SSC RPC Springfield-Sangamon County Regional Planning Commission

Preliminary Report of Impacts on Travel Associated With Increased Freight Traffic on the 3rd Street Rail Corridor

August 5, 2009

In its initial consideration of planning issues associated with additional rail traffic on the 3rd Street rail corridor[1], the Springfield-Sangamon County Regional Planning Commission (SSCRPC) reported that it was working to assess the potential impact on roadways of additional use of this corridor. This report extends upon that initial work, preliminarily assessing the impact on roadways of running up to 60 freight trains of 75-100 cars per day on the 3rd Street rail corridor. We reach four general conclusions that we believe are intuitive and preliminarily confirmed by the results of travel demand modeling:

- Delays caused by additional rail traffic on the 3rd Street rail corridor result in systemic changes, affecting roadways throughout the area.
- The magnitude of these systemic changes appears to increase only marginally with additional delay: a 5-min. delay is sufficient to trigger a significant change in road traffic behavior.
- The delay causes a shift in traffic away from the city center and toward its outskirts, putting additional demand on parts of the road network already carrying large volumes of traffic.
- The shifting of traffic away from the Springfield city-center creates the potential for a decline in economic and social activity in this area and possibly others.

The modeling was done using 60 freight trains as the basis of study because previous reports to the Springfield Area Transportation Study (SATS) by Union Pacific (UP) railroad indicated that 60 trains would be possible, and recent discussions between UP and representatives of Springfield and Sangamon County indicated that 60 trains per day was toward the upper limit of what the corridor would support following the placement of an additional line for high speed rail.

The SSCRPC staff utilized the transportation planning software TransCAD to run the Springfield-Sangamon County Regional Travel Demand Model (TDM) under three simulated conditions: additional freight trains with no remediation; road closings as informally proposed by Union Pacific with no additional freight trains; and additional freight trains with the proposed road closings.

[1] Sims, E.N. (July 20, 2009). An Initial Consideration of Planning Issues Associated with High Speed Rail and Increased Freight on Springfield's 3rd Street Rail Corridor. SSCRPC: Springfield, IL.

Limitations on the Analysis

These preliminary findings are presented with two caveats. The first relates to limitations on the information available and the second relates to limitations associated with the travel demand model used.

Information

First, the information made available to the SSCRPC staff so far is very limited. No official documentation has been received from any of the parties involved in the implementation of the high speed rail/increased freight traffic project proposed for the 3rd Street corridor that would provide a clear basis for analysis. For example, the actual number of additional trains or lengths of the trains have not been confirmed. Nor has the frequency of the trains. Whether they will be spread out over a 24-hour period or be run more frequently during certain times of the day cannot be determined. The possibility also exists that one train may be immediately followed by another train with crossings being closed for twice as long.

Union Pacific representatives have provided some suggestions for mitigation activities that include road closings, overpasses, underpasses and quiet zones. Unfortunately we understand that these have not been formally presented, may be incomplete, and cannot be taken as guaranteed. The SSCRPC staff found it necessary to proceed with the analysis without complete information, understanding the limitations associated with the information it had.

As provided, the suggested mitigation activities included the closure of five of the existing 24 at-grade crossings on the corridor. Only two of these five crossings involved streets currently classified as collector streets included on the TDM network, so only those two can be modeled as being closed. These roads are Ridgely Ave. and Converse Ave. The other three road closures, which cannot be represented in the model, are on Jackson, Canedy and Allen streets. Additionally, we understand that the railroad is interested in closing all access to 3rd Street. Since what this would entail is not known, this closing is not included as part of the analysis in this preliminary report.

Also, it would appear that because of the short blocks in the downtown area, proposals to provide overpasses or underpasses could result in the closings of some cross streets. Without specific design information this can not be confirmed, therefore possible over- and underpasses are not factored into the analysis. As additional information is provided to SSCRPC staff, the analysis of road impacts will be updated.

The Model

We also wish to note that TransCAD is not designed specifically to simulate train traffic or that traffic's relationship to vehicle movement on roadways. The travel demand model created using TransCAD consists of the major road network (principal arterials, minor arterials, and collectors) and traffic analysis zones (TAZs) which contain

household and employment data. Travel in and through the area is calculated based on where people live, where travel destinations are located, and which roads are most likely to be used for each trip.

In consultation with LSA Associates, who developed the Sangamon County TDM, it was determined that by putting time delays on corridors that intersect the 3rd Street rail line the effect each train would have on traffic patterns could be approximated. This is because when planning trips people take into consideration possible impedances to their travel and choose routes and destinations that require the least effort.

To determine the delay factor, staff timed trains on the 10th Street corridor. The 10th Street corridor was selected because these trains currently run at 40 mph, the assumed speed of the additional freight trains on the 3rd Street corridor. The average time between a 75 car train (which we estimate to be approximately 4,500 ft. in length) and a 100 car train (approximately 6,000 ft) that the crossing gates are down and traffic un-stacks at the gate, was approximately 5 minutes, so this time was used to represent the delay associated with one train.

In doing the analysis a few issues associated with using TransCAD became apparent. First, we believe that since the model was created to study vehicular traffic on roadways, it assumes that all intersections (or crossings, in this case) act independently. Therefore the model treats delays at the crossings as being independent, one from another, rather than recognizing that the delays will be occurring on several streets at the same time. Of course this is not the nature of train crossing delays. Since a train may affect multiple crossings at the same time, the interactions at the crossings would no longer be independent, but interdependent. Intuitively we would anticipate that this would increase problems related to traffic flow, but at this time we have no way to test this assumption.

Also, local roads lying within traffic analysis zones are not in the model and therefore the effects on these cannot be illustrated. We would anticipate that these roads will be affected, and that this would result in additional congestion and traffic delays.

Results of the Modeling

While confidence in the results using the TransCAD-based TDM model is not as great as might be associated with the use of a model that is specifically designed to simulate the effect of train traffic on vehicular movement, we believe that it does provide an approximation of the effect that additional freight traffic would have on travel in and around Springfield and is therefore useful for planning purposes. This approximation allows us to come to some general conclusions about the effects, which will be discussed further below.

The results of the scenarios run are included in the attachments. Table 1 indicates changes in level of service (LOS) and traffic volume by road segment. These changes are compared to the current, base condition without additional train-generated impedance. The LOS base is compared to two new conditions: a 5 min. per hour and a

12.5 min. per hour average delay. The traffic volume change is presented in the table based only upon a 5 min. delay.

Diagrams A, B, and C map changes in traffic volume due to delay. Diagram A presents a traffic volume comparison based upon a 5-min. delay, while B and C show 8.35-min. and 12.5-min. delays, respectively. The roadways represented in blue show a decrease in traffic volume compared to the current situation, while a roadway represented in red indicates an increase. The width or "band-spread" of the roadway shown on these maps indicates the magnitude of the increase or decrease.

As Table 1 shows, changes in LOS were found on 24 of the 62 segments (38.7%) for which the model provided output. In five of these cases (Monroe: Veterans to Old Jacksonville; Monroe: Old Jacksonville to Lawrence; Clear Lake: Dirksen to 16 th; Chatham: Westchester to Lincolnshire; Woodside: Route 4 to Old Woodside), LOS actually improved due to the additional delay and this outcome will be discussed further below.

However, in 16 cases LOS on segments declined with a 5-min. delay, and an additional three declined with a 12.5-min delay. Overall then, for the 24 cases noted, 20.8% showed some improvement in LOS, 66.7% showed a decline in LOS with a 5-min. delay, and 79.2% showed a LOS decline with a 12.5-min. delay.

As Table 1 also shows, 60 of the 62 segments reported indicate a change in traffic volume based upon a 5-min. delay. Of these 60 segments:

- **9** segments **(15.0%)** indicate a **large decrease** in traffic volume;
- **8 (13.3%)** indicate a **moderate decrease** in traffic volume;
- **2 (3.3%)** indicate a **minimal decrease** in traffic volume;
- **22 (36.7%)** indicate a **large increase** in traffic volume;
- **13 (21.7%)** indicate a **moderate increase** in traffic volume; and
- **6 (10.0%)** indicate a **minimal increase** in traffic volume.

In the broadest terms then, 19 segments (31.7%) show some degree of decrease in traffic volume while 41 (68.3%) show some increase, with the greatest tendency toward large to moderate increases. It is important to note, and will be addressed more fully below when we present our conclusions, that decreases in traffic volume are not necessarily a positive outcome any more than increases are necessarily a negative outcome. This is largely dependent upon where and how these increases or decreases occur, and their anticipated impact on the surrounding areas.

With these general results presented, we move to an examination of the scenarios.

Additional Freight Trains With No Remediation

Three scenarios were run to illustrate the effect of additional freight trains of between 75 and 100 cars (approx. 4,500-6,000 ft.) on the 3rd Street corridor with no remediation provided. The time delays were applied to all at-grade crossings in the county. The second and third scenarios reflect an average impact over a 24-hour period. In other

words, without knowing when the trains would traverse the city it is assumed they would be spread out equally throughout a full day.

Therefore:

- Scenario 1: included a 5-minute delay representing one train per hour.
- Scenario 2: included an 8.35-minute delay representing 40 freight trains per day, or an average of 1.6 trains per hour.
- Scenario 3: included a 12.5-minute delay representing 60 freight trains per day, or an average of 2.5 trains per hour.

Changes in travel patterns are initially indicated with application of a 5-minute delay factor.

Under these scenarios we find drivers avoiding the road corridors where a delay is likely to occur. We believe that this may explain why improvements in LOS were indicated for the Monroe and Clear Lake segments, for example.

Traffic volumes are shown to increase on roads north, south, and west of the center city. Specifically, traffic is shown to be routing on Veterans Parkway, Wabash/Stanford, and I-72 to completely avoid the 3rd Street rail corridor and thus the core area of Springfield.

Traffic on MacArthur Boulevard is also shown to increase along with that on Sangamon Avenue, Browning Road and North Grand Avenue - West. Because of this avoidance behavior traffic is also shown to decrease on Jefferson, Madison, South Grand and Clear Lake. These are principal arterials running east/west through the City that would no longer be used by the majority of travelers because of the known delay.

As the delay factor is increased to 8.35-minutes and 12.5-minutes, the same patterns emerge with slightly more or less traffic utilizing the above named roads.

Road Closings With No Additional Freight Trains Modeled

One scenario was run to show what effect the closing of Ridgely Avenue and Converse Avenue would have on travel with no freight train traffic considered (no delays were applied to any roads on the network). The model indicated traffic re-routing to 11th Street with no significant impact on any other roadways. Although the local streets are not modeled, there is no other through street in the area so it is unlikely any of the local streets would be impacted by these closings absent increased rail use. This result is important to the study as it allows us to differentiate the results of the closings from the results caused by train delays.

Additional Freight Trains and Road Closings

The three scenarios noted above were run to illustrate the effect of additional freight trains of between 75 and 100 cars on the 3rd Street corridor with crossings closed on Ridgely Ave. and Converse Ave. The time delays were applied to all at-grade crossings in the county. Once again, the second and third scenarios reflect an average impact over a 24-hour period.

The results did not vary from the three scenarios run without the closings. Because the Ridgely Ave. and Converse Ave. carry little traffic in relation to the entire road network, these suggested closings do not have much of an impact on travel throughout the city, however increased rail traffic does.

Interpretation of Findings

As indicated earlier in this report, the travel demand model was used to provide a general concept of what the impact on travel would be in Springfield if 40 – 60 freight trains were to run daily on the 3rd Street rail corridor. What it has shown most generally is that:

- **The effects of a delay caused by additional freight trains on the 3rd St. corridor are systemic.**

One might intuitively think that a delay at crossings along the corridor will generate only localized events, but this is not the case. The model indicates changes – including some relatively large ones – on roadways some distance from the corridor. This systematic effect is demonstrated in Diagrams A, B and C showing increases and decreases in traffic volume within the study area. We believe that this is the result of delays changing driver behaviors as they seek to avoid areas with known congestion, which will largely be found in the city-center, opting instead for routes that avoid these areas. This leads to our second finding.

- **With the possibility of a delay along any of the road corridors with at-grade crossings on the 3rd Street tracks, people will choose to use routes that have no known impedance.**

It is intuitive that traffic will avoid areas where delays are anticipated. Local transportation officials see this behavior on a regular basis when road construction projects are underway. In considering the 3rd St. corridor, one finds that these alternate routes often exist some distance away from the rail corridor, so as people attempt to avoid areas of delay, they shift to peripheral roadways.

What is not as intuitive is the finding that increases in impedance beyond 5-min. affects this behavior only marginally. Once the initial 5-min. delay is factored into the model, it appears to hit a "tipping-point" where drivers significantly change their travel patterns. This may mean that efforts to mitigate the delay problem will only

change this behavior marginally. In this regard efforts to mitigate delays may have only a minimal effect on driver behavior unless they are significant enough to affect driver perception and do not create additional delays themselves.

- **Traffic would move to the outskirts of the city putting more demand on parts of the road network that already carry large volumes of traffic.**

Since drivers will seek alternate routes, and the bulk of these alternate routes already carry a large amount of traffic, the end result is to additionally burden them. Conversely, roads built to carry larger volumes of traffic east and west through the city would no longer be utilized. Overall one might see this as a systemic loss in road efficiency.

The results of the modeling show traffic that currently uses east-west roadways running through the city-center shifting largely north and south of the city-center with additional impact on connecting routes to the west. Many of these roadways already support large volumes of traffic, so the shift caused by additional trains will simply add to this volume.

One example of this is noted in a decline in traffic on a short segment of I-55 proximate to the Clear Lake interchange. This reduction in traffic volume was not intuitive, and we originally considered this to be either an artifact of the model or incomplete information. Upon further reflection we determined that it was neither, but instead a result of traffic that would normally flow through the city-center diverting north and south of it. This outcome would be consistent with our other results. This result needs to be more fully considered, particularly in terms of its implications for trucking. Since many freight carriers travel east and west through Springfield using Jefferson and Madison, the model may be indicating that delays along the 3rd St. corridor will shift truck traffic onto roadways further north and south of the city, potentially moving them onto roads such as Veterans so that they can link up with existing truck routes to the west. The implications of such traffic shifting requires further study that takes into account state truck routes.

The implications of this traffic shifting is also relevant to mitigation planning. Since we find that a delay causes systemic changes, many of the affected roadways are some distance from the 3rd. St. corridor. Since even a 5-min. delay causes travelers to significantly shift their behaviors, mitigation associated only with roadways immediately proximate to the 3rd St. corridor may not address the magnitude of the problem as many of the problems would accrue to roadways that are not proximate to it.

- **Traffic will avoid the city center, potentially leading to decline.**

Previously we noted that an increase or decrease in traffic volume is in-and-of-itself neither good nor bad. While it may be indicative of a loss of transportation network

efficiency, its social and economic effects will be distinguished based upon the relationship of the traffic volume to the surrounding area. Although TransCAD does not address issues outside of traffic movement, it is clear there would be a social and economic impact on the center-city as well as some other areas as travel to them becomes undesirable.

We anticipate, for example, that a decrease in traffic volume in Springfield's city-center as predicted by the model will affect downtown businesses in terms of both sales and possibly employee recruitment. One might suggest that since there will be less traffic there should be an increase in the number of people who would shop, work and live in the downtown. However we do not expect that will be the case. Since people tend to avoid areas of delay, fewer customers will be driving through the area and therefore shopping in it. In addition, it is intuitive that people would rather work and live in areas that are not subject to transportation delays. Given an alternative, they will select areas where these delays are not anticipated. Transportation delays will simply exacerbate other quality-of-life problems that additional freight traffic through Springfield's city core is expected to cause.

Note also that the delay shifts traffic volume away from the near-east side of Springfield, reducing traffic along several major thoroughfares there. This is an area that has seen residential and commercial decline for a number of years. We would anticipate that a reduction in traffic volume along the roadways in this area will make it even more difficult to entice retail businesses to the area that depend upon highway use and the customers that increased use brings.

Increases in traffic volume as demonstrated by the model may also generate mixed social and economic results. For example, the model indicates an increase in traffic volume along MacArthur Blvd. On one hand this may be of benefit to commercial enterprises (not so much to residents in the area, however) along MacArthur that depend on drive-in and highway commercial business. However the number of curb-cuts that currently exist along the segment of MacArthur from South Grand to Wabash are already seen as a barrier to redevelopment. Additional study would need to be done to determine if the mix of additional traffic in conjunction with numerous curb-cuts would have an additional, negative effect. In addition, it would be useful to consider the effect that the extension of MacArthur to I-72 will have on traffic patterns along MacArthur and the area as a whole with and with out the anticipated train-caused delays.

It would also appear to significantly increase traffic volume on north-south roadways between Carpenter St. and North Grand Ave. on Springfield's near-north side. This area includes the Enos Park neighborhood, a primarily residential area, and the Medical District. While an increase in traffic volume might conceivable be of value to a commercial corridor such as MacArthur, it is difficult for us to contemplate any positive advantage that additional traffic volume of the scale identified by the model would have for a struggling residential area and the various medical facilities located nearby.

Conclusions

The results of this preliminary study are limited by the information available to the SSCRPC and the TDM itself, but even so are illustrative of the general effect that additional use of the 3rd St. rail corridor will have on the area. While we found many of the results to be intuitive, the direction and geographic placement of the effects were not.

We anticipated that train generated delays would have localized effects on the crossing roadways. It did, but in a different direction than we anticipated. While we originally thought that delay would cause congestion on these crossing streets, which would be demonstrated by loss of LOS and increased traffic volume, the model found that it would decrease traffic volume as travelers sought alternatives to bypass the area. This results in increased volume on many roadways outside the area of the corridor that already show high volumes of traffic. Loss of LOS becomes associated with increased traffic on some roadway segments.

We also anticipated that increases in the magnitude of the delay would increase the magnitude of traffic volume and the loss of LOS. It did not. What the model found was that a singular shift due to a 5-min. delay would cause travelers to seek alternate routes around the area where delay was anticipated to occur. For this reason we did not include data for 8.35-min. and 12.5-min. delays in Table 1 as they did not significantly increase the magnitude of the problem once the initial 5-min. delay was factored into the model. This outcome has particular significance when assessing possibilities for delay mitigation.

Finally we anticipated that delays would have an effect on traffic movement that would create social and economic difficulties for the redeveloping city-center. We found that it did, but that it also may have a negative effect on areas some distance away from the corridor: for example, the near-east side of the city, along MacArthur Blvd., and in the Enos Park/Medical District area. This outcome should be considered as part of any study of the negative externalities that additional use of the 3rd St. rail corridor for freight might entertain.

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Table 1

SIMULATING INCREASED FREIGHT TRAIN TRAFFIC ON 3RD STREET USING TRANSCAD					
		August 5, 2009			
	LOS			Volume Change	
Road Segment	**Base**	**5 min delay**	**12.5 min delay**	**5 min delay**	
Monroe: Veterans to Old Jacksonville	congested	congesting	congesting	Moderate Decrease	
Monroe: Old Jacksonville to Lawrence	congested	congesting	congesting	Moderate Decrease	**periphery decrease**
Monroe: Lawrence to Walnut				Moderate Decrease	
West White Oaks: Wabash to Hedley	congested	congested	congested	Minimal Increase	
Stanford: 5th to North	uncongested	congested	congested	Large Increase	
Stanford: MacArthur to North	congesting	congested	congested	Large Increase	
Wabash: MacArthur to Leonard	congested	congested	congested	Large Increase	
Wabash: Leonard to Chatham	congesting	congesting	congesting	Moderate Increase	
Wabash: west of Chatham Road	uncongested	congesting	congesting	Moderate Increase	**periphery increase**
Wabash: Koke Mill to Hollis	uncongested	uncongested	congesting	Minimal Increase	
Wabash: Meadowbrook to Hollis	congested	congested	congested	Moderate Increase	
Wabash: Archer Elevator to Meadowbrook	uncongested	congesting	congesting	Moderate Increase	
Wabash: Acher Elevator to Bunker Hill	congesting	congested	congested	Moderate Increase	
Wabash: Bunker Hill to I-72	congested	congested	congested	Moderate Increase	
Dirksen: Clear Lake to Ridge	congesting	congesting	congested	none	
Dirksen: South Grand to Clear Lake				Large Decrease	**Eastside decrease**
Clear Lake: Dirksen to 16th	congesting	uncongested	uncongested	Large Decrease	
Jefferson:16th to Chatham				Large Decrease	**Eastside/DT decrease**
Madison: 16th to Chatham				Large Decrease	
I-55: South Grand to Clear Lake	congesting	congesting	congesting	Minimal Decrease	
I-55:north of Clear Lake				Moderate Decrease	
East Lake Shore: I-55 to Spaulding Dam	congesting	congesting	congesting	none	
S 6th: Stanford to Lincolnshire	congesting	congesting	congesting	Minimal Increase	
Walnut: Washington to Jefferson	congesting	congesting	congesting	Minimal Increase	
Iles: Veterans to White Oaks Entrance	congesting	congesting	congesting	Minimal Increase	
Chatham: Westchester to Lincolnshire	congesting	uncongested	uncongested	Minimal Decrease	
Woodside: Route 4 to Old Woodside	congesting	uncongested	uncongested	Large Decrease	**periphery decrease**
Robbins: Lindbergh to Hollis	uncongested	uncongested	congesting	Minimal Increase	
Browning: 5th to Veterans	uncongested	congested	congested	Large Increase	
5th: Browning to Sangamon	uncongested	congested	congested	Large Increase	**periphery increase**
5th: Sangamon to North Grand				Large Increase	
5th: North Grand to Stanford				Large Decrease	**DT decrease**
Ridgely: Peoria to 5th	uncongested	congested	congested	Large Increase	
Converse: 6th to 9th	uncongested	congested	congested	Large Increase	
N 6th: North Grand to Converse	uncongested	congested	congested	Large Increase	**Northside increase**
N 6th: Carpenter to North Grand				Large Increase	
6th: North Grand to Stanford				Moderate Decrease	**DT decrease**
North Grand: east of 6th				Large Decrease	**Northside decrease**
North Grand: 6th to 4th				Large Increase	
North Grand: 4th to 2nd	uncongested	congested	congested	Large Increase	
North Grand: 2nd to Rutledge	uncongested	congesting	congested	Large Increase	**Northside increase**
North Grand: Rutledge to Chatham				Moderate Increase	
Carpenter: Walnut to Rutledge	uncongested	congesting	congested	Moderate Increase	
Carpenter: east of 2nd				Large Decrease	
4th: Laurel to Ash	uncongested	congested	congested	Large Increase	
Ash: 4th to MacArthur				Large Increase	**rerouting**
1st: Ash to Laurel				Large Increase	
I-55: Stevenson to 6th	uncongested	congesting	congesting	Moderate Increase	**periphery increase**
Capitol: 2nd to 4th	uncongested	congested	congested	Large Increase	**DT rerouting**
2nd: north of Capitol				Large Increase	
I-72: 6th St. to Wabash				Large Increase	
Veterans: Monroe to Walnut				Moderate Increase	**periphery increase**
Veterans: Walnut to Dirksen				Large Increase	
MacArthur: Jefferson to Wabash				Large Increase	
South Grand: Dirksen to MacArthur				Large Decrease	**Eastside decrease**
Cook: Dirksen to Lawrence				Moderate Decrease	
Lawrence: 9th to Chatham				Moderate Decrease	
11th: Madison to Stevenson				Moderate Decrease	**Eastside decrease**
Sangamon: I-55 to 16th				Moderate Increase	
Sangamon: 16th to 5th				Large Increase	
Bissell: Dirksen to Route 54				Moderate Increase	**periphery increase**
Route 54: Bissell to Williamsville Road				Moderate Increase	

LOS improvement
LOS decline
blank LOS = no congestion indicated
Minimal - hundreds
Moderate - 1,000 - 2,500
Large - over 2,500

Diagram A

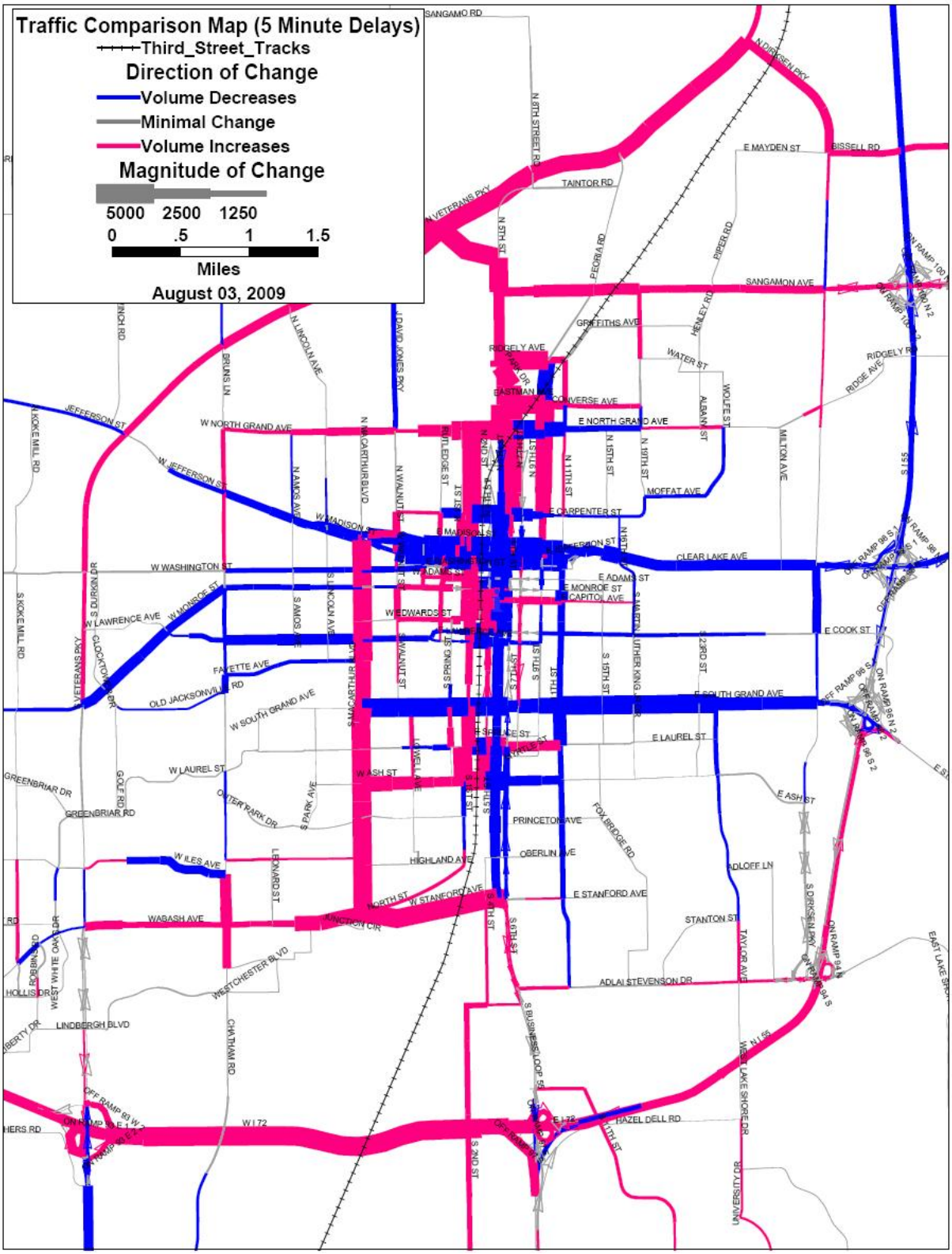

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Diagram B

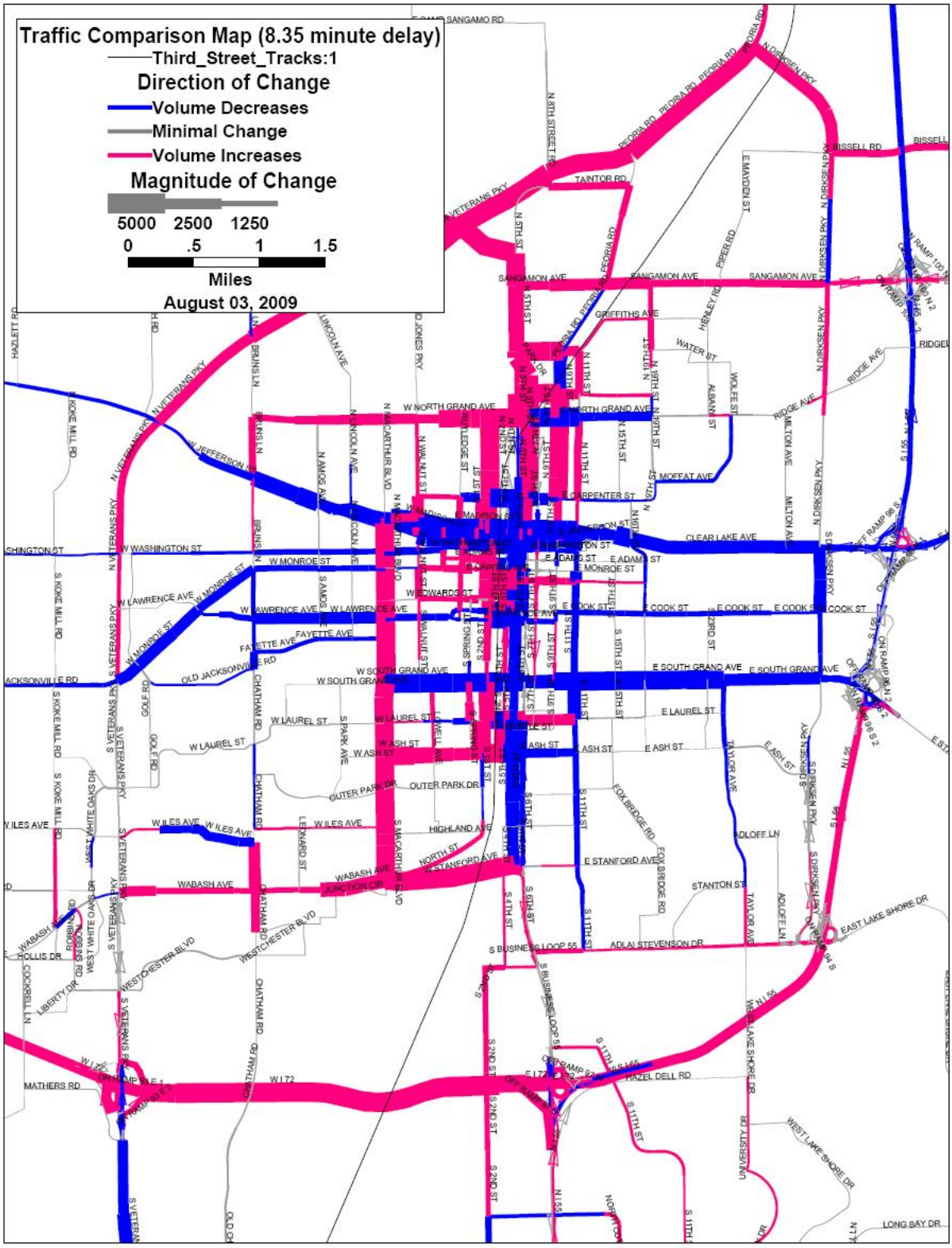

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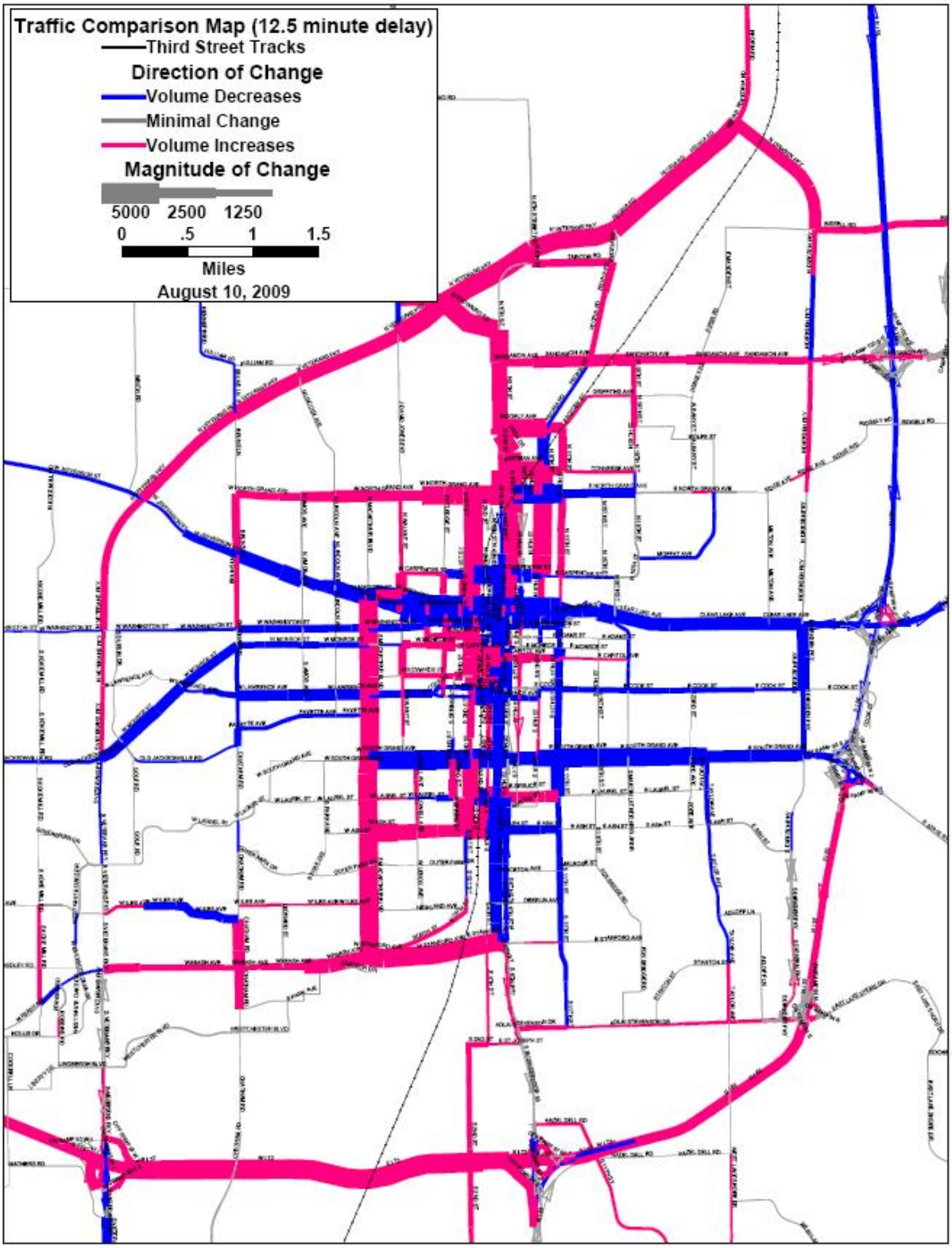
Diagram C


Traffic Comparison Map (12.5 minute delay)
Third Street Tracks
Direction of Change
Volume Decreases
Minimal Change
Volume Increases
Magnitude of Change
5000 2500 1250
0 .5 1 1.5
Miles
August 10, 2009

The Springfield-Sangamon County Regional Planning Commission (SCRPC) serves as the joint planning body for Sangamon County and the City of Springfield, as well as the Metropolitan Planning Organization for transportation planning in the region.

The Commission has 17 members including representatives from the Sangamon County Board, Springfield City Council, special units of government, and six appointed citizens from the city and county. The Executive Director is appointed by the Executive Board of the Commission.

The Commission works with other public and semi-public agencies throughout the area to promote orderly growth and redevelopment, and assists other Sangamon County communities with their planning needs. Through its professional staff, the SSCRPC provides overall planning services related to land use, housing, recreation, transportation, economics, environment, and special projects. It also houses the Sangamon County Department of Zoning and Building Safety which oversees zoning, building permits and code, and liquor licensing for the County.

The Commission prepares area-wide planning documents and assists the County, cities, and villages, as well as special districts, with planning activities. The staff reviews all proposed subdivisions and makes recommendations on all Springfield and Sangamon County zoning and variance requests. The agency serves as the county's Plat Officer, Floodplain Administrator, Census coordinator, and local A-95 review clearinghouse to process and review all federally funded applications for the county. The agency also maintains existing base maps, census tract maps, township and zoning maps and the road name map for the county.

SSCRPC: Advising Planning Evaluating Leading