike the Envisioned Bicycle Network, a good part of the PPN already exists.

Those parts of the PPN that do not exist will be constructed as part of road projects or in connection with new development. Many of the infill sidewalks will be built through capital improvement programs or as individual lots are developed. Several segments may be dependent on grants or other funding sources. Sidewalks along State roads require some local participation.

Many small “missing link” projects were identified that if undertaken would complete long stretches of walkways, usually amounting to several miles. The following tables and maps show the status of the Priority Pedestrian Network projects in total and of the small “missing links” specifically.

**Table 34****PEDESTRIAN PROJECTS (ALL)**

Project	Terminus 1	Terminus 2	Recommendation	Jurisdiction	Cost	Status
1st Street	Lenox	Highland Avenue	Sidewalk	Springfield Twsp	*	Future
1st St (west side)	Brookside Glen	South St	Sidewalk	Sherman	**	Planned
1st St	South St	North St	Sidewalk	Sherman	**	Planned
2nd Street	South Grand Ave	Laurel St	Sidewalk	Springfield	*	Future
2nd Street	Apple Orchard Rd	1st St	Sidewalk	Southern View	**	Future
2nd Street	1st Street	Hazel Dell Rd	Sidewalk	Springfield	**	Future
2nd Street	Hazel Dell Rd	Southwind Rd	Sidewalk	Springfield	*	Future
3rd St rail corridor (abandoned)	Ridgely Ave	Hazel Dell Rd	Sidewalk	Springfield	***	Planned
4th St	Stanford Ave	St. Joseph St.	Sidewalk	Southern View	**	Future
5th St (west side)	Sangamon Ave	Black St	Sidewalk	Springfield	210,000	Future
5th St	Stanford Ave	Bryn Mawr	Sidewalk	Springfield	**	Planned
6th St (north side)	5th Street	Keys	Sidewalk	Springfield	63,000	Future
6th Street (east side)	Broad Pl	Cornell	Sidewalk	Springfield	**	Committed
6th Street (east side)	Oak	Myrtle	Sidewalk	Springfield	**	Committed
6th Street (west side)	Laurel St	Spruce St	Sidewalk	Springfield	**	Committed
6th St	Bryn Mawr	Stanford Ave	Sidewalk	Springfield	**	Planned
6th St	Stanford Ave	Lincolnshire Blvd	Sidewalk	IDOT - District 6	*	Planned
6th Street Road	Stevenson Dr	Lincolnshire Blvd	Sidewalk	IDOT - District 6	*	Planned
10th St	Stanford Ave	Linton	Sidewalk	Springfield	30,400	Committed
11th St	Ridgely Ave	Converse	Sidewalk	Springfield	**	Planned
11th St (east side)	Stanford Ave	Bryn Mawr	Sidewalk	Springfield	**	Planned
11th Street Extension	East Knox	Lincolnshire Blvd	Sidewalk	Springfield	*	Committed
11th St	Ernest Hemingway Drive	Toronto Rd	Sidewalk	Springfield	357,000	Future
15th Street (east side)	North Grand Ave	Enterprise	Sidewalk	Springfield	**	Future
15th Street (east side)	Laurel St	Fox Bridge Rd	Sidewalk	Springfield	12,800	Committed
19th St (west side)	Griffiths	Converse	Sidewalk	Springfield	140,000	Committed
19th St (east side)	Converse	North Grand Ave	Sidewalk	Springfield	19,000	Committed
19th St	North Grand Ave	Carpenter St	Sidewalk	Springfield	165,000	Committed
Adloff Drive: Stanford Avenue to Stevenson Drive	Stanford Ave	Stevenson Dr	Sidewalk	Springfield	*	Future
Albany (east side)	Keys	North Grand Ave	Sidewalk	Grandview	*	Future
Allegheny	Cumberland	Roanoke	Sidewalk	Rochester	**	Future
Amos Ave	Jefferson St	North Grand Ave	Sidewalk	Springfield	*	Future
Andrew Road	Old Tipton School Road	Waldrop Park	Sidewalk	IDOT - District 6	*	Future
Apple Orchard Road	2nd St	Professional Dr	Sidewalk	Southern View, Springfield	**	Planned
Archer Elevator Rd	Old Jacksonville Rd	Greenbriar Rd	Sidewalk	Springfield, Curran Twsp	*	Planned
Archer Elevator Rd	Greenbriar Dr	Concordia Village driveway	Sidewalk	Springfield	*	Planned
Archer Elevator Rd	Concordia Village driveway	YMCA driveway	Sidewalk	Springfield	*	Committed
Archer Elevator Rd	YMCA driveway	Wabash Ave	Sidewalk	Springfield	*	Planned
Ash Street (south side)	Douglas Ave	Dial Ct	Sidewalk	Springfield	**	Future
Babiak Lane	Wenzel Lane	Karl Lane	Sidewalk	Springfield	25,200	Future
Bradfordon Rd	Washington St	Old Jacksonville Rd	Sidewalk	Sangamon County	*	Planned
Bradfordon Rd	Old Jacksonville Rd	Johanne Ct	Sidewalk	Springfield	*	Planned
Bradfordon Rd	Johanne Ct	Wabash Ave	Sidewalk	Springfield	*	Planned
Bradfordon Road	Wabash Ave	Spaulding Orchard Rd	Sidewalk	Springfield	*	Future
Bunker Hill Road	Wabash Ave	Curran Rd	Sidewalk	Springfield	*	Future
Bunker Hill Road	Curran Rd	Farmingdale Rd	Sidewalk	Springfield	*	Future
Capitol Avenue (north side)	19th St	McCreery Ave	Sidewalk	Springfield	**	Committed
Cardinal Hill Road	Rochster northern boundary	IL 29	Sidewalk	Sangamon County	*	Planned
Carpenter Street	Walnut St	7th St	Sidewalk	Springfield	*	Future

Project	Terminus 1	Terminus 2	Recommendation	Jurisdiction	Cost	Status
Carpenter Street	9th St	11th St	Sidewalk	Springfield	*	Committed
Carpenter Street (south side)	17th St	19th St	Sidewalk	Springfield	**	Planned
Chatham Pathway	Interurban Trail	Route 4 (S. Main St)	Path	Chatham	***	Future
Chatham Road/Bruns Lane	Veterans Pkwy	Wabash Ave	Sidewalk	Springfield	*	Future
Chatham Road (west side)	Wabash Ave	Westchester Blvd	Sidewalk	Springfield	**	Future
Chatham Road	Westchester Blvd	Woodside Rd	Sidewalk	Springfield	*	Future
Cherry Road (north side)	Chatham Rd	Outer Park Drive	Sidewalk	Leland Grove	**	Future
Chuckwagon Drive	Conestoga Drive	Schooner Drive	Sidewalk	Springfield	**	Committed
Churchill Road (west side)	Jefferson St	Independence Ridge	Sidewalk	Springfield	126,000	Future
Cider Mill Lane (north side)	Coventry Point	Veterans Pkwy	Sidewalk	Springfield	13,440	Future
Cider Mill Lane (north side)	Veterans Pkwy	Whythe Road	Sidewalk	Springfield	56,000	Future
Cider Mill Lane (south side)	Coventry Point	east of Veterans Pkwy	Sidewalk	Springfield	**	Future
Clear Lake Avenue	16th St	Wheeler	Sidewalk	Springfield	105,000	Future
Cockrell Ln	Ogden Dr	Spaulding Orchard Rd	Sidewalk	Springfield	*	Planned
College	Walnut St	S. Grand Ave	Sidewalk	Chatham	**	Future
Colt Road	Gatlin Dr	north to city limits	Sidewalk	Springfield	*	Future
Concetta Road	extended west to North Lake Rd		Sidewalk	Springfield	*	Future
Cook Street	Martin Luther King Jr Dr	McCreery Ave	Sidewalk	Springfield	**	Planned
Cook Street	McCreery Ave	Livingston St	Sidewalk	Springfield	*	Future
Cook Street (south side)	25th St	White City	Sidewalk	Springfield	**	Future
Cook Street	White City	Eastdale	Sidewalk	Springfield	**	Future
Cook Street	Eastdale	Dirksen Pkwy	Sidewalk	Springfield	**	Committed
Cotton Hill Rd	Southwind Rd	Toronto Rd	Sidewalk	Springfield	798,000	Future
County Road	Buckingham	Interurban Trail	Sidewalk	Chatham	*	Future
Cressey	Monroe St	Capital Ave	Sidewalk	Springfield	28,000	Planned
Cumberland	Allegheny	Oak Hill Road	Sidewalk	Rochester	**	Future
Dirksen Parkway	Bissell Rd, Sam's Pl, Northfield Dr		Pedestrian Signals	IDOT - District 6	*	Committed
Dirksen Parkway	Peoria Road	Bissell Road	Sidewalk	IDOT - District 6	*	Future
Dirksen Parkway	Bissell Road	Northfield Drive	Sidewalk	IDOT - District 6	*	Planned
Dirksen Parkway	Northfield Drive	Ridge Ave	Sidewalk	IDOT - District 6	*	Future
Dirksen Parkway	Ridge Ave	Clear Lake Ave	Sidewalk	IDOT - District 6	*	Committed
Durkin Dr (east side)	Lawrence Ave	Monroe St	Sidewalk	Springfield	91,000	Future
Eastdale	Clear Lake Ave	Cook St	Sidewalk	Springfield, Springfield Twsp	*	Future
Edgar Lee Masters Drive	Ernest Hemingway Drive	University Drive	Sidewalk	UIS	**	Future
Education Avenue extension	Main St	Oak Hill Road	Sidewalk	Rochester	*	Planned
Ernest Hemingway Drive (north side)	11th St	Edgar Lee Masters Drive	Sidewalk	UIS	**	Future
Fayette Ave	Chatham Rd	Lorraine	Sidewalk	Springfield	196,000	Future
Fox Bridge Road	15th St	Stanford Ave	Sidewalk	Springfield	*	Future
Franklin School Path	Outer Park	Iles	Path	School Dist 186	12,000	Planned
Freedom Drive extension	Constitution Dr	Lincolnshire Blvd	Sidewalk	Springfield	**	Future
Gilreath Road	Chatham Rd	Hurstbourne Ln	Sidewalk	Chatham	*	Future
Golf Road	Old Jacksonville Rd	Seminole Dr	Sidewalk	Springfield	16,000	Committed
Gordon Drive	Plummer Blvd	Walnut St	Sidewalk	Chatham	*	Future
Gordon Drive	Walnut St	Hurstbourne Ln	Sidewalk	Chatham	*	Planned
Gordon Drive	Hurstbourne Ln	Pulliam Rd	Sidewalk	Chatham	*	Future
Greenbriar Drive (north side)	Koke Mill Rd	Bellerive	Sidewalk	Springfield	17,500	Future
Greenbriar Drive	West Rd	Koke Mill Rd	Sidewalk	Springfield	*	Planned
Greenbriar Drive	Bradfordton Rd	Lenhart Rd	Sidewalk	Springfield	*	Planned
Griffiths	Factory	19th St	Sidewalk	Springfield	24,800	Committed
Groth St	South Grand Ave	Ash St	Sidewalk	Springfield	280,000	Future
Harbauer/Oxford	Churchill Rd	Washington St	Sidewalk	Springfield	*	Planned
Hazel Dell Rd	MacArthur Blvd	2nd St	Sidewalk	Springfield	*	Future

Project	Terminus 1	Terminus 2	Recommendation	Jurisdiction	Cost	Status
Hazel Dell Rd	11th St	West Lake Shore Dr	Sidewalk	Springfield	*	Future
Hedley Road	Koke Mill Rd	West White Oaks Dr	Sidewalk	Springfield	*	Planned
Highland	MacArthur Boulevard	1st St	Sidewalk	Woodside Twsp	*	Future
Hillcrest Road	Wild Rose Lane	Heathrow Lane Path	Sidewalk	Rochester	**	Future
Hilltop Road	IL 29	Rochester Rd	Sidewalk	Springfield	*	Future
Hollis Drive	Mercantile Dr	Cockrell Ln	Sidewalk	Springfield	*	Committed
Hood	Stanton	Sheridan	Sidewalk	Woodside Twsp	**	Future
Hurstbourne Lane	Gordon Dr	Huntington Road	Sidewalk	Chatham	**	Planned
Hurstbourne Lane	west of Gilreath Road		Sidewalk	Chatham	**	Future
IL 4	Mulberry	County Road	Sidewalk	IDOT - District 6	*	Future
Iles Avenue	Park St	MacArthur Blvd	Sidewalk	Jerome	*	Planned
Iles Avenue (north side)	Veterans Pkwy	Golf Rd	Sidewalk	Springfield	**	Planned
Iles Avenue	West White Oaks Dr	Veterans Pkwy	Sidewalk	Springfield	*	Planned
Iles Avenue	Meadowbrook Rd	Rotary Park entrance	Sidewalk	Springfield	*	Committed
Iles Avenue	Rotary Park entrance	Lenhart Rd	Sidewalk	Springfield	*	Planned
Iles Avenue	Lenhart Rd	Farmingdale Rd	Sidewalk	Springfield	*	Future
Interlachen Drive	Huntleigh	Greenbriar Rd	Sidewalk	Springfield	20,000	Committed
Interurban Rd	Dirksen Pkwy	Mayden Rd	Sidewalk	Springfield	224,000	Future
Interurban Trail extension	Main St	MPA boundary	Multi-use Trail	Chatham, Auburn	***	Future
Iron Bridge Road	Woodside Rd	Plummer Blvd	Sidewalk	County	*	Future
J David Jones Parkway	Yates Ave	North Grand Ave	Sidewalk	IDOT - District 6	*	Future
Jackson St	Wesley	Eastdale	Sidewalk	Springfield, Springfield Twsp	*	Future
Jefferson Street	Churchill Rd	Sunnyside	Sidewalk	IDOT - District 6	*	Planned
Jefferson Street (north side)	east of Bruns Lane		Sidewalk	IDOT - District 6	*	Planned
Jefferson Street	Calvary Temple	Michael St	Sidewalk	IDOT - District 6	*	Planned
Jefferson Street	Amos Ave	Douglas Ave	Sidewalk	IDOT - District 6	*	Future
Junction Circle (north side)	Park St	MacArthur Blvd	Sidewalk	Springfield	89,600	Future
Karen Rose	Oak Road	Cardinal Hill Rd	Sidewalk	Rochester	**	Future
Karl Lane	Bruns Ln	Babiak Lane	Sidewalk	Springfield	56,000	Future
Koke Mill Road	Jefferson St	Old Jacksonville Rd	Sidewalk	Springfield	*	Future
Koke Mill Road (west side)	Wabash Ave	Hollis Drive	Sidewalk	Springfield	80,500	Future
Lakewood Road	Palm Road	Chatham Rd	Sidewalk	Springfield, Chatham	*	Future
Laurel Street (south side)	Wimbleton	Pebble Beach	Sidewalk	Springfield	**	Committed
Laurel Street (south side)	Chatham Rd	Outer Park Drive	Sidewalk	Leland Grove	**	Future
Laurel Street	Leland Grove Path	Noble Avenue	Sidewalk	Leland Grove	**	Future
Laurel Street	Taylor Ave	Groth St	Sidewalk	Springfield	67,200	Future
Lawrence Avenue (south side)	Rickard Rd	Veterans Pkwy	Sidewalk	Springfield	**	Future
Lawrence Avenue (south side)	Kenyon Dr	Chatham Rd	Sidewalk	Springfield	**	Future
Lawrence Avenue (north side)	Chatham Rd	Rosehill	Sidewalk	Springfield	**	Future
Lenhart Road	Old Jacksonville Rd	Bunker Hill Rd	Sidewalk	Springfield	*	Future
Lincoln Avenue	North Grand Ave	Jefferson St	Sidewalk	Springfield	190,400	Future
Lincoln Avenue (east side)	Jefferson St	Washington St	Sidewalk	Springfield	**	Future
Lincoln Avenue	Fayette Avenue	Williams Blvd	Sidewalk	Springfield	2,400	Committed
Lincolnshire Boulevard	Freedom Dr	6th St	Sidewalk	Springfield	*	Future
Lincolnshire Boulevard	east of 6th Street		Sidewalk	Springfield	**	Planned
Lindbergh Boulevard (south side)	Freedom Dr	Stratford Drive	Sidewalk	Springfield	**	Planned
Linton	6th St	Professional Dr	Sidewalk	Springfield	**	Planned
LLCC Driveway	Shepherd Road	UIS path	Sidewalk	LLCC	**	Future
Lost Bridge Trail extension	Cardinal Hill Rd	Maxheimer Rd	Multi-use Trail	Rochester	***	Planned
MacArthur Blvd	North Grand Ave	Reynolds	Sidewalk	Springfield	105,000	Future
MacArthur Blvd (east side)	Campbell	Laurel St	Sidewalk	IDOT - District 6	*	Future

Project	Terminus 1	Terminus 2	Recommendation	Jurisdiction	Cost	Status
MacArthur Blvd (west side)	Ash St	Cherry Rd	Sidewalk	IDOT - District 6	*	Future
MacArthur Blvd (east side)	Cherry Rd	Outer Park Drive	Sidewalk	IDOT - District 6	*	Future
MacArthur Blvd	Outer Park Drive	Illes Avenue	Sidewalk	IDOT - District 6	*	Future
MacArthur Blvd	Lincolnshire Blvd	Woodside Rd	Sidewalk	County	*	Planned
Main Street	Mansion Road	Cottonwood Rd	Sidewalk	IDOT - District 6	*	Future
Main Street	Walnut Rd	Maxheimer Rd	Sidewalk	Rochester	*	Future
Main Street (south side)	Education Drive	IL 29	Sidewalk	Rochester	*	Future
Main Street	at IL 54		Sidewalk	Spaulding	*	Planned
Main St connector (Chatham)	Interurban Trail	N. Main St	Path	Chatham	***	Planned
Mansion Road	Savannah Dr	IL 4	Sidewalk	Chatham	*	Future
Mathers Rd	Cockrell Ln	Veterans Pkwy	Sidewalk	Springfield	*	Planned
Maxheimer Road	Buckhart Rd	IL 29	Sidewalk	Rochester	*	Planned
Mayden Rd	Interurban Rd	Dirksen Pkwy	Sidewalk	Springfield	294,000	Future
Meadowbrook Road	Washington St	Old Jacksonville Rd	Sidewalk	Springfield	*	Future
Meadowbrook Road (east side)	Lear	Yucan	Sidewalk	Springfield	**	Committed
Mercantile Drive	Wabash Ave	Cockrell Ln	Sidewalk	Springfield, IDOT - District 6	*	Future
Meredith Drive	Sherman Blvd	1st St	Sidewalk	Sherman	**	Future
Meredith Drive (south side)	Harrow	Lost Tree	Sidewalk	Sherman	**	Planned
Meredith Drive	Fieldside	Arlington Chase	Sidewalk	Sherman	**	Planned
Milldale extension	Heathrow Lane	Walnut St	Sidewalk	Rochester	*	Planned
Miller Street	Walnut St	MacArthur Blvd	Sidewalk	Springfield	*	Future
Milton Avenue	North Grand Ave	Rosaria Rd	Sidewalk	Springfield	22,400	Future
Milton Avenue	Elm St	Clear Lake Ave	Sidewalk	Springfield	156,800	Future
Monroe Street	Durkin Dr	Fairway Dr	Sidewalk	Springfield	350,000	Future
Monroe Street (north side)	Fairway Dt	Lawrence Ave	Sidewalk	Springfield	52,500	Future
Monroe Street (north side)	Bogden	Feldkamp	Sidewalk	Springfield	**	Future
Monroe Street (north side)	Amos Ave	Park St	Sidewalk	Springfield	**	Committed
Monroe Street	Glenwood Ave	Chatham Rd	Sidewalk	Springfield	*	Planned
New road south of Mathers Road	Bradfordton Road	Mercantile Road	Sidewalk	Springfield	*	Future
North St	Highland	Stanford Ave	Sidewalk	Woodside Twsp	**	Future
North Grand Avenue (south side)	Bruns Ln	Brookview	Sidewalk	Springfield	*	Future
North Grand Avenue (south side)	13th St	15th St	Sidewalk	Springfield	**	Planned
North Grand Avenue	15th St	19th St	Sidewalk	Springfield	**	Planned
North Grand Avenue (south side)	19th St	Water	Sidewalk	Springfield	**	Future
North Grand Avenue (north side)	Paul	Water	Sidewalk	Springfield	**	Committed
North Grand Avenue (south side)	Water	Albany	Sidewalk	Grandview	*	Future
North Grand Avenue (north side)	Wesley	Stephens	Sidewalk	Grandview	*	Future
North Grand Avenue	Stephens	Milton	Sidewalk	Springfield Twsp	**	Future
North Lake Road	Woodside Rd	Concetta Rd (extended)	Sidewalk	Springfield	*	Future
North Park connector	Oak Road	west to thepark	Sidewalk	Rochester	**	Planned
Oak Road	Karen Rose	Main St	Sidewalk	Rochester	**	Future
Oak Hill Road	West Main St	Cardinal Hill Rd	Sidewalk	Rochester	*	Planned
Old Jacksonville Road	Monroe St	Chatham Rd	Sidewalk	Springfield	***	Future
Old Jacksonville Road (north side)	Koke Mill Rd	Pine Creek Dr	Sidewalk	Springfield	**	Future
Old Jacksonville Road	Pine Creek Dr	Bradfordton Rd	Sidewalk	Sangamon County	*	Planned
Old Jacksonville Road	Bradfordton Rd	Lenhart Rd	Sidewalk	Sangamon County	*	Future
Old Tipton School Road	Andrew Rd	Carpenters Park	Sidewalk	Sherman	**	Future
Outer Park Drive (north side)	Lincoln	Hyvee entrance	Sidewalk	Springfield	52,500	Committed
Palomino Road	Pinto Drive	Bruns Lane	Sidewalk	Springfield	179,200	Future
Park Street	Cherry Rd	Outer Park Drive	Sidewalk	Springfield	4,000	Committed
Park Street	Illes Ave	Wabash Ave	Sidewalk	Jerome	*	Planned
Park Street (east side)	Oakbrook	Walnut St	Sidewalk	Chatham	**	Planned



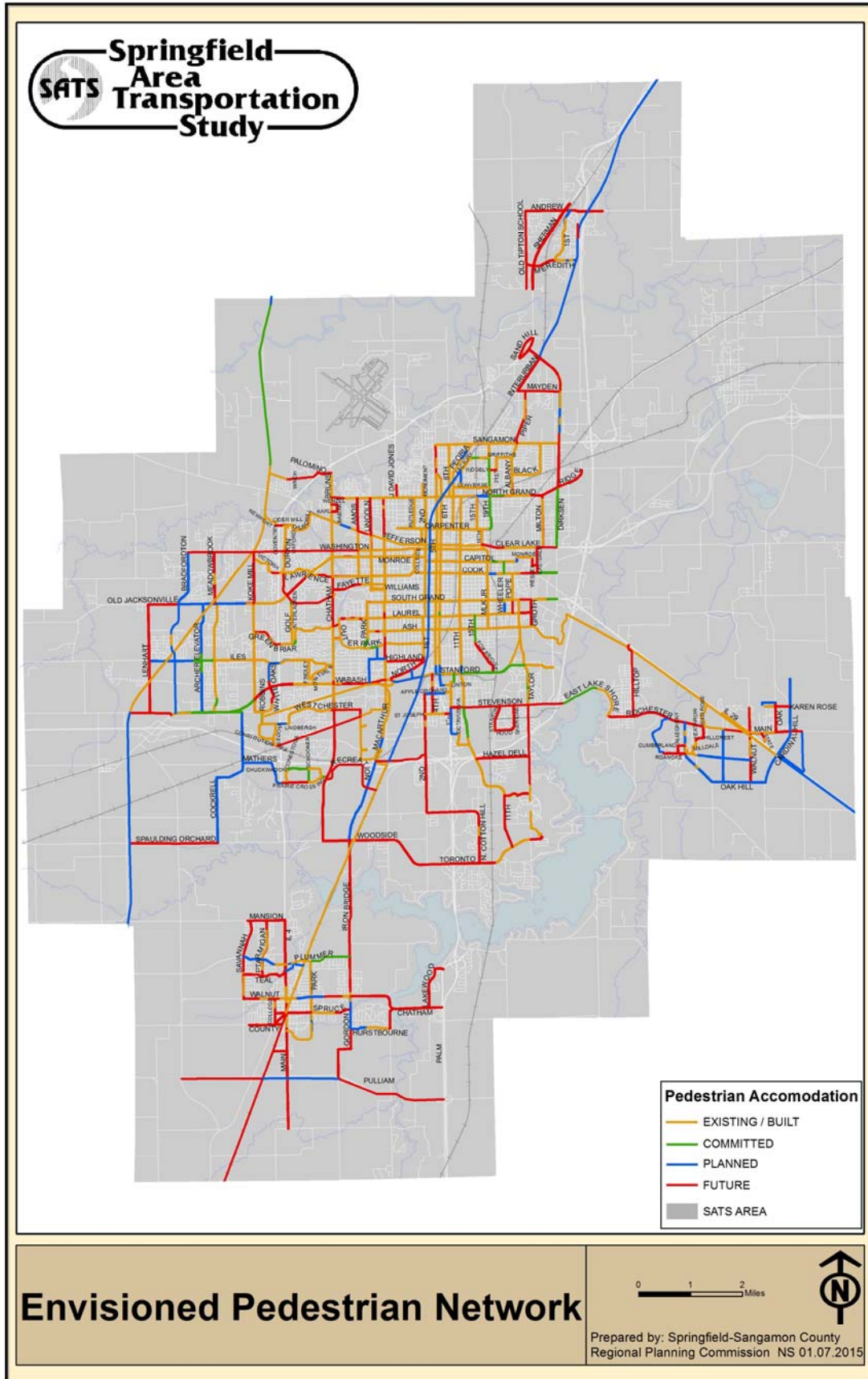
Project	Terminus 1	Terminus 2	Recommendation	Jurisdiction	Cost	Status
Park Street (east side)	Lindal	south to path	Sidewalk	Chatham	**	Planned
Park Street (west side)	Lindal	Goldenrod	Sidewalk	Chatham	**	Planned
Pasfield Street extended	North Street	Stanford Ave	Sidewalk	Springfield	**	Planned
Path from Parkway Point	Freedom Dr	Interurban Trail	Path	Springfield	***	Future
Peoria Road Frontage Road	John's Road	Sand Hill Road	Sidewalk	IDOT - District 6	*	Future
Peoria Road/9th Street (east side)	Wood	Garfield	Sidewalk	Springfield	**	Planned
Peoria Road/9th Street (west side)	Griffiths	Percy	Sidewalk	Springfield	**	Planned
Piper Road	Sangamon Ave	Neil St	Sidewalk	Springfield	*	Future
Piper Road	Neil St	Mayden	Sidewalk	Springfield	182,000	Future
Plummer Boulevard	Savannah Dr	Bradfordton Rd	Sidewalk	Chatham	*	Future
Plummer Boulevard	Savannah Dr	Koufax	Sidewalk	Chatham	*	Planned
Plummer Boulevard (north side)	east of Commercial Court		Sidewalk	Chatham	**	Planned
Plummer Boulevard	Park Ave	Gordon Dr	Multi-use Trail	Chatham	***	Committed
Pope Avenue	South Grand Ave	Laurel St	Sidewalk	Springfield	*	Future
Prairie Crossing Drive	IL 4	Schooner Drive	Sidewalk	Springfield	**	Future
Prairie Crossing Drive (north side)	Tiroselle Drive	Chatham Rd	Sidewalk	Springfield	4,400	Committed
Prairie Crossing Drive Extension	Chatham Rd	MacArthur Blvd	Sidewalk	Springfield	*	Future
Ptarmigan	Mansion Road	Teal	Sidewalk	Chatham	**	Future
Pulliam Road extension	Bradfordton Rd	IL 4	Sidewalk	Chatham	*	Future
Pulliam Road	IL 4	Gordon Dr	Sidewalk	Chatham	*	Planned
Pulliam Road extension	Gordon Dr	Palm Rd	Sidewalk	Chatham	*	Future
Recreation Dr	MacArthur Blvd	Interurban Trail	Path	Springfield	***	Future
Ridge Road	North Grand Ave	Ridgely Rd	Sidewalk	Springfield	560,000	Future
Ridgely	19th St	21st St	Sidewalk	Springfield	**	Future
Roanoke	River path	Oak Hill Road	Sidewalk	Rochester	**	Future
Robbins Road (west side)	Hollis Drive	Lindbergh Blvd	Sidewalk	Springfield	2,800	Committed
Rochester River Path	Rochester Rd	Roanoke Dr	Path	Rochester	***	Future
Rochester Road	East Lake Shore Drive	Wildrose	Sidewalk	Sangamon County	**	Future
Route 29 (north side)	Cardinal Hill Rd	Maxheimer Rd	Sidepath	Rochester	***	Future
S. Grand Ave	College	Main St	Sidewalk	Chatham	**	Future
Sandhill Road	John's Road	Peoria Rd Frontage Road	Sidewalk	Springfield	16,800	Future
Sangamon Avenue (south side)	16th St	17th St	Sidewalk	IDOT - District 6	*	Future
Sangamon Valley Trail	1/2 mile N of Cantrall Creek Rd	Stuart Park connector	Multi-use Trail	Sangamon County	***	Committed
Sangamon Valley Trail	Centennial Park	Macoupin County Line	Multi-use Trail	Sangamon County	***	Planned
Savannah Road	Mansion Road	Walnut St	Sidewalk	Chatham	**	Future
Savannah Road	Walnut St	Pulliam Rd	Sidewalk	Chatham	*	Future
Schooner Drive	Chuckwagon	Prairie Crossing Drive	Sidewalk	Springfield	10,800	Committed
Sheridan	Stevenson Dr	Hood	Sidewalk	Woodside Twsp	**	Future
Sherman Boulevard	Village Center Road	Cabin Smoke Trail	Sidewalk	IDOT - District 6	*	Future
Sherman to Williamsville Trail	Conrey St	Andrew Road	Sidewalk	Sherman	***	Planned
Sherman to Williamsville Trail extension	Andrew Rd	Dirksen Pkwy	Multi-use Trail	Sherman	***	Planned
South Grand Avenue (north side)	Palmeiter	Orendorff	Sidewalk	Springfield	**	Future
South Grand Avenue (south side)	2nd St	3rd St	Sidewalk	Springfield	**	Planned
South Grand Avenue (south side)	9th St	11th St	Sidewalk	Springfield	**	Planned
South Grand Avenue (north side)	Taylor Ave	Groth St	Sidewalk	Springfield	**	Future
South Grand Avenue	Schackelford	Dirksen Pkwy	Sidewalk	Springfield	**	Committed
South Main Street	IL 4	Covered Bridge Rd	Sidewalk	Chatham	*	Future
Southwind Rd	2nd St	North Cotton Hill Rd	Sidewalk	Springfield	560,000	Future
Spaulding Dam	Stevenson Dr	East Lake Shore Dr	Walkway on south side	Springfield	300,000	Committed
Spaulding Orchard Road	Sangamon Valley Trail	Cockrell Ln	Sidewalk	Sangamon County	*	Future
Spruce Street	College	Park St	Sidewalk	Chatham	**	Future
Spruce Street	Winter Park Dr	Gordon Dr	Sidewalk	Chatham	**	Future

Project	Terminus 1	Terminus 2	Recommendation	Jurisdiction	Cost	Status
St. Joseph	6th Street	6th Street Road	Sidewalk	Southern View	**	Future
Stanford Avenue (south side)	Junction Circle	6th Street	Sidewalk	Springfield	140,000	Planned
Stanford Avenue	6th St	11th St	Sidewalk	Springfield	*	Planned
Stanford Avenue	11th St	Taylor Ave	Sidewalk	Springfield	*	Committed
Stanton	Stevenson Dr	Hood	Sidewalk	Woodside Twsp	**	Future
State Street	Main St	Willow Road	Sidewalk	Rochester	**	Future
Stevenson Drive	6th St	Spaulding Dam	Sidewalk	IDOT - District 6	*	Future
Stuart Park connector	Palomino Rd	Stuart Park	Path	Springfield	***	Future
Taylor Avenue (west side)	Stanford Ave	Stevenson Dr	Sidewalk	Springfield	150,000	Committed
Teal	Savannah Dr	Main St	Sidewalk	Chatham	**	Future
Toronto Rd	2nd St	West Lake Shore Dr	Sidewalk	Springfield	805,000	Future
University Drive	Cotton Hill Rd	11th St	Sidewalk	Springfield	*	Future
Wabash Avenue	Sangamon Valley Trail	Koke Mill Rd	Sidewalk	State	*	Committed
Wabash Avenue	Koke Mill Rd	Drawbridge	Sidewalk	IDOT - District 6	*	Future
Wabash Avenue	Chatham Rd	MacArthur Blvd	Sidewalk	IDOT - District 6	*	Future
Walnut St	Savannah Rd	Church St	Sidewalk	Chatham	*	Future
Walnut St	East St	Breckenridge Dr	Sidewalk	Chatham	*	Planned
Walnut St	Breckenridge Dr	Bens	Sidewalk	Chatham	**	Future
Walnut St/Chatham Road	Iron Bridge Road	Palm Rd	Sidewalk	Chatham	**	Future
Walnut St	Circle Drive	Oak Hill Road	Sidewalk	Rochester	**	Future
Washington St	Meadowbrook Rd	Amos	Sidewalk	Springfield	***	Future
Wenzel Lane	Bruns Ln	Babiak Lane	Sidewalk	Springfield	61,600	Future
Wesley	Monroe St	Jackson	Sidewalk	Springfield Twsp	*	Future
West White Oaks Drive (east side)	Iles Ave	Cascade Drive	Sidewalk	Springfield	100,800	Planned
West White Oaks Drive	Cascade Drive	Southwest Plaza Dr	Sidewalk	Springfield	123,200	Future
Westchester Blvd (south side)	west of Chatham Road	Interurban Trail	Sidewalk	Springfield	**	Future
Wheeler	Capitol Avenue	Cook St	Sidewalk	Springfield	14,000	Committed
Wheeler	Pine Street	Laurel St	Sidewalk	Springfield	44,800	Planned
Wild Rose Lane	Main St	Hillcrest Road	Sidewalk	Rochester	**	Future
Woodside Road	Chatham Rd	2nd St	Sidewalk	Sangamon County	**	Future
Zimmerman Road	South St	Sherman to Williamsville Trail extension	Sidewalk	Sherman	*	Future
TOTAL COST OF STAND-ALONE PROJECTS					7,808,840	

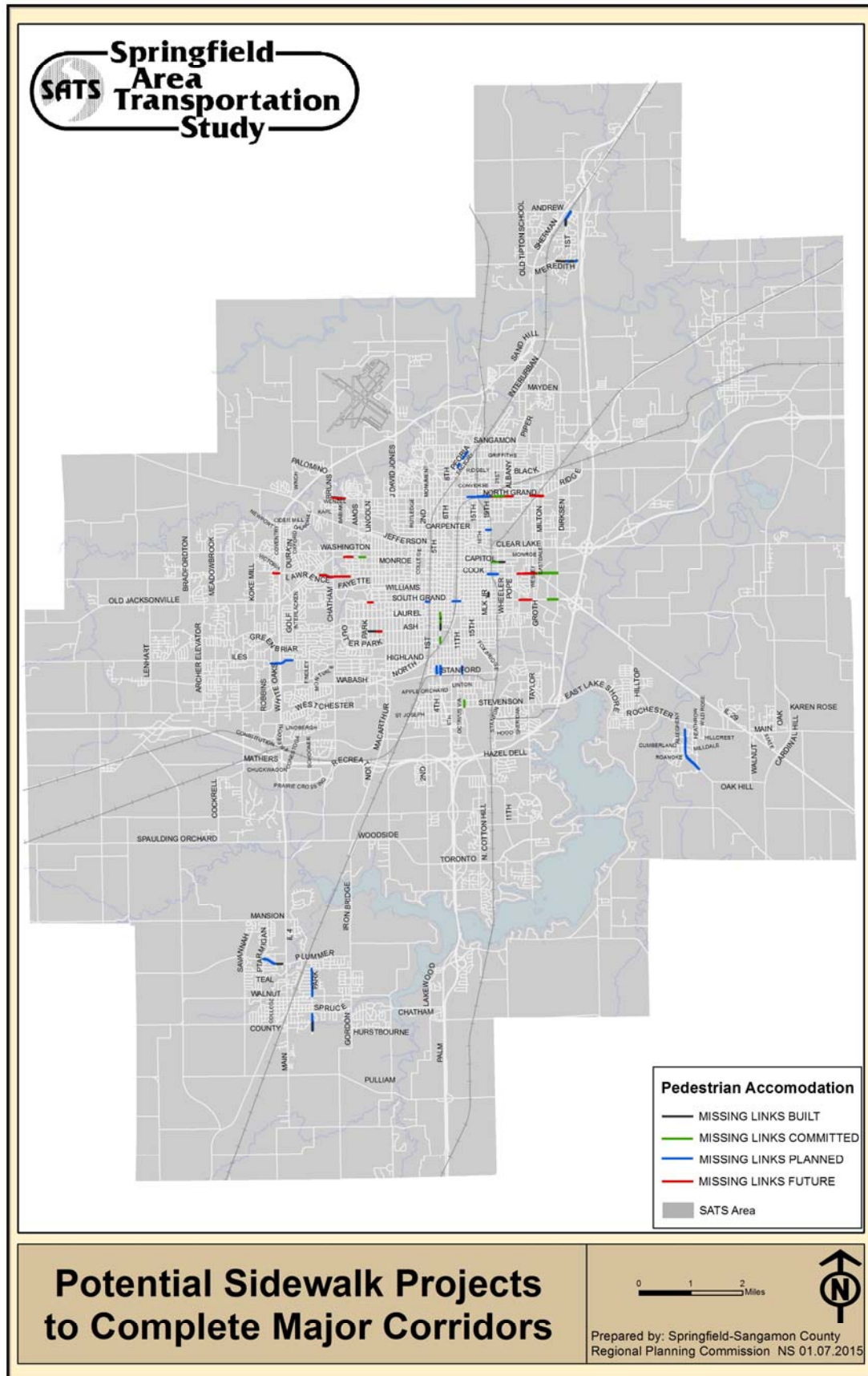
\* Cost included in larger project shown in Committed Road Projects List.

\*\* Cost included in Capital Improvement Program or part of private development.

\*\*\* Cost included in project shown in Committed Bicycle Projects List.



Map 27







## 6.5 The Mass Transit Network

The Springfield Mass Transit District is striving to develop a bus riding culture in the MPA through a multi-faceted approach including outreach to citizens, communities, schools and other entities; information technology upgrades to improve communications within the agency and with passengers; extension of service hours and fixed route coverage; improved comfort and efficiency of service; inter-modal connectivity; and updated fleet inventory and support system. The future also holds expansion of transit service beyond the SMTD boundaries.

SMTD is the designated recipient of federal transit funding for the Springfield urbanized area. (See introduction for description of urbanized area.) For many decades this area was contained within the SMTD boundaries. However, after the 2000 Census the urbanized area expanded outside these boundaries to include the growing adjacent communities. To bring public transportation to this expanded area SMTD has contracted with Senior Services of Central Illinois, Inc. to provide demand-response transit service (similar to Access Springfield service) in the urbanized area outside of SMTD boundaries through the Sangamon/Menard Area Regional Transit (SMART) service, scheduled to begin operation in 2015. Additionally, through a contract with Sangamon County, SMART will serve all other areas outside of SMTD boundaries (including Census-designated non-urbanized areas within the MPA) in Sangamon County and all of Menard County.

The creation of a regional public transportation service in Sangamon County was begun in 2010 in collaboration with the Rural Transit Assistance Center at Western Illinois University using a process approved by the Illinois Department of Transportation. A transit partnership group was created with a large number of stakeholders, the need for a regional transit service was established, the process for identifying an administrator for the service was completed, public outreach tools were created, and an inter-governmental agreement with Menard County was brokered to include both counties in the service area. Because of the complications with serving both urbanized and non-urbanized areas with one transit system, the undertaking took many years. But all issues have been addressed and use of the service will appear seamless to users. Passengers will make reservations for rides in advance, will be picked up at the place designated by them, and will be taken to their specific destination.

Sangamon/Menard Area Regional Transit fares:

Adult	\$2 per one-way trip in same town, \$3 per one-way trip within two-county area
Age 8-15	\$1.50 with an adult, \$2 without an adult
Age 0-7	Free with an adult
Senior	Free (although adult fare donation suggested)
Same day	\$1 additional per one-way trip for same day service

The following tables identify specific capital transit projects for the designated timeframes.



**Table 35**

**COMMITTED TRANSIT PROJECTS  
(2015-2019)**

PROJECT #	PROJECT DESCRIPTION (listed alphabetically)	TYPE OF IMPROVEMENT	JURISDICTION	COST
1	35-ft. Transit Buses (Alternative fuel)	Purchase Six (6) Replacement Alternative Fuel Buses - Delivery of vehicle will take 36 months from date of award.	SMTD	3,164,395
2	Canopy over Fueling Station	Install protective covering over bus fueling area - Installation will take 12 months from date of award	SMTD	75,000
3	Emergency Generators	Purchase two (2) Emergency Generators - Purchase and install emergency generators for Administration and Maintenance facilities	SMTD	160,000
4	Intelligent Transportation System	Continue Intelligent Transportation Systems - For mainline operations: Computer Aided Dispatch/Automatic Vehicle Location System (CAD/AVL); Automatic Voice Announcement System (AVAS); Automatic Passenger Counter (APC); Real-Time Information System (RTIS); Interactive Voice Response (IVR) Non-Revenue Vehicle Technologies	SMTD	1,677,327
5	35-ft. Transit Buses (Alternative fuel)	5 Additional Buses and associated capital items - The five buses would be used to expand service to the southeast portion of the District's boundaries, including UIS and LLCC	SMTD	2,125,000
6	Paratransit Vans	Purchase Six (6) Replacement Medium Duty Paratransit Vans with lift	SMTD	465,588
7	Radio Repeater Replacement	Replacement of Repeaters and upgrade to digital trunking system - Purchase and installation of Digital system will take 12 months from date of award.	SMTD	85,000
8	Road Supervisor Vehicles	Purchase 4 replacement road supervisor vehicles - Deliver of vehicles will take 12 months from date of award	SMTD	225,000
9	Skid Steer Loader	Purchase one (1) Skid Steer Loader - Delivery of skid steer loader will take 3 months from date of award	SMTD	40,000
10	Solar Powered Passengers Shelters	Purchase 10 replacement passenger shelters - shelters upgraded to solar - Purchase and installation of shelters will take 12 months from date of award	SMTD	100,000
			<b>TOTAL COST</b>	<b>\$8,117,310</b>

**Table 36**

**PLANNED ILLUSTRATIVE TRANSIT PROJECTS  
(2020-2030)**

PROJECT #	PROJECT DESCRIPTION (listed alphabetically)	TYPE OF IMPROVEMENT	JURISDICTION	COST
1	35-Foot Fixed Route Vehicles	Replacement of 14 fixed route vehicles	SMTD	7,350,000
2	Body Shop	Environmental Study, Appraisals, Land Acquisition, A&E design, demolition, construction	SMTD	7,000,000
3	Off-Street Transfer Center	Demolition, Design-A&E and Construction of Off-Street Bus Transfer Center	SMTD	23,452,000
4	Paratransit Vans	Purchase 6 paratransit vans for the Sangamon-Menard Area Regional Transportation (SMART) urbanized service	SMTD	378,000
5	Park and Ride	Installation of 2 additional Park and Rides	SMTD	25,000
6	Priority Signaling	Installation of priority signaling surrounding the Off-Street Transfer Center and along main thoroughfares to maintain transit timeliness	SMTD	429,062
7	Rehab of Administration Building	Minor rehab to reconfigure space	SMTD	150,000
8	Resurface Bus and Employee Parking lots	Resurface lots with concrete and install radiant heat in the bus parking lot	SMTD	500,000
<b>TOTAL COST</b>				<b>39,284,062</b>

**Table 37**

**FUTURE ILLUSTRATIVE TRANSIT PROJECTS  
(BEYOND 2030)**

PROJECT #	PROJECT DESCRIPTION (listed alphabetically)	TYPE OF IMPROVEMENT	JURISDICTION	COST
1	Additional Park and Ride	One Additional Park and Ride	SMTD	15,000
2	Bus Vacuum	Replacement of Bus Vacuum	SMTD	300,000
3	Bus Washer	Rehab of Bus Washer	SMTD	125,000
4	ITS Upgrade	Upgrade CAD/AVL and other technology	SMTD	2,000,000
5	Rehab CNG Station	Rehab CNG Station major components	SMTD	750,000
<b>TOTAL COST</b>				<b>3,190,000</b>



## 6.6 Air Transportation

The Springfield Airport Authority works with the Federal Aviation Administration and the Illinois Department of Transportation in a coordinated planning process to support infrastructure improvements to support both general and commercial aviation users. Presently, the Airport Authority has no imminent plans for major facility expansion as current infrastructure is capable of meeting expected demand for the foreseeable future. Future capital improvement activities will focus on preservation, modernization and safety improvements to the existing facilities and infrastructure.

Air service development is an ongoing process and the airport continues to evaluate the changing landscape to find service opportunities that match the business models of various air service providers. The airport monitors a number of global, national, regional and local economic conditions to determine the best course of action when opportunities become available. The current focus is to maintain and grow frequency on United to Chicago and explore the possibility of connecting to other United Airlines hubs such as Denver or Washington-Dulles; maintain and grow flight frequency on American Airlines to Dallas- Ft. Worth and explore the possibility of connecting to other American Airlines hubs in Charlotte or Chicago, and maintain and grow flight frequency to Allegiant's current destinations to Punta Gorda/Ft. Myers and Sanford/Orlando and pursue additional destinations such as Las Vegas, Phoenix, Myrtle Beach and St. Petersburg/Clearwater. In recent years much effort has been given toward seeking out various charter opportunities to leisure destinations, and that effort will continue in future years.

SPI is one of very few airports to offer an airport staffed and equipped to provide full service ground handling service for commercial carriers. This is often used to help incentivize carriers' startup cost when starting a new route. This also translates into offering carriers a long-term competitive ground handling rate that helps to keep their operating cost low in Springfield.

The following tables and map show airport projects for the designated timeframes.

**Table 38**

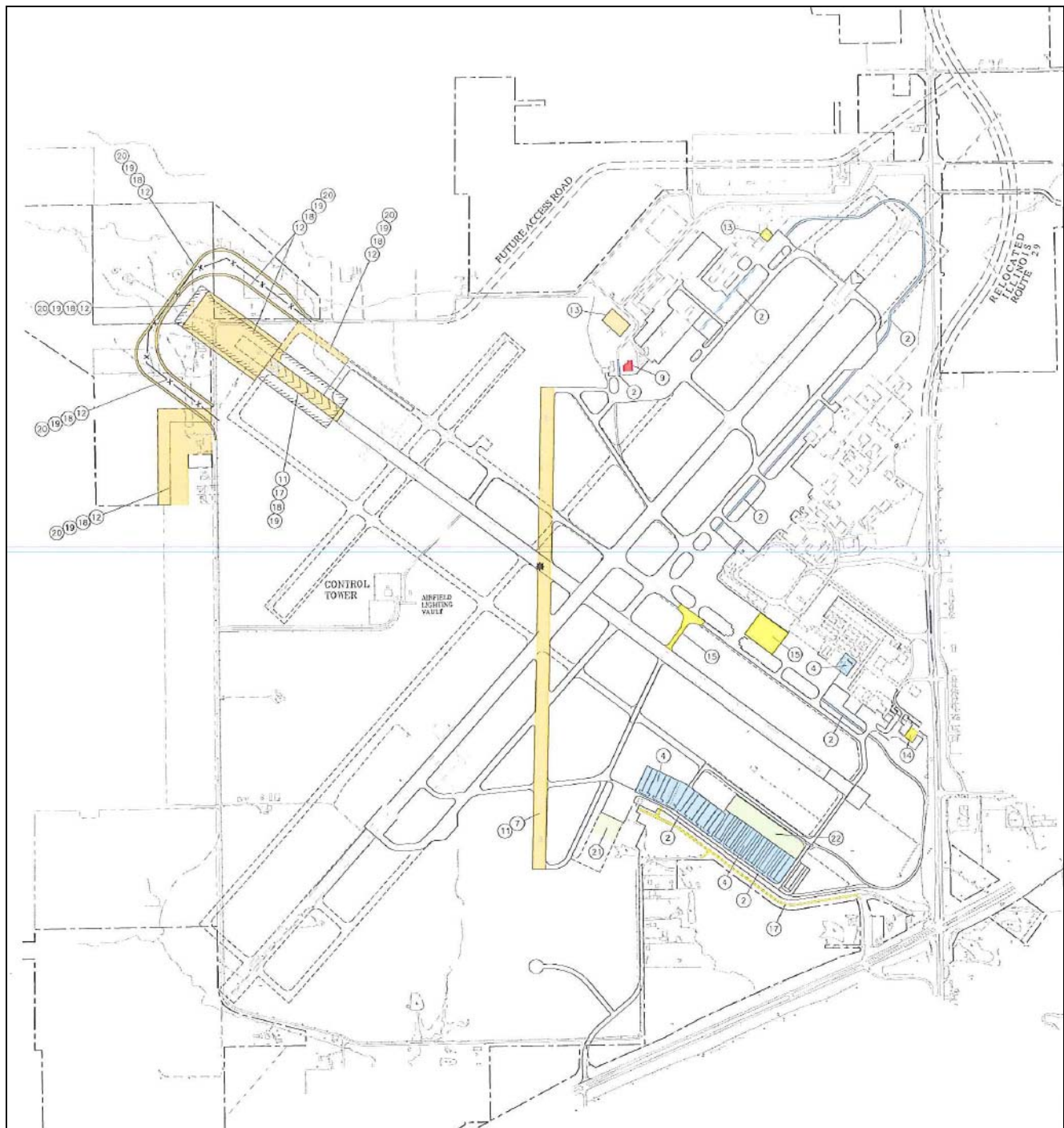
**COMMITTED AIRPORT PROJECTS  
(2015-2019)**

MAP #	PROJECT DESCRIPTION <i>(listed by priority)</i>	TYPE OF IMPROVEMENT	JURISDICTION	COST
1	Terminal ADA/Capacity Improvements - Phase 2 <i>(not on map)</i>	Install jet bridge at Gate 1, rehabilitate ramp security lighting, install elevator, expand terminal-prescreening	ALCA	2,600,000
2	Public Safety Building, Aircraft Rescue Fire Fighting Access Road & Perimeter Road	Rehabilitation	ALCA	3,409,000
3	Acquire Aircraft Rescue Fire Fighting (ARFF) Equipment <i>(not on map)</i>	1,500 gallon & support equipment (Part 139 Req)	ALCA	890,000
4	East Quad General Aviation & Charlie Ramp Rehabilitation	Construction	ALCA	1,243,000
5	Terminal ADA/Capacity Improvements - Phase 3 <i>(not on map)</i>	Passenger service area, ticket counters, secure lounge capacity modifications, security checkpoint modifications & sidewalk rehabilitation	ALCA	1,000,000
6	Wildlife Assessment <i>(not on map)</i>	Update	ALCA	37,000
7	Runway 18/36 Rehabilitation - Phase 1	Design	ALCA	283,000
8	Acquire SRE <i>(not on map)</i>	Acquire high speed runway broom & continuous friction measuring equipment	ALCA	753,200
9	Add General Aviation Clearance Facility (GAF) within the existing Flight Standard District Office (FSDO) building	Construction	ALCA	1,000,000
10	Terminal ADA/Capacity Improvements - Phase 4 <i>(not on map)</i>	Sidewalk reconfiguration & rehabilitation, terminal access road modifications including improvements for ADA access	ALCA	1,450,000
11	Runway 18/36 Rehabilitation - Phase 2	Construction	ALCA	5,207,000
12	Runway 13/31 and Taxiway B Extension including 600' pavement overrun conversion, Taxiway B extension to Runway 13, township road relocation, RSA 13 grading/grubbing, fence relocation, & localizer relocation - Phase 1	Environmental Assessment	ALCA	155,000
13	Standard Aero Parking Lot Rehabilitation	Construction	ALCA	600,000
14	Snow Removal Equipment (SRE) Storage Facility Expansion - Phase 3	Design & construct	ALCA	1,406,200
15	Rehabilitation of Air Carrier Ramp & Taxiway C	Rehabilitate remaining portion of the Air Carrier Ramp and Taxiway C from Runway 13/31 to Taxiway B	ALCA	2,680,000
16	Electronic & Paper Airport Layout Plan (ALP) <i>(not on map)</i>	Prepare updates	ALCA	500,000
17	Rehabilitation of Stearman Road and General Aviation Airport Entrance	Design & Construction	ALCA	800,000
18	Runway 13/31 and Taxiway B Extension - Phase 2	Design	ALCA	397,600
19	Runway 13/31 and Taxiway B Extension - Phase 3	Construction	ALCA	4,997,500
20	Runway 13/31 and Taxiway B Extension - Phase 4	Construction	ALCA	5,196,300
			<b>TOTAL COST</b>	<b>34,604,800</b>

**Table 39**

**PLANNED ILLUSTRATIVE AIRPORT PROJECTS  
(2020-2030)**

MAP #	PROJECT DESCRIPTION <i>(listed by priority)</i>	TYPE OF OF IMPROVEMENT	JURISDICTION	COST
21	Charlie Ramp Expansion to the southwest	Design & Construction	ALCA	2,200,000
22	T-Hangar Expansion and Site Work	Design & Construction	ALCA	957,000
<b>TOTAL COST</b>				<b>3,157,000</b>

**Map 28**

Source: Abraham Lincoln Capital Airport Transportation Improvement Program FY 2016-2020 (CMT)





## 6.7 Inter-City Bus Transportation

The current housing of the Greyhound bus station inside a business on North Dirksen Parkway has been an improvement over the previous situation where passengers had to wait outside a closed building in an isolated area of South Dirksen Parkway. However, being on the edge of town the location is not particularly convenient; some trips arrive/depart when the business is closed; and public transportation to the area is limited. In cooperation with Greyhound the hope is to move the inter-city bus station to the planned multi-modal center in downtown Springfield. The location will provide quick access to the interstate via the Clear Lake/Madison/Jefferson corridor, will be within easy walking and biking distance for residents in the area and tourists, and will have direct access to Amtrak, inner-city buses, and cabs.

## 6.8 Multi-Modal Center

The pinnacle for inter-connectedness of all transportation networks will be the proposed multi-modal center planned along the 10<sup>th</sup> Street rail corridor, where passenger trains will one day travel, in downtown Springfield. Creation of this facility is being spearheaded by the Springfield Mass Transit District and will be planned to include:

- The first off-street SMTD transfer center
- One location for both daytime and nighttime SMTD transfer centers
- Greyhound bus station
- Amtrak passenger station
- Bicycle network connectivity
- Priority Pedestrian Network connectivity
- Cab stands
- Airport shuttle

Besides creating the infrastructure for inter-modal connectivity, the multi-modal center can also be a catalyst for improvements in the area and serve as an enticing gateway to the city. A project undertaken by the Planning Commission and documented in “Thinking Beyond Transit – Transit Oriented Development in Springfield, Illinois: A Planning & Urban Design Exercise” presents a conceptualization of a multi-modal center and associated redevelopment that could occur in the surrounding blocks, including residential, commercial, and public components. The vision stated in “Thinking Beyond Transit” is “... the creation of a holistic development that establishes a unique identity and image for the city – making the area a “Gateway to the City” rather than just a transit station – and that also creates a sense of place for the people who would live, work, and play in its vicinity”. Additionally, “The team’s vision for the area was of a place where people from all corners of the city would come, and one that would discourage physical, visual and perceptual barriers. For this reason the project gave particular attention to certain design concepts intended to create a welcoming and comfortable feeling by encouraging linkages and establishing areas and spaces where people could interact with other people: a ‘bridge’ between people as well as the east and west sides of the city center.” As planning for the multi-modal center moves forward these concepts will be embraced and incorporated in the overall project.

## 7. WORKING TOWARD SUSTAINABILITY

“Sustainability is often described using the “triple bottom line” concept, which includes giving consideration to three primary principles: Social, Environmental, and Economic. The goal of sustainability is the satisfaction of basic social and economic needs, both present and future, and the responsible use of natural resources, all while maintaining or improving the well-being of the environment on which life depends.”  
(Federal Highway Administration)

The concept of sustainability is reflected in the SATS mission statement which expresses a desire to have a transportation system that is planned so as to:

1. Advance safe and effective access for travelers to all destinations in our communities.
2. Create opportunities for enhancing the common good, with nobody and no area left out.
3. Address the changing needs of our residents and businesses.
4. Be well thought out and cost effective.
5. Encourage economic growth without penalizing quality of life or the environment.
6. Support all modes of travel and transit of goods and services.
7. Provide multi-modal interconnectivity.

To move forward with this mission requires a close look at how transportation projects identified in this Plan support quality of life for all citizens, natural resources, and economic vitality. This section will address the “triple bottom line”.

Maps to accompany this section can be found in the separate document – *2040 Long Range Transportation Plan - Appendix B: Working Toward Sustainability Maps*.





## 7.1 ECONOMIC FACTORS

### 7.1.1 Agriculture

Sangamon County is fortunate to have a strong base in agriculture. Our rich soils produce various types of crops including major production of corn and soybeans. Most non-developed land in the County is classified as prime farmland.

According to the United States Department of Agriculture (USDA) in the 2012 Census Publication by the National Agriculture Statistics Service, receipts from cultivated crops in the County accounted for \$336,504,000 from the land of 1,092 farms. This number puts Sangamon County in seventh place among counties within Illinois and sixty-first place for crop production dollars produced at the county level across the United States. Agriculture in Sangamon County is a major economic engine driving the local economy and in 2012 generated \$358,353,000 in market value of all products sold.

The total area of Sangamon County is 561,315 acres. The USDA established, in the 2012 Census Publication, that 514,043 acres were involved in agriculture. This represents 91.5% of the County establishing agriculture as a major part of the local economy.

With two intersecting interstates, Sangamon County serves as a transportation crossroads for agriculture and livestock producers in Central Illinois. With access to and from Champaign, Decatur, Quincy, St. Louis, Chicago, and beyond over-the-road transportation is a key element to transporting agricultural goods. Rail transportation in the County provides access to many places both within and outside Illinois and ultimately foreign markets across the globe.

SATS worked with the Sangamon County Farm Bureau to identify key road corridors for the transport of agricultural products. These corridors serve local farmers by providing access to grain elevators and to markets beyond Central Illinois. When the corridors were initially identified the roads and bridges were deemed to be in good condition. Several maintenance projects and widening projects are planned along the agricultural routes network.

#### *Agriculture Support Strategies:*

- Maintain the identified Agricultural Routes in the road system
  - Minimize impact to prime farmland
- 
- A map in Appendix B shows proposed road projects on Agricultural Routes.

### 7.1.2 Economic Activity Centers

SATS has identified eight Economic Activity Centers (EACs) in the MPA that either currently contain major concentrations of office, retail, service, or industrial activities or have the location, land, and characteristics to do so. These areas are hubs of economic activity and job opportunities. A network of key economic corridors has also been identified. These roadways handle the large majority of trips within and through the MPA and provide connectivity from across the MPA and to the individual EACs.

- Airport Commerce Park/Abraham Lincoln Capital Airport EAC

Location: Northwest of Veterans Parkway and J. David Jones Parkway intersection.

The airport currently provides passenger service to several destinations although cargo service could be accommodated. The Airport Commerce Park is planned for vacant land north of Veterans Parkway.

- North Dirksen Parkway EAC

Location: North of Sangamon Avenue.

This area is located just off of I-55 and contains a variety of commercial enterprises including big box stores, smaller businesses, restaurants, and a hotel/conference center. This commercial area continues to grow.

- Central City EAC

Location: Running north from South Grand Avenue between Walnut Street and 11<sup>th</sup> Street through the non-residential portion of the Illinois Medical District at Springfield.

This central commercial district includes government office buildings, professional services, historic landmarks, hotels, retail establishments, restaurants, entertainment options, and major medical facilities.

- West Wabash Avenue EAC

Location: West of Meadowbrook Road to west of the I-72 interchange.

This area is developing with light industrial and large office uses and has access to the interstate.

- South Veterans Parkway in the Vicinity of Wabash Avenue EAC

Location: East of the West Wabash Avenue EAC both north and south of Wabash Avenue.

There are a mix of businesses in this area including White Oaks Mall, retail establishments, professional services, movie theaters, restaurants, medical services, hotels, and some light industrial uses and has access to the interstate.

- MacArthur Boulevard Junction with I-72 EAC

Location: From Stanford Avenue to I-72 between 2<sup>nd</sup> Street and Chatham Road.

Although there are some businesses in this area it was identified as an EAC because of the potential for extensive commercial development with the extension of MacArthur Boulevard opening up access to much of the land and access to the interstate.





➤ South Dirksen Parkway EAC

Location: Dirksen Parkway between Stevenson Drive and Stanford Avenue and west along Stevenson Drive including the Lake Victoria area.

This area is a mix of retail establishments, hotels, restaurants, offices, light industrial uses, movie theaters, and professional services with access to the interstate.

➤ South Industrial Area EAC

Location: From Toronto Road to I-72 between I-55 and 11<sup>th</sup> Street

This area is mostly light industrial, warehousing, and some office space with retail establishments and hotels along Toronto Road and access to the interstate.

The key economic corridors are along major routes where several road and bridge projects are planned, particularly in relation to creating grade separations at rail crossings. Key bicycle routes providing access to EACs for citizens living in census tracts with high rates of households without vehicles will be identified and developed along with other routes specifically serving these economic hubs. Pedestrian access to the Central City is complete however other EACs are proving somewhat challenging to connect. Public transit fixed route service is currently fully available during the day to all but three EACs. Route 15 provides service to the southern part of the South Industrial Area. The West Wabash EAC is outside of the fixed route service but will be accessible through SMART. Public transportation to the Airport and Commerce EAC is being explored.

*Economic Activity Centers Support Strategies:*

- Maintain the identified Economic Corridors in the road system
- Develop the Envisioned Bicycle Network to provide access to Economic Activity Centers
- Develop the Priority Pedestrian Network to provide access to Economic Activity Centers
- Assure public transportation is serving the Economic Activity Centers

Maps in Appendix B show:

- Proposed road projects on Economic Corridors
- Envisioned Bicycle Network development in relation to Economic Activity Centers
- Priority Pedestrian Network development in relation to Economic Activity Centers
- Public transit service in relation to Economic Activity Centers



### 7.1.3 Education

Several of the largest employers in the MPA are educational institutions - the University of Illinois at Springfield, Southern Illinois University School of Medicine, and Springfield School District 186. Lincoln Land Community College, Robert Morris University, Benedictine University, smaller school districts, and private elementary and high schools are also in the mix. Besides providing jobs they also prepare people for the job market and improve their chances of making a good living. Having a well-educated workforce is one factor companies consider when looking to locate. The local economy and individual financial security rely on access to educational opportunities.

As the bicycle and pedestrian networks develop the connections to schools will improve. Many schools within Springfield do have good sidewalk access. Many schools in Springfield are served by public transit, however not always by direct routes. The layout of SMTD routes are centered in downtown. The school boundaries vary and the high school boundaries are drawn east/west across the city. SMTD is working to improve service to high schools and upper-level institutions in the MPA.

#### *Education Support Strategies:*

- Develop the Envisioned Bicycle Network to provide access to schools
- Develop the Priority Pedestrian Network to provide access to schools
- Assure public transportation is serving schools

Maps in Appendix B show:

- Envisioned Bicycle Network development in relation to schools
- Priority Pedestrian Network development in relation to schools
- Public transit service in relation to schools





#### **7.1.4 Freight Movement**

In 2010 a Freight Study was conducted for the MPA. SATS contracted for this study because of the importance to the economy of efficient freight movement to, through, and from the area. The intent was to identify barriers to freight movement as well as opportunities for freight and logistics development. The study indicated that the top trading partners to Illinois are:

- Foreign Markets
- Indiana
- Louisiana
- Missouri
- Wisconsin

The study included a survey of rail, truck, and air carriers, trade associations, local government entities, and the top twenty area manufacturers. “The results of the interviews and surveys indicate that freight originating or terminating in the MPA consists of a wide variety of commodities, with trucking as the primary mode. Trucked freight includes food products, farm equipment, general freight, grain, livestock, appliances, building materials, clothing, machinery, raw materials, and fiberglass sheets. Rail freight includes wood and lumber products, other construction materials, scrap metal, chemicals, fertilizer, and rock.” (*Economic Corridor and Freight Study, 2010, Hanson*)

Results of the study included:

- “Overwhelmingly, respondents indicated that the MPA transportation infrastructure in terms of road, rails, truck routes was well developed and readily accessible.”
- “However, one of the major rail companies suggested that there was a lack of rail sidings at industrial parks.”
- “Other than diversifying the economy with manufacturing establishments and other industrial ventures that are likely to foster growth in freight development, all respondents indicated that Springfield is a great location with good interstates, rail, and infrastructure.”
- “All responders indicated that there are no bottlenecks that currently affect their operations.”

Having direct access to the interstate system, several rail lines, and an airport poised to support cargo service puts the MPA in a favorable position for moving goods to and from the area. The Freight Study concluded that internal roadways were adequate and presented no barriers to travel. Maintaining the truck route network will assure this continues to be the case. Several road and bridge projects are planned on the identified Truck Route Network.

*Freight Movement Support Strategies:*

- Maintain the identified Truck Routes in the road system
- A map in Appendix B shows proposed road projects on the Truck Route Network.

### 7.1.5 Medical District

The medical industry, consisting of two hospitals, a medical school, a major clinic, and other practices, is the second highest job-generator in the MPA. Health facilities are located throughout our communities but are concentrated in the Illinois Medical District at Springfield. In 2005, a Masterplan for the Illinois Medical District was created that identified transportation improvements including sidewalks, bike lanes, parking lot maintenance, lighting, and mixed use developments to encourage all modes of transportation. Public input was obtained and a Medical District planning group has been set up to carry out the strategies identified within the Plan. The Medical District is also located within the Downtown Economic Activity Center.

The Priority Pedestrian Network through the Medical District is built. The 2<sup>nd</sup> Street bicycle corridor extends through the District and other routes are planned. The SMTD fixed line routes serve the Medical District during the daytime and nighttime.

#### *Medical District Support Strategies:*

- Develop the Envisioned Bicycle Network in conformance with the Masterplan to provide access through the Medical District
- Develop the Priority Pedestrian Network in conformance with the Masterplan to provide access through the Medical District
- Assure public transportation is serving the Medical District

Maps in Appendix B show:

- Envisioned Bicycle Network development in relation to the Medical District
- Priority Pedestrian Network development in relation to the Medical District
- Public transit service in relation to the Medical District





### 7.1.6 Tourism

As fate would have it Abraham Lincoln called Springfield home and his legacy, along with massive efforts to preserve related sites, has established the historic significance of the city. Additional historic sites, entertainment and recreation venues, the Illinois State Fairgrounds, and several convention facilities have combined to make tourism an important part of the local economy.

Visitors to the local historic sites in 2013 are shown in the following table.

**Table 40**

<b>ANNUAL VISITORS TO HISTORIC SITES</b>		
<b>Historic Site</b>	<b>2013 Attendance</b>	<b>Change from 2012</b>
<b>Abraham Lincoln Presidential Library and Museum</b>	321,071	Increase
<b>Dana-Thomas House</b>	23,893	Decrease
<b>Lincoln-Herndon Law Office</b>	29,066	Decrease
<b>Lincoln Home</b>	209,405	Decrease
<b>Lincoln Tomb</b>	358,142	Increase
<b>Lincoln's New Salem*</b>	376,463	Decrease
<b>Old State Capitol</b>	109,687	Increase
<b>Vachel Lindsay House</b>	3,530	Decrease

\*Tourists visiting New Salem, just outside of Sangamon County, are also likely to visit Springfield.

A study prepared for the Illinois Office of Tourism by the Research Department of the U.S. Travel Association presents several statistics on travelers to Sangamon County. These calculations of economic impact come from the U.S. Travel Association's Travel Economic Impact Model. The following estimates provide some insight to the impact of tourism on our local economy. Sangamon County is ranked 6<sup>th</sup> in the state for expenditure level.

**Table 41**

<b>Travel Impact on Sangamon County</b>	
Expenditures	\$406,820,000
Payroll	\$88,780,000
Employment	3,230 jobs
State Tax Receipts	\$24,540,000
Local Tax Receipts	\$7,530,000

The pedestrian and public transit networks currently provide access to the major historic site tourist attractions. The bicycle network is under development.

#### *Tourism Support Strategies:*

- Develop the Envisioned Bicycle Network to provide access to tourist attractions
- Develop the Priority Pedestrian Network to provide access to tourist attractions
- Assure public transportation is serving tourist attractions

Maps in Appendix B show:

- Envisioned Bicycle Network development in relation to tourist attractions
- Priority Pedestrian Network development in relation to tourist attractions
- Public transit service in relation to tourist attractions

## 7.2 ENVIRONMENTAL FACTORS

### 7.2.1 Archaeological Resources

“An archeological resource is a location that contains evidence or indications of previous human presence or activity. Archeological resources include areas or structures used for: living, working, ceremonies, trade, transportation, conflict, and recreation. A study of these resources can further our understanding of human behavior and of the interaction of people and their environment.

Archeological resources are not restricted to specific periods in time. For example, a resource that provides additional or new information about the people who used it is an archeological resource whether it was used 2,000 years ago by Native Americans, 200 years ago by settlers or explorers, or even more recently by a specific group about whom the information is desired.”  
(“*Guidance on the Consideration of Historic and Archeological Resources in the Highway Project Development Process*”, *Federal Highway Administration*)

Adverse impacts associated with transportation projects are the damage, destruction, or removal of objects or sites located on or near areas possessing archaeological resources.

#### *Archeological Resources Mitigation Strategies:*

- Avoid new construction around these areas
  - Recover data from the resource
  - Work with the Illinois Department of Natural Resources and Illinois Historic Preservation Agency whenever archaeological resources are located in the vicinity of a proposed transportation project to determine the most reasonable approach to mitigating impact
- A map in Appendix B shows proposed road projects in proximity to potential archeological resources.







### 7.2.2 Greenways

Greenways are corridors of open space comprised of woodlands and vegetation. Because of development that has occurred in Sangamon County and the pressure to continue, most remaining greenways are centered along rivers and streams. In 1997 a Greenways and Trails Plan was prepared for the county which identified priority greenways to be preserved based on their potential to provide the most benefit to our communities. The many benefits of greenways include:

- Habitat for birds, fish, and mammals
- Migration routes for wildlife providing connections between habitat areas
- Filtration of pollutants from groundwater runoff
- Slowing of storm water movement into water bodies resulting in improved water quality
- Preservation of floodplains
- Shaping of urban growth into cohesive areas that can be served most effectively with municipal services
- Location of trails and passive recreational activities
- Enhanced property values
- Conservation of natural resources

#### *Greenways Mitigation Strategies:*

- Avoid new construction through greenways
  - Maintain the ecological and aesthetic characteristics of greenways
- 
- A map in Appendix B shows proposed road projects in proximity to Priority Greenways.



### 7.2.3 Special Flood Hazard Areas

The Federal Emergency Management Agency (FEMA) has identified Special Flood Hazard Areas, also known as floodplains, on Flood Insurance Rate Maps for Sangamon County. These areas are estimated to have a 1% chance of flooding in any given year due to the overflow of water from nearby water bodies.

Undisturbed floodplains provide many natural benefits including:

- Floodwater storage
- Moderation of damage to structures and property
- Preservation of water quality
- Groundwater recharge
- Habitat for plant and animal species
- Open space for passive and active recreation

Human activity in Special Flood Hazard Areas can disrupt these benefits. Obstructions in flood-prone areas can cause damage to structures and other property in the vicinity and degrade the value of the ecosystem. Because there are many waterways in the Metropolitan Planning Area transportation corridor crossings are necessary. Cognizance of maintaining the free-flow of floodwaters and maintaining the natural benefits when constructing, replacing, or repairing bridges assures minimal impact on properties upstream.

Additionally, the construction, reconstruction, and repair of transportation facilities located in a Special Flood Hazard Area should take into account the impact flooding would have on the facilities as well.

#### *Special Flood Hazard Area Mitigation Strategies:*

- Avoid new construction of non-corridor transportation facilities in floodplains
  - Assure flood flows are not impeded
  - Assure floodwater storage capacity is not diminished
  - Maintain the ecological and aesthetic characteristics of the floodplain
- A map in Appendix B shows proposed road projects in proximity to FEMA identified Special Flood Hazard Areas.



#### **7.2.4 Threatened and Endangered Species/ Biological Diversity**

Construction, operation, and maintenance of the transportation system can result in impacts to ecosystems that support threatened and endangered species, biologically unique natural communities, and other wildlife populations. Roadways are particularly discussed below although adverse impacts that threaten the continued existence of these species/communities or cause substantial harm to their habitat can occur with any element of the transportation system.

The disruption caused simply by the presence of roadways changes the characteristics of vegetation habitat. Non-native species are encouraged and widely distributed while native species are diminished. Diversity of plant communities along roadsides decreases with the loss of sensitive native species that are disturbed by roadside condition. In addition, roadside native vegetation is relatively homogeneous and impoverished.

Wildlife is also affected by roadways which can cause direct habitat loss, degradation of adjacent habitats, and habitat fragmentation, all contributing to animal mortality along with other factors.

Transportation system construction, operation, and maintenance impacts include:

- Noise
- Degradation of air quality
- Light pollution
- Traffic volumes and speeds
- Erosion
- Chemical, salt, and oil contamination
- Severing of wildlife movement corridors

There are numerous plant and animal species in Illinois identified by the Illinois Department of Natural Resources as threatened and endangered. On the following page is the list of threatened and endangered species identified in Sangamon County.

**Table 42**

<b>THREATENED AND ENDANGERED SPECIES SEEN IN SANAGAMON COUNTY</b> <i>From the Illinois Natural Heritage Database</i> <i>As of October 2014</i>				
<u>Scientific Name</u>	<u>Common Name</u>	<u>State Protection</u>	<u># of occurrences</u>	<u>Last Observed</u>
<b><u>Sangamon</u></b>				
<i>Apalone mutica</i>	Smooth Softshell	LE	2	2010-08-20
<i>Circus cyaneus</i>	Northern Harrier	LE	1	2007-04-07
<i>Clonophis kirtlandi</i>	Kirtland's Snake	LT	4	2005-08-27
<i>Falco peregrinus</i>	Peregrine Falcon	LT	1	1994-04-20
<i>Ixobrychus exilis</i>	Least Bittern	LT	1	1985-07-27
<i>Lanius ludovicianus</i>	Loggerhead Shrike	LE	3	1994-06-30
<i>Melanthium virginicum</i>	Bunchflower	LT	1	1955-06-27
<i>Myotis sodalis</i>	Indiana Bat	LE	1	1970-09-01
<i>Necturus maculosus</i>	Mudpuppy	LT	1	2014-04-27
<i>Nycticorax nycticorax</i>	Black-crowned Night-Heron	LE	1	2007-08-27
<i>Plantago cordata</i>	Heart-leaved Plantain	LE	1	2007-08-23
<i>Spermophilus franklinii</i>	Franklin's Ground Squirrel	LT	5	2010-07-15
<i>Terrapene ornata</i>	Ornate Box Turtle	LT	1	1978-06-30
<i>Tropidoclonion lineatum</i>	Lined Snake	LT	5	2001-08-11
<i>Tyto alba</i>	Barn Owl	LE	2	2014-08-15
<b><u>Sangamon</u></b>	<b><u>Total # of Species</u></b>	<b><u>15</u></b>		

State Protection: LE – listed as endangered LT – listed as threatened

*Threatened and Endangered Species/Biological Diversity Mitigation Strategies:*

- Habitat preservation
- Habitat connectivity preservation
- Ecological mitigation site banking/restoration
- Litter removal
- Buffer strips along streams and rivers
- Maintenance of natural lighting along roadways
- Erosion control measures





### 7.2.5 Wetlands

Wetlands, as defined under the Clean Water Act, are “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.” (33 CFR 328.3) Areas where saturation with water determines the soil type and plant and animal life, such as swamps, marshes, and bogs, are considered wetlands. The value to society of these areas is based in the functions generated by the natural characteristics present in wetlands. These functions include:

- Storage of floodwater to mitigate the impact of major weather events
- Filtration of groundwater to improve water quality
- Provision of habitat for fish, migratory birds, and other wildlife
- Production of a diverse array of plant life
- Connection to the aesthetics of the natural environment

Some facts from the U.S. Environmental Protection Agency’s “*Functions and Values of Wetlands*” fact sheet:

- In 1991 wetland-related ecotourism activities such as hunting, fishing, bird-watching, and photography added approximately \$59 billion to the national economy.
- An acre of wetland can store 1-1.5 million gallons of floodwater.
- Up to one-half of North American bird species nest or feed in wetlands.
- Although wetlands keep only about 5% of the land surface in the coterminous United States, they are home to 31% of our plant species.

The most significantly adverse impact related to transportation on wetlands is wetland losses due to widening/building new roadways. In addition, any fills to wetlands, highway stormwater runoff to wetlands, or removal of vegetation may affect valuable wetland functions. Appropriate mitigation measures avoid, minimize, and compensate for impacts. These measures need to be considered in all planning, design, construction, and maintenance processes of transportation improvement projects.

#### *Wetlands Mitigation Strategies:*

- Avoid building/widening new roadways crossing wetlands, if possible
  - Retain open spaces, vegetated natural buffers, and riparian areas around wetlands
  - Preserve natural vegetation around wetlands
  - Prevent highway stormwater runoff
  - Employ low-impact development and construction activities.
- 
- A map in Appendix B shows proposed road projects in proximity to identified wetlands.



## 7.3 SOCIAL FACTORS

### 7.3.1 Citizens' Needs

As noted earlier, certain citizens have special transportation needs or have not always been strongly represented as transportation planning decisions were made. Seven census tracts (8, 9, 15, 16, 17, 23, and 24) have been identified as having high percentages of at least three of the following populations:

- Households with No Vehicles
- Citizens Aged 65 and Over
- Citizens Under 18 Years of Age
- Citizens Living Below the Poverty Level
- Black or African American Citizens

Several road projects are planned in these census tracts. The bicycle network is under development and will be evaluated to identify priorities in this area. The Priority Pedestrian Network is well built with several projects to be undertaken in the next 15 years. The area also has good coverage under the existing public transit network.

#### *Addressing Citizens' Needs Strategies:*

- Develop the Envisioned Bicycle Network to provide access through the seven identified census tracts
- Develop the Priority Pedestrian Network to provide access through the seven identified census tracts
- Assure public transportation is serving the seven identified census tracts

Maps in Appendix B show:

- Road projects in relation to the seven identified census tracts
- Envisioned Bicycle Network development in relation to the seven identified census tracts
- Priority Pedestrian Network development in relation to the seven identified census tracts
- Public transit service in relation to the seven identified census tracts





### **7.3.2 Emergency Services**

Keeping citizens safe and secure is a commitment made by our government. Having the ability to respond quickly to emergency situations is a cornerstone to this commitment. The road network is critical to the movement of emergency response vehicles through our communities. Based on the location of emergency response facilities, critical facilities, and hazardous facilities in the county, SATS identified corridors on the existing and proposed road network that would facilitate efficient and effective travel by police, fire, emergency management, and medical response teams.

#### *Emergency Services Support Strategies:*

- Maintain the existing corridors in the Emergency Routes Network
  - Build missing links in the Emergency Routes Network
- A map in Appendix B shows proposed road projects on the Emergency Routes Network

### 7.3.3 Historic Route 66 National Scenic Byway

Before the age of interstates, two-lane U.S. highways conveyed people through the country. The “Mother Road”, Route 66, was the major transportation corridor between Chicago and Los Angeles. Travel on Route 66 was a slower, engaging trip that to this day attracts tourists for the nostalgic experience of life in a simpler time. The route was designated a National Scenic Byway in 2005.

Paving of Route 66 began in Illinois and, although many portions of the road have been lost, several segments still exist. Recently the Illinois Department of Natural Resources has created a conceptual Route 66 Bike Trail Plan which is being developed throughout the state.

Historic Route 66 and the Route 66 Bike Trail pass through the MPA including roadways and multi-use trails in Sherman, Springfield, and Chatham. Each September a Route 66 Festival is held in Springfield, there are several iconic sites in the area, and the Illinois Route 66 Heritage Project is working to install amenities such as Route 66 wayside stations, artwork, and bicycle racks.

Route 66 is part of the story of our area and connects us to the more extensive story of our country. Preserving and celebrating Route 66 is one way the transportation system is integrated into the social fabric of the MPA.

#### *Historic Route 66 Support Strategies:*

- Maintain the historic integrity of Route 66
- Enhance the historic significance of Route 66 when undertaking transportation projects along the corridor
- Promote the Route 66 Bike Trail through signage and tourism efforts

Maps in Appendix B show:

- Road projects along Historic Route 66 National Scenic Byway
- Envisioned Bicycle Network development along the Route 66 Bike Trail





### 7.3.4 Historic Sites and Landmarks

The Springfield area holds a vibrancy of history and many structures have been preserved to connect our modern life to the roots of our built communities. One hundred and two historic sites and landmarks have been designated through federal, city, and county processes. These establish a sense of place, tell our story, and are a source of pride. This history also fosters a sense of stability which can be seen reflected in neighborhood association names based in local history such as Enos Park, Aristocracy Hill, and Hawthorne Place.

The various criteria for historic designation are:

Federal – “National Historic Landmarks are places where significant historic events occurred, where prominent Americans worked or lived, that represent those ideas that shaped the nation, that provide important information about our past, or that are outstanding examples of design or construction.”

City of Springfield – “Significant value as part of the historical, archaeological, cultural, artistic, social, or other heritage of the Nation, State, or City; association with an important person or event in national, state, or local history; representative of the distinguishing characteristics of architectural type, period, or method of construction, or the notable work of a master builder, designer, architect, or artist, or a work that possesses high artistic value or that represents a significant and distinguishable entity although its components may lack individual distinction; and any additional criteria established by the rules promulgated by the (*Springfield Historic Sites*) Commission.”

Sangamon County – “A building, district, or site must meet one of the following criteria: be associated with events that have made a significant contribution to the broad patterns of history; be associated with the lives of significant persons in our past; be distinctive for its type, period, or method of construction, or represent the work of a master, or possess artistic value, or, in the case of a district, be representative of a significant and distinguishable entity whose components may lack individual distinction; yield important information about the area’s history or prehistory.”

#### *Historic Sites and Landmarks Support Strategies:*

- Avoid new construction around these areas
  - Modify projects to eliminate all impacts on the historic site
  - Re-purpose a transportation system historic site, such as converting a historic bridge to bicycle and foot traffic only
  - Rehabilitate transportation system historic resources to retain the historic site qualities
  - Reconstruct a historic building or structure affected by a transportation project
  - Move a historic building or structure to a nearby historic district
  - Work with the Illinois Historic Preservation Agency whenever historic sites are located in the vicinity of a proposed transportation project to determine the most reasonable approach to mitigating impact
- 
- A map in Appendix B shows proposed road projects in close proximity to historic sites and landmarks listed on the following page.

## Historic Sites and Landmarks in the Metropolitan Planning Area

1	300 E. Adams Building	52	James Morse House
2	Adams Wildlife Preserve	53	Janssen Building
3	Allen Miller House	54	Jennings Ford Building
4	Bate/Kennedy Building	55	Jessie K. DuBois House
5	Bell Miller Apartments	56	John F. Bretz House and Warehouse
6	Benjamin S. Edwards Place	57	John L. Lewis House
7	Bernard Stuve House	58	Julia Sprigg House
8	Booth-Grunendike Mansion	59	K-Mart/Kresgee Building
9	Booth building	60	Kirlin Building
10	Bressmer-Baker House	61	Lanphier Building
11	Brunk Farmstead	62	Lazy A Motel
12	Bullard House	63	Lincoln-Herndon Law Office
13	Bunn-Sankey House	64	Lincoln Colored Home
14	Caldwell Farmstead	65	Lincoln Home National Historic Site
15	Camp Butler National Cemetery	66	Lincoln Tomb - Oak Ridge
16	Camp Lincoln Commissary Building	67	Lincoln Memorial Garden
17	Capital Airport Air Natl Guard Station	68	Lindsay Home
18	Charles Arnold House	69	Lyon/Rosenwald House
19	Charles Corneau House	70	Maid-Rite Sandwich Shop
20	Chatterton's Jewelry Store Building	71	Nelson Bldg
21	Christ Episcopal Church	72	Old State Capitol
22	Clarkson W. Freeman House	73	Old Statehouse Inn
23	Claus Grocery Store	74	Pasfield House
24	Congressman James M. Graham House	75	Price/Wheeler House
25	Constant & Groves Chevrolet Building	76	Rippon-Kinsella Home
26	Cook House	77	Schnepp Block
27	Cornelius Flagg Farmstead	78	Shutt House
28	Cranmer-Cook House	79	Solomon Allen Barn
29	Decker House	80	South Town Marquee
30	Dodds Corner	81	Springfield Mine Rescue Station
31	Elijah Iles House	82	St. Nicholas Hotel
32	Executive Mansion	83	Sugar Creek Covered Bridge
33	Ferguson Building	84	Susan Lawrence Dana House
34	Fisher-Latham Building	85	Taft Farmstead
35	George M. Brinkerhoff House	86	Taylor Apartments
36	Gottschalk, Fred, Grocery Store	87	The INB Center- The CILCO Bldg.
37	Gov. Richard Yates House	88	The Robinson House
38	Grant Store	89	Tiger-Anderson House
39	H. P. Boulton House	90	The Town House
40	Harriet Dean House	91	Union Station
41	Henson Robinson House	92	Vachel Lindsay Bridge
42	Hickox Apartments	93	Vachel Lindsay Home
43	Hoogland Center for the Arts	94	Virgil Hickox House
44	Howard K. Weber House	95	Washington Park
45	Hugh M. Garvey House	96	William Beedle House
46	IL State Armory	97	Witmer-Schuck Building
47	IL State Capitol	98	Young Women's Christian Association
48	Illinois Hotel	99	Zimmerman Paint Store Building
49	Illinois State Fairgrounds	100	Lincoln-Van Buren Trail
50	Inn of the Lamplighter (Pool/Deck)	101	Old Route 66/Olde Carriage Way
51	Iron Clad Building - Chatterton Place	102	Old Rte 66-Cabin Smoke Trl to Sang River





### **7.3.5 Human Services**

A large number of people are unable to get to work, run errands, or reach medical services simply because they do not have access to reliable transportation. This group includes individuals who cannot operate vehicles or travel from home on their own because of medical conditions or other limitations, people who cannot afford their own automobile, and people who live in areas without access to public transportation.

To enable these individuals to travel for employment, medical, education, and other needs, state and federal grants are available to provide transportation services that assist elderly persons, persons with disabilities, low-income persons, and the general public in getting to their destinations. In Springfield regular public transit service and supplemental paratransit service is available to meet many, but not all, of these needs. In rural areas of the MPA and smaller communities public transportation service is not available and human service providers such as senior centers must find other ways to provide their clients with transportation while other individuals may not be able to travel at all.

#### *Human Services Support Strategies:*

- Continue facilitation of the Urbanized Area Human Services Transportation Plan Committee
- Continue efforts to create the Sangamon-Menard Area Regional Transit (SMART) public transportation service for the rural areas of Sangamon County and the urbanized area outside of SMTD boundaries



### 7.3.6 Parks

The parks and recreational areas found within the Springfield MPA are of immense benefit, particularly to the health of our citizens, by providing open space, a connection to nature, recreation/exercise opportunities, outdoor entertainment, leisure activities, and community involvement. Many parks can be found throughout our communities with various amenities including:

- Washington Park, a historic park featuring a botanical garden, carillon, playgrounds, and tennis courts
- Lincoln Park, also a historic park with a pool, ice rinks, playground, and ball fields
- Southwind Park, designed to fully accommodate people with disabilities
- Eisenhower Pool and Veterans Memorial Pool
- Carpenter Park, a nature preserve
- Riverside Park, offering a BMX Club track, baseball fields, fishing, and camping
- Bergen, Bunn, Lincoln Greens, and Pasfield Golf Courses
- Many other community and neighborhood parks

The benefits of parks are many and our citizens use all modes to travel to them.

Parks in the core of the MPA are fairly well served by the existing Priority Pedestrian Network and transit service. As the bicycle network develops this access will improve and extend to some of the outlying parks.

#### *Parks Support Strategies:*

- Develop the Envisioned Bicycle Network to provide access to parks
- Develop the Priority Pedestrian Network to provide access to parks
- Assure public transportation is serving parks

Maps in Appendix B show:

- Envisioned Bicycle Network development in relation to parks
- Priority Pedestrian Network development in relation to parks
- Public transit service in relation to parks





### **7.3.7 Safety**

There is no more important issue in transportation planning than safety. Assuring that each traveler arrives at their destination unharmed is the core purpose of the transportation system. Results of the citizen survey for this Plan indicated that 81% of respondents thought that safety was of the highest importance when choosing projects to implement. The survey also indicated that bicyclists felt the least safe, followed by pedestrians, then drivers. Traveling by SMTD bus, air, and Amtrak were perceived as the safest modes to use.

Many strategies identified in this Plan address safety. Fatalities and serious injuries data will be used to evaluate the effectiveness of strategies and projects in this Plan. One thing this metric will not indicate is how safe people feel when traveling. As the bicycle and priority pedestrian networks are developed and projects undertaken to improve travel safety the hope is that respondents will express an increased confidence in their safety through answers to future long range transportation plan surveys.

## 8. Financial Plan

**The Long Range Transportation Plan** Predicting the actual future costs of projects or amounts of funding that can be expected over a 25-year period is a challenge. With uncertainty surrounding the next federal highway bill, predictions of future funding potential can have no sure foundation. The approach taken in this Plan is to use the MAP-21 funding committed over the time frame of the current SATS Transportation Improvement Program, covering fiscal years 2015 -2018, to extrapolate potential federal funding through 2040. This approach anticipates a steady allocation of federal transportation dollars to the SATS and a 4% annual increase, but does not assume that the same funding programs will necessarily be available.

Traditionally, funding has also become available through special programs such as the Demonstration Project Program, High Priority Project Program, Transportation Investment Generating Economic Recovery (TIGER) Grants, and the American Recovery and Reinvestment Act (ARRA) to name a few. Although acknowledging that additional funding could become available through short-term programs, allowing planned or future projects to be implemented earlier, the projections in this Plan take a conservative approach and do not anticipate such funding.

Projects are divided into three time frames:

**Committed Projects**, Fiscal Years 2015 – 2019 (five-year period) – These projects appear in the SATS FY 2015 - 2018 Transportation Improvement Program (TIP), include costs based on the anticipated year of construction, and have identified, committed funding sources.

**Planned Illustrative Projects**, Fiscal Years 2020 – 2030 (eleven-year period) – These projects have the highest priority and probability of being constructed during this time frame, have cost estimates based on 2014 dollars, but do not have completely identified funding sources.

**Future Illustrative Projects**, Beyond Fiscal Year 2030 – These projects are included to complete the vision of the transportation system, have cost estimates based on 2014 dollars, but have no identified funding sources.





### 8.1 Road and Bridge Projects

Several sources of federal funding are currently available for road and bridge projects. Some of these are competitive grants while others are formula-based. Each jurisdiction generally takes responsibility for securing funding from these various programs. One exception is the Surface Transportation Program – Urban Local (ST-U). Money from this source is allocated to the MPO which must select projects to receive the funding. SATS has developed a prioritization method to evaluate projects for this purpose.

Committed

The following table shows dedicated funding sources for each of the Committed Road and Bridge Projects.

**Table 43**

## COMMITTED ROAD AND BRIDGE PROJECTS FINANCIAL BREAKDOWN

TYPE OF IMPROVEMENT	FUNDING SOURCES					TOTAL COST
	LOCAL		FEDERAL		STATE	
Construction Engineering, Construction, Sidepath, Sidewalks	Springfield \$1,500,000		DPU \$6,000,000			\$7,500,000
ROW Acquisition	Springfield \$100,000					\$100,000
Reconstruction to urban arterial design criteria including a center turn lane and a roundabout at the intersection, Bike Lanes, Sidewalks	Springfield \$2,570,000		ST-U \$1,430,000			\$4,000,000
Underpass at 10th Street Rail Corridor	See Rail Projects List					
ROW Acquisition, Utility Relocation (Road Widening)	County \$350,000					\$350,000
Underpass at 10th Street Rail Corridor, Sidewalks	See Rail Projects List					
ROW Acquisition (Reconstruction to 4 Lanes)	Springfield \$100,000		HPP \$400,000			\$500,000
Underpass Replacement at Union Pacific Rail Corridor	See Rail Projects List					
Traffic Signal Installation, Pedestrian Signals			HSIP \$180,000		IDOT \$20,000	\$200,000
Reconstruction, Wide Shoulders	County \$475,000		ST-R \$1,725,000			\$2,200,000
Bridge Replacement	Springfield \$320,500		STP-Br \$1,282,000			\$1,602,500
PE I, PE II (Widening, Intersection Reconstruction)	Springfield \$200,000					\$200,000
Resurfacing, Bridge Repair, Shoulder Repair			NHPP \$4,141,000		IDOT \$459,000	\$4,600,000
New Bridge Deck, Ramp Repairs			NHPP \$3,780,000		IDOT \$420,000	\$4,200,000
Thin Concrete Overlay, Bridge Joint Repair			NHPP \$1,350,000		IDOT \$150,000	\$1,500,000
Resurfacing, Bridge Repair			NHPP \$18,000,000		IDOT \$2,000,000	\$20,000,000
Resurfacing			NHPP \$9,900,000		IDOT \$1,100,000	\$11,000,000
Overpass at Union Pacific Rail Corridor	See Rail Projects List					
Flashing yellow left turn lanes, back plate and reflective tape	Springfield \$23,000		HSIP \$102,000			\$125,000
Construction & Construction Engineering	Springfield \$807,000		STP-Br \$3,228,000			\$4,035,000
Land Acquisition, Utility Adjustment, Intersection Improvement	Springfield \$80,000		NHPP \$480,000		IDOT \$190,000	\$750,000
Land Acquisition (Widening)	County \$500,000					\$500,000
Bridge Replacement	County \$268,800	Clear Lake Twsp \$240,000	STP-Off Sys Br \$1,111,200	Major Bridge \$924,000		\$2,544,000
Widening to 5 lanes, Reconstruction, Construction Engineering	County \$1,340,000		ST-U \$2,160,000			\$3,500,000
Bridge Replacement	County \$60,000	Gardner Twsp. \$70,000	STP-Off Sys Br \$480,000			\$610,000
Resurfacing, Wide Shoulders, Construction Engineering	County \$400,000		ST-R \$1,600,000			\$2,000,000
Overlay and widening, Sidepath, Sidewalk	Springfield \$1,400,000		ST-U \$2,500,000			\$3,900,000
Construction, Sidepath, Sidewalk	Springfield \$2,300,000		ST-U \$2,900,000			\$5,200,000
Bridge replacement south of Mansion Rd.	County \$75,000	Curran Twsp \$75,000	STP-Off Sys Br \$600,000			\$750,000
Widening to 5 lanes, Construction Engineering, Construction, Wide Shoulders	County \$2,580,000		ST-U \$3,000,000			\$5,580,000
Underpass at Union Pacific Rail Corridor	See Rail Projects List					
					<b>TOTAL</b>	<b>\$87,446,500</b>





### Planned Illustrative

SATS has identified 64 road and/or bridge projects that are the highest priority for funding and implementation efforts. (This number does not include the 13 projects that are rail-related.) The total anticipated cost of these projects is \$247,599,200. Table 44 indicates a potential of \$255,816,312 could be anticipated over the Planned Illustrative time frame based on the continuation of federal highway funds coming to the area at a level similar to the current MAP-21 program.

**Table 44**

<b>PROJECTED POTENTIAL FEDERAL FUNDING SOURCES FOR PLANNED ILLUSTRATIVE ROAD AND BRIDGE PROJECTS (2020 - 2030)</b>				
<b>MAP-21 Federal Funding Source</b>	<b>Projected Federal Funding*</b>	<b>Minimum Local Match</b>	<b>Projected Local Match</b>	<b>Projected Total Funding Available</b>
<b>Highway Safety Improvement Program</b>	\$1,101,692	10%	\$110,169	\$1,211,861
<b>Major Bridge Program</b>	\$3,609,800	25%	\$902,450	\$4,512,250
<b>National Highway Performance Program</b>	\$147,091,516	20%	\$29,418,303	\$176,509,819
<b>Surface Transportation (Bridge)</b>	\$26,179,641	25%	\$6,544,910	\$32,724,551
<b>Surface Transportation ( Rural)</b>	\$12,989,809	20%	\$2,597,962	\$15,587,771
<b>Surface Transportation (Urban)</b>	\$21,058,383	20%	\$4,211,677	\$25,270,060
<b>TOTAL</b>	<b>\$212,030,841</b>		<b>\$43,785,471</b>	<b>\$255,816,312</b>

\* Calculated based on 2015-2018 average and growth rate of 4% annually

### Future Illustrative

SATS has identified 59 road and/or bridge projects that are necessary for completing and maintaining the road network and are the highest priority for funding and implementation efforts after the planned illustrative projects. These projects are anticipated to be undertaken after 2030, several of them most likely further out than the time frame of this Plan. The total anticipated cost of these projects is \$876,498,000. This large price tag includes the widening and interchange reconstruction of I-55 and I-72 around Springfield with expected expenditures of \$500 million. Table 45 projects potential funding for the time period of 2031-2040 only and does not include any special funding sources that would be needed for the interstate project. Additionally, some of the projects are expected to be built by the private sector as development occurs where roadways are planned.



**Table 45**

<b>PROJECTED POTENTIAL FEDERAL FUNDING SOURCES FOR FUTURE ILLUSTRATIVE ROAD AND BRIDGE PROJECTS (2031 – 2040)</b>				
<b>MAP-21 Federal Funding Source</b>	<b>Projected Federal Funding*</b>	<b>Minimum Local Match</b>	<b>Projected Local Match</b>	<b>Projected Total Funding Available</b>
<b>Highway Safety Improvement Program</b>	\$875,853	10%	\$87,585	\$963,438
<b>Major Bridge Program</b>	\$2,869,814	25%	\$717,454	\$3,587,268
<b>National Highway Performance Program</b>	\$116,938,722	20%	\$23,387,744	\$140,326,466
<b>Surface Transportation (Bridge)</b>	\$20,812,987	25%	\$5,203,247	\$26,016,234
<b>Surface Transportation (Rural)</b>	\$10,326,983	20%	\$2,065,397	\$12,392,380
<b>Surface Transportation (Urban)</b>	\$16,741,553	20%	\$3,348,311	\$20,089,864
<b>TOTAL</b>	<b>\$168,565,912</b>		<b>\$34,809,738</b>	<b>\$203,375,650</b>

\* Calculated based on 2015-2018 average and growth rate of 4% annually





## 8.2 Rail Projects

During the “Committed” and “Planned Illustrative” time frames of this Plan major rail improvements are anticipated for the MPA. Initial operation of high speed rail on the 3<sup>rd</sup> Street corridor requires many safety initiatives including fencing from Sangamon Avenue to Stanford Avenue, rail bridge replacement or rehabilitation, crossing closings, quad gates, and pedestrian gates. Crossings along the high speed rail corridor to the north and south of Springfield will also see similar work. Many of these projects are being financed through the state-wide project to bring high-speed passenger rail service from Chicago to St. Louis. Other projects are being undertaken locally. All these are scheduled during the “Committed” time frame. Additionally, improvements will be made to the 10<sup>th</sup> Street corridor in anticipation of the consolidation of the Union Pacific/Amtrak service on the Norfolk Southern corridor as well as to the 19<sup>th</sup> Street/Canadian Northern corridor with completion of the Stanford Avenue extension to Taylor Avenue.

In the “Planned Illustrative” time frame consolidation of the 3<sup>rd</sup> Street rail line on the 10<sup>th</sup> Street corridor is anticipated along with additional improvements to the 19<sup>th</sup> Street corridor and rail safety improvements along Cockrell Lane. No “Future Illustrative” projects are identified at this time.

### Committed

The following table shows dedicated funding sources for the Committed Rail Projects.

**Table 46**

COMMITTED RAIL PROJECTS FINANCIAL BREAKDOWN									
MAP #	PROJECT	TYPE OF IMPROVEMENT	FUNDING SOURCES						TOTAL COST
			LOCAL	FEDERAL		STATE		PRIVATE	
1- 29, 35 - 38, 40 - 42	State-wide High Speed Rail Project	Various							\$32,653,500
30	Ash Street: at 10th Street corridor	Underpass	Springfield \$10,000,000			State Rail Crossing \$10,000,000			\$20,000,000
31	Carpenter Street: at 10th Street corridor	Underpass	Springfield \$300,000	TIGER \$14,400,000		State Rail Crossing \$4,939,000			\$19,639,000
32 - 34	Stanford Avenue Extension: Fox Bridge to Taylor	Crossing Closings and Quad Gates	See Road and Bridge Projects list.						
39	Iron Bridge Road south of Woodside Road: at Union Pacific corridor	Overpass	County \$1,162,977	ST-R \$1,255,927		State Rail Crossing \$6,868,640	State \$1,000,000	Union Pacific \$631,411	\$10,918,955
43	Woodside Road: at Union Pacific corridor	Underpass	County \$650,272	ST-R \$13,970,287	HPP \$21,886	State Rail Crossing \$3,775,480	State \$818,597	Union Pacific \$1,104,188	\$20,340,710
								<b>TOTAL</b>	\$103,552,165

## Planned Illustrative

To finalize the high speed rail project by consolidating the 3<sup>rd</sup> Street rail line on the 10<sup>th</sup> Street corridor will require coordination and cooperation between many parties including federal, state, city, county, and private partners. Additional upgrades to insure safety at all rail crossings in the MPA as rail traffic continues to increase is of utmost importance and improvements along all rail corridors are planned. Projects have been identified and costs estimated as funding sources are being explored.

**Table 47**

<b>PLANNED ILLUSTRATIVE RAIL PROJECTS COSTS SUMMARY</b>	
<b>Rail Corridor</b>	<b>Total Cost of Projects</b>
3 <sup>rd</sup> Street/Current Union Pacific Corridor in Springfield	\$ 60,000,000
10 <sup>th</sup> Street Corridor/Planned Rail Consolidation in Springfield	\$210,900,000
15 <sup>th</sup> Street/Current Illinois & Midland Corridor in Springfield	\$ 18,600,000
19 <sup>th</sup> Street /Current Canadian Northern Corridor in Springfield	\$ 27,600,000
Kansas City Southern Corridor in Springfield	\$ 10,000,000
Norfolk Southern Corridor in Springfield	\$ 2,000,000
<b>TOTAL</b>	<b>\$329,100,000</b>

### **8.3 Bicycle Projects**

Bicycle projects to be undertaken include Envisioned Bicycle Network corridors as well as new facilities identified through the SATS Complete Streets Policy. Some segments, such as wide shoulders and bike lanes, may be constructed as part of road projects; other elements, such as lane striping/markings or sign posting, could be included in general capital programs; while larger projects such as the construction of multi-use trails will be done as stand-alone projects.

The total identified costs of bicycle projects are shown in the table below. These figures do not include the total anticipated costs of building the EBN and other facilities however. The expenses related to all projects have not been calculated as they 1) may be rolled into the total cost of a road project, 2) may be included in an overall capital program and have not been broken out, or 3) have not yet been determined.

**Table 48**

<b>TOTAL IDENTIFIED COSTS OF BICYCLE PROJECTS*</b>	
<b>Timeframe</b>	<b>Cost</b>
<b>Committed Bicycle Projects</b>	6,527,492
<b>Planned Illustrative Bicycle Projects</b>	16,041,000
<b>Future Illustrative Bicycle Projects</b>	17,284,000
<b>TOTAL</b>	<b>\$39,852,492</b>

\* does not include total costs of all bicycle projects, see paragraph above

Funding for development of the bicycle network will come from various sources including:

- Illinois Transportation Alternatives Program federal grants (competitive program)
- Safe Routes to School federal grants (competitive program)
- Other federal and state programs funding road projects
- Municipal capital programs





## 8.4 Pedestrian Projects

The Priority Pedestrian Network will develop over many years and through different means. The total identified costs of PPN projects are shown in the table below. These figures do not include the total anticipated costs of building the PPN however. Some sidewalks will be 1) included in road or rail projects, 2) built through development projects, 3) included in capital improvement programs, or 4) associated with a shared use bicycle facility.

**Table 49**

<b>TOTAL IDENTIFIED COSTS OF PRIORITY PEDESTRIAN NETWORK PROJECTS*</b>	
<b>Timeframe</b>	<b>Cost</b>
<b>Committed Pedestrian Projects</b>	968,900
<b>Planned Illustrative Pedestrian Projects</b>	325,600
<b>Future Illustrative Pedestrian Projects</b>	6,514,340
<b>TOTAL</b>	<b>\$7,808,840</b>

\* does not include total costs of all pedestrian projects, see paragraph above

Funding for development of the Priority Pedestrian Network will come from various sources including:

- Illinois Transportation Alternatives Program federal grants (competitive program)
- Safe Routes to School federal grants (competitive program)
- Other federal and state programs funding road projects
- Municipal capital programs

## 8.5 Operations and Maintenance

Funding for maintenance of the transportation system is available through the State Motor Fuel Tax (MFT) program, local general revenues, special taxes (a Springfield .25% sales tax is designated for road overlay and sidewalk improvements), general obligation bonds, and various other programs on a limited basis. Revenues from the MFT program available for roadway maintenance are estimated in the table below for 2016 – 2040 based on the recent history of a flat annual amount.

**Table 50**

<b>ESTIMATED MFT FUNDING AVAILABLE FOR LOCAL ROAD MAINTENANCE 2016 - 2040</b>	
<b>Jurisdiction</b>	<b>Estimated MFT</b>
<b>Chatham</b>	7,122,200
<b>Sangamon County</b>	6,875,000
<b>Springfield</b>	71,996,025
<b>Other Communities</b>	11,673,000
<b>TOTAL</b>	<b>\$97,666,225</b>

Funding for maintenance projects on state roads is included in the estimates shown in Section 8.1 for all road and bridge projects.

## 9. Performance Measures

The seven goals of this Plan establish an overall approach to reaching the cooperative vision for the transportation system. Although each goal encompasses a specific theme, there is much overlap among the goals. Likewise, the objectives and strategies associated with each goal can support other goals. This Plan also embraces the concept of sustainability with a focus on elements supporting economic, environmental, and social principles. Just like the envisioned interconnectedness of all transportation networks, the means to get there is comprehensive and intertwined. The progress of strategies implementation will be tracked through periodic progress reports addressing the status of each strategy identified under each goal. To evaluate the effectiveness of plan implementation however, requires a more quantitative, objective approach reflecting the combined effect of the many efforts undertaken. SATS has identified 14 performance targets to assist in this evaluation.

The overriding themes of efficiency, effectiveness, sustainability, and safety in the MPA travel experience, and most specifically fulfillment of the Plan goals, advised development of the performance targets. Reaching these targets will be done through a combination of activities undertaken to realize the objectives of this Plan. Each target has one or more associated measure that can be used to compare advances made to baseline data. The years identified for meeting each performance target varies according to the expected timeframes for execution of the associated strategies. An update on the performance targets will be included in the periodic progress reports.





**SATS 2040 Long Range Transportation Plan**  
**Performance Targets in the Springfield Metropolitan Planning Area**

PERFORMANCE TARGET		PERFORMANCE MEASURE	BASELINE MEASURE
1.	Reduce the five-year rolling average of traffic fatalities 25% by 2025.	Annual fatalities, Five-year rolling average of fatalities	Five-year rolling average in 2013 – 12.1
2.	Reduce the five-year rolling average of fatality rates 25% by 2025.	Annual fatality rate, Five-year rolling average of fatality rates	Five-year rolling average in 2013 - ? *
3.	Reduce the five-year rolling average of serious injuries 25% by 2025.	Annual serious injuries, Five-year rolling average of serious injuries	Five-year rolling average in 2013 – 210.6
4.	Reduce the five-year rolling average of serious injury rates 25% by 2025.	Annual serious injury rate, Five-year rolling average of serious injury rates	Five-year rolling average in 2013 - ? *
5.	Increase the number of SMTD passengers in FY 2014 10% by FY 2020.	Annual SMTD Ridership, % change over 2014	2014 Annual Fixed Line Ridership = 1,826,918 2014 Annual Paratransit Ridership = 63,327 Total = 1,890,245
6.	Reduce the number and square footage of road bridges in the MPA, currently in service and expected to be in service during the life of this plan, classified as “structurally deficient” 10% by 2020.	Total number of bridges rated “structurally deficient”, Total square footage of bridges rated “structurally deficient”, % change of in number and square footage of bridges rated “structurally deficient”	Total number of road bridges rated “structurally deficient” as of 1/1/2015 = 13 Total square footage of bridges rated “structurally deficient” as of 1/1/2015 = 86,775
7.	Build 10% of the mileage of missing links identified by SATS in the road network by 2025.	Total mileage of roadway missing links, Annual miles of missing links constructed, % mileage of missing links constructed	Total missing road links = 48 miles
8.	Build 50% of the key missing links in the Priority Pedestrian Network identified in the SATS Bicycle and Pedestrian Plan by 2020.	Number of key missing links in the PPN, Annual number of key missing links constructed, % of key missing links constructed	Of the 106 key missing links, 16 (15%) had been constructed in 2014.
9.	Complete 50% of key bicycle corridors identified by SATS that will connect citizens without vehicles to Economic Activity Centers	Number of key bicycle corridors connecting citizens without vehicles to EACs, Annual # of corridors constructed,	These key bicycle corridors will be identified in 2015.



	by 2020.	% of corridors constructed	
10.	Reduce Vehicle Miles Traveled from 2015 to 2025 by 5%.	Annual VMT, % change from 2015	Will be available after 2015.
11.	Complete 100% on-road connection of the multi-use trails existing in 2014 by 2020.	Connections between the Lost Bridge Trail, Interurban Trail, Wabash Trail, and Sangamon Valley Trail	Connection between the Interurban Trail and the Wabash Trail is complete.
12.	Complete upgrades to the high-speed rail corridor, including the 3 <sup>rd</sup> Street rail line in Springfield, by July 2017.	Upgrades completed	Projects identified in the 2040 LRTP.
13.	Consolidate the 3 <sup>rd</sup> Street rail line on the 10 <sup>th</sup> Street corridor by 2030.	3 <sup>rd</sup> Street rail line abandoned and consolidated on 10 <sup>th</sup> Street corridor	Projects identified in 2040 LRTP. Carpenter Street underpass is under construction.
14.	Provide transit service to all economic activity centers by 2020.	Transit service to the eight identified EACs	Transit service is available to the Central City EAC, MacArthur Junction EAC, North Dirksen EAC, South Dirksen EAC, and South Veterans EAC.

\* These rolling averages will be determined once the required data is obtained from the Illinois Department of Transportation.





# Appendix

## Acronyms and Abbreviations

ACRONYM	MEANING
ADA	Americans with Disabilities Act
C	Construction
CE	Construction Engineering
CFR	Code of Federal Regulation
CH	County Highway
CN	Canadian National Railroad
CVP	Combined Vehicle Procurement
DOT	U.S. Department of Transportation
DVMT	Daily Vehicle Miles Traveled
EAC	Economic Activity Center
EBN	Envisioned Bicycle Network
ESRI	Environmental Systems Research Institute
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
GIS	Geographic Information System
HSR	High Speed Rail
IDOT	Illinois Department of Transportation
IM	Illinois Midland Railroad
KCS	Kansas City Southern Railroad
LRTP	Long Range Transportation Plan
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan (also called LRTP)
NS	Norfolk Southern Railroad
PE I	Preliminary Engineering: Planning Study
PE II	Preliminary Engineering: Design Engineering
PPN	Priority Pedestrian Network
ROW	Right-of-Way
SATS	Springfield Area Transportation Study
SMART	Sangamon-Menard Area Regional Transit
SMTD	Springfield Mass Transit District
TDM	Travel Demand Model
UP	Union Pacific Railroad
USDA	United States Department of Agriculture